OFFICE OF CHIEF OF NAVAL OPERATIONS

16 Nov. 38.

Memo for President:

Attached is a description of the British Anti-Aircraft Ships about which you spoke to me.

[Signature]

PS: Navy
SUBJECT: British Anti-Aircraft Ships.

Two British cruisers, H.M.S. COVENTRY and H.M.S. CURLEW, both built in the years 1916-1918 and armed at that time with five 6 inch guns, were converted during the latter part of 1935 to "anti-aircraft ships". These ships of 4,290 tons displacement, speed of 29 knots, and length of 425 feet, had their 6 inch guns replaced with a battery of ten 4 inch anti-aircraft guns, two 8-barrelled Mark M pompons, and four 4-barrelled .5 inch anti-aircraft machine guns - all in all, a formidable anti-aircraft battery. These guns are on two levels, the main deck and one level higher, their distribution being as indicated on the sketches herewith:

![Sketch of anti-aircraft布置](image)

- 4-inch anti-aircraft gun
- Mark M pompom (8 barrels)
- 4-barrelled .5 inch anti-aircraft machine gun
These guns are director controlled, having the latest director installation. There are two elevated anti-aircraft director control stations, one forward and one aft, and from observation at some distance one would assume that all required instruments are on a pivoted mount. No guns of this battery have distant control in the sense that they are mechanically or electrically trained or elevated from a distant control station, that is, they are trained and elevated by the gun's crew which follows pointers actuated according to the well-known director firing system.

During the crisis following the Italo-Ethiopian conflict, the two anti-aircraft ships were sent to the Mediterranean and remained there from February to September, 1936. More recently they have been maintained at reduced complements at Home Ports. It is believed that the British look upon these special vessels primarily as base defense vessels rather than as components of the mobile fleet.

In December, 1936, the British Government notified the signatories of the London Naval Treaty of 1930 that national requirements necessitated the retention of the cruisers CARDIFF, CERES, CALEDON, CALYPSO, and CARADOC, but that these ships would be converted into anti-aircraft ships and maintained for a maximum of five years' peace service. To date there has been no information received that the conversion of these ships has been started although a statement was noted in the United Services Review for 12 August, 1937, that work on H.M.S. CERES was about to begin.
MEMORANDUM FOR THE PRESIDENT

My dear Mr. President:

Complying with your memorandum of March 17th, and after consultation with the State Department, the destroyer Mugford has been sent from Guantanamo Bay, Cuba, to Samana Bay, Dominican Republic.

The Mugford left Guantanamo at 12:30 a.m., March 18th, and is expected to arrive at Samana Bay not later than the early morning of March 19th.

The Navy Department has instructed the Mugford to remain at Samana Bay until further orders, reporting by radio the presence and movements of foreign men-of-war in that area.

The Commanding Officer of the Mugford is Lieutenant Commander James W. Whitfield.

Most respectfully,

[Signature]
Acting.
THE WHITE HOUSE
WASHINGTON

March 21, 1938.

MEMORANDUM FOR

THE ASSISTANT SECRETARY OF THE NAVY

I am returning herewith the enclosed secret report on battle-
ship plans.

F. D. R.
My dear Mr. President:

In view of their possible bearing on current discussions of the Escalation Clause of the 1936 Treaty, I quote herewith for your information some inferences drawn by one of our officers from a recent conversation in Rome with a particularly well informed Italian Naval Officer of high rank and close contact with the Foreign Office:

"(1) He expressed the opinion that the Japanese are undoubtedly building, or intend to build, cruisers in excess of the Treaty Limits.

"(2) Italy desires, in the interests of good International Relations, particularly with the United States, to adhere to Treaty Limits, as evidenced by her action with regard to the ROMA and IMPERO. However, if Italy departs from Treaty Limits, I am of the opinion it will be in the cruiser class, which matter is apparently now under consideration, with a keen interest indicated regarding our policy.

"(3) He expressed the opinion that undoubtedly Japan is building battleships in excess of Treaty Limits and that he thought they might be about 2000 tons less than the 46,000 tons he had previously indicated.
"(4) Among a well informed group of Italian Naval Officers there is a strong desire for a Fleet Air Arm, but they see no hope of accomplishing it in the near future. They recognize it as a great weakness of the Italian Fleet, particularly outside the Mediterranean, and the further the Fleet advances from metropolitan Italy.

"(5) Scepticism regarding Japan's ability to design radically new vessels, particularly with 18" guns.

"(6) Majority Italian opinion was stated "to agree with British opinion that 16" guns are preferable to 18" guns which would have insufficient advantage over guns of smaller calibre which could maintain the same volume of fire"; and 18" guns present difficult problems of various kinds.

"(7) Great relief at the hopeful prospects of a settlement with Britain and the earnest sincere desire of the Duce for Peace. Strong emphasis on the necessity to Italy for peace due to her critical stringent financial position.

"(8) Recognition that neither Japan nor Italy can stand the financial pace of a Naval Expansion Race.

"(9) The necessity for a rapprochement in Italian-French relations which was stated to be an absolute necessity to supplement any Italo-British agreement that might be achieved. Difficulties mentioned were French desires for alliances with Czechoslovakia, Little Entente and Soviet Russia.

"I gathered the impression that U.S. Naval Strategy in the Pacific is a subject of keen interest, and the limitations of the Panama Canal regarding the size of battleships we could successfully
appeared important to them. Some eagerness for accurate
information on this point was evidenced.

"Looking back over my conversations with this officer during
the past 20 months, his failure during today's conversation to deny
in any form or degree the existence of any kind of commitments on
the part of Italy under the Anti-Comintern Pact seems significant.
The increasing delicacy and reticence in discussions of this sub-
ject arouse definite suspicions. I commented that the lack of
assurance on this point from an Italian source was in marked con-
trast to our Chief of Naval Operations' denial of any existing
written or verbal understanding with Britain and France.

"Another point which has not escaped the Italian Ministry of
Marine is the marked superiority that would accrue to the United
States if our Navy decided now to construct cruisers of tonnage in
excess of the Treaty Limits, in the case of those cruisers author-
ized under the regular 1939 and the President's Special Supple-
mentary Program. Such a decision would unquestionably exert a
tremendous influence on Italy. He commented upon the timely op-
portunity afforded us in this respect with the new Vinson Bill
Program.

"If the Italian Navy should have any opportunity to influence
Japan's cruiser design, it is my opinion that they will advocate a
type of very fast heavily gunned ship, such as a 35 knot vessel
with sufficient protection against air bombs and torpedoes - perhaps
a medium sized battle cruiser. Our lack of at least 30 knot heavy
vessels impresses the Italians as a great weakness. In today's
conversation it was admitted that Japanese cruisers of between
16,000 and 20,000 tons, with 35 knots and heavier guns would be as much superior to the Treaty Cruisers as 40,000 to 46,000 ton battleships would be to 35,000 ton Treaty battleships. The definite opinion was expressed that Japan would build some such vessels.

"He very subtly inferred a lack of Italian knowledge regarding the new Japanese Building Program, which only served to strengthen my opinion that the Italian Ministry of Marine is well informed regarding the Japanese Program."

Most respectfully,

William Leahy

The President,
The White House.
MEMORANDUM FOR THE PRESIDENT

Referring to your memorandum of 28 March regarding activities of the German ships in Samana Bay, the Commanding Officer of the MUGFORD reports as follows:

The MUGFORD arrived Samana Bay 7:30 p.m. 18 March, entered the Bay at daylight 19 March and found the German battleship Schlesien and the tanker Rudolph Albrecht anchored in Sanchez Roads. They reported having arrived at noon 18 March. The Schlesien is an old German battleship used as a training ship for Naval cadets. She was completed in 1908, displaces 13,040 tons, has a main battery of 4 - 11 inch guns, and a speed of 18 knots.

The Schlesien surveyed the harbor during her stay in Sanchez Roads.

On 22 March the Rudolph Albrecht fueled the Schlesien and then proceeded to sea.
On 23 March the Schlesien proceeded from Sanchez Roads, anchored at the entrance of Samana Bay and received mail; she got underway at 6:30 p.m. the same day, reported destination Horta, Azores.

The MUGFORD submitted a written report, a copy of which will be forwarded to you when received.

[Signature]

[Signature]
THE WHITE HOUSE
WASHINGTON

Warm Springs, Ga.,
March 28, 1938.

MEMORANDUM FOR

ADMIRAL LEAHY

Please let me know what
Commanding Officer of MUGFORD
reported in regard to activities
of the German ships in Samana
Bay.

F. D. R.

No papers accompanied memo.
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

24 March 1938

MEMORANDUM FOR THE PRESIDENT

With reference to your memorandum of March 17th regarding the visit of German ships to Samana Bay from 18 to 23 March, the Commanding Officer of the MUGFORD reports that the German battleship Schlesien and oil tanker Rudolph Albrecht departed from Samana Bay at 6:30 p.m. 23 March, destination of Schlesien reported to be Horta, Azores.

The MUGFORD has been directed to proceed to Guantanamo carrying out remainder of her shakedown cruise.

[Signature]

[18-19]
CONFIDENTIAL

March 17, 1938

MEMORANDUM FOR

THE UNDER SECRETARY OF STATE
THE CHIEF OF OPERATIONS

I note that German battleship
and transport will visit Samana Bay
March 19th to 23rd. Why not have an
American destroyer or some other
ship in Bay at same time? Please
expedite.

F. D. R.
April 4, 1938.

Memo for Sec. of State

In re-setting up standing liaison comm. of the State, War and Navy Depts.

See--Hull folder-Drawer 1--1938
MEMORANDUM FOR THE PRESIDENT

In accordance with my memorandum of March 30th, I am enclosing herewith a copy of the report of the Commanding Officer of the USS MUGFORD regarding the visit of the two German ships to Samana Bay. A copy of this report has been sent to the State Department.

[Signature]

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

5 April 1938
From: Commanding Officer.
To: Chief of Naval Operations.

SUBJECT: Visit to Sanchez, Dominican Republic - Report on.

Reference: (a) Navy Dept. (Coding Board) despatch 0017 2106 of March 1938.

Enclosure: (A) Copy of my letter serial 123 of 23 March 1938 (herewith) to the American Minister, Ciudad Trujillo, D.R.

1. In accordance with reference (a), MUGFORD departed Guantanamo Bay, Cuba, 0037, 18 March 1938, and proceeded at 20 knots to Samana Bay area, arriving off entrance to Samana Bay 1930, 18 March. Entered Samana Bay at daylight, 19 March, proceeding to anchorage at Sanchez Roads, and anchored at 1101, 19 March. Observed that the German Battleship SCHLESIEN and German Oil Tanker RUDOLF ALBRECHT were anchored in Sanchez Roads.

2. Immediately after anchoring, Lieutenant Colonel C.A. McLaughlin of the Dominican National Army and four English-speaking members of his staff called officially and stated that they were the personal representatives of the President of the Dominican Republic and that they had been sent from the capital to do everything possible for the officers and crew of this vessel. They extended us a cordial welcome and offered us the full facilities at their command.

3. A boarding officer from the SCHLESIEN called on board and a boarding officer was sent immediately from this vessel to return the call. At 1400, 19 March, this Commanding Officer called officially on the Commanding Officer of the SCHLESIEN and then called officially on the officials of the city of Sanchez, accompanied by two officers of this vessel. We were met at the landing at Sanchez by the American Consular Agent and escorted to the City Clubhouse where we were officially met by Lieutenant Colonel McLaughlin, the Mayor of the city of Sanchez, and the leading citizens of the town. Lieutenant Colonel McLaughlin again welcomed us in the name of the President of the Dominican Republic and stated that he was there at the President's request to offer us all possible courtesies.

4. In the forenoon of 20 March 1938, a boat was placed at the disposal of the American Consular Agent and he called on board. At 1400, 20 March, the Commanding Officer of the SCHLESIEN and his adjutant called officially. On the evening of 20 March, a reception and dance was given at the City Clubhouse in Sanchez, in honor of the officers of the MUGFORD. Invitations to this affair read "The President of the Dominican Republic requests the pleasure of your company at a dance to be given in honor of the Officers of the U.S.S. MUGFORD." The Captain of the SCHLESIEN, accompanied by several of his officers, attended, as well as the Governor of the Province and all the leading citizens of the community.
5. At noon, 21 March 1938, Lieutenant Colonel McLaughlin, the personal representative of the President, and four officers of his staff were entertained at a luncheon on board this vessel. On the evening of 21 March, a dance was given at the Clubhouse in Sanchez by the city of Sanchez in honor of the officers of the SCHLESIEN, and the Commanding Officer and four officers of this vessel attended.

6. On 22 March 1938, a luncheon was given on board the SCHLESIEN by the Commanding Officer of that vessel in honor of the Commanding Officer of this vessel. This luncheon was attended by Lieutenant Colonel McLaughlin, the British Vice Consul, the German Consular Agent, the Mayor of Sanchez, and four officers of this vessel. Immediately after this luncheon we were escorted to the wardroom of the SCHLESIEN and sound motion pictures were shown, in which were included the details of Italian Premier Mussolini's visit to Germany and the words of his entire speech. Also, a film was shown depicting the German Navy at anchor, in maneuvers, firing, drills, etc. It is understood that these movies have been shown for purposes of propaganda in all ports visited as various German officers stated they had seen the same movie many times. Only movies for educational purposes and propaganda are carried on board the SCHLESIEN. From 1700 to 1900 the same day, a reception and dance was held on board the SCHLESIEN for the citizens of the community. At the conclusion of this dance, German hymns and national airs were played.

7. This Commanding Officer desires to emphasize the apparent desire of the representatives of the Dominican Republic to firmly cement a more friendly tie between the Dominican Republic and the United States. This was indicated by their every word and action. It was very evident that these representatives were sent under orders to do everything possible for us and to strive to create a more friendly feeling with a view to removing any possible distrust or misunderstanding which might have existed, and that the good will of the United States Navy and its representatives was foremost in their minds. To this end, they extended themselves and did everything possible within the limited facilities available in this vicinity. The feeling of the citizens at Sanchez is predominantly pro-American and distrustful of the Germans. Our presence at Sanchez was very welcome and it is believed that we created a most friendly feeling. The MUGFORD is the first U.S. Navy ship that has visited the port in quite some time whereas German and French ships have been there almost yearly. At the official luncheon on board the SCHLESIEN given in honor of the Commanding Officer of this vessel, the Mayor of Sanchez made a speech in Spanish which I did not understand but which was interpreted for me by one of my officers. In this speech, the Mayor declared that although the Dominicans liked, personally, the German people, their interest lay in "the Great Republic of the North," and that they must look to this Republic for their protection. (It is believed that this speech was quite inappropriate at the time.)

8. In the forenoon of 22 March 1938, the German Oil Tanker RUDOLF ALBRECHT got under way and went alongside the SCHLESIEN, fueled and provisioned her, and then departed for sea.
9. At 1400, 23 March 1938, the SCHLESIEN got under way and proceeded to the outer entrance of Samana Bay where she anchored, awaiting mail from the Dominican capital which was brought to her by a Dominican Coast Guard vessel. The SCHLESIEN then got under way, at 1830, and proceeded to sea, destination reported as Horta, Azores.

10. During our stay at Sanchez, the movements and activities of the Germans were observed very closely. The SCHLESIEN had on board, in addition to her regular crew, 180 Naval Cadets for instruction, and is on a six-months' cruise, having visited South American ports, Colon, Panama, etc. The many activities of the German personnel were observed and noted. Organized boating parties, sailing and rowing crews, were in the water from about 0400 to 2200 daily. It is believed that all parts of Samana Bay were thoroughly investigated by them. The Commanding Officer and other officers of the SCHLESIEN went far inland, both by boat and on horseback. Organized walking parties were conducted ashore and the highest peaks were climbed. These activities were stated to be a part of the cadets' curriculum but it is believed that they were for other reasons as well, inasmuch as a number of these activities were carried on at unusual hours and under unusual circumstances.

11. The attitude of the German Commander to me and my officers was very pleasant and extremely cordial.

12. It is the opinion of the Commanding Officer from personal observation that the morale of the German Navy as typified by the personnel of the SCHLESIEN is extremely high. The crew are young, clean cut, and particularly alert. The officer corps is young, due to the expansion of the German Navy, one officer on board the SCHLESIEN being a Lieutenant Commander at 28 years of age with the expectation of being a Commander within two years. This particular case illustrates the rapid promotion to be expected in an expanding Navy, and tends to a very high morale.

13. A radio watch was maintained during night hours in an attempt to intercept signals from the SCHLESIEN on the higher frequencies, but without results. During daylight hours, several messages were intercepted on 430, 500, and 700 kc, which when translated were found to be of routine nature.

14. Samana Bay affords ample and secure anchorage for a large fleet, with good holding ground, and is well protected except during this time of the year a moderate easterly wind springs up at about 1100 and lasts until about 1700 which makes boating for small ships rather difficult. The latter condition exists for about four months of the years; other months of the year a flat calm prevails nearly all the time.

/s/ J.W. Whitfield
MEMORANDUM FOR THE PRESIDENT

Replying to your memorandum dated 25 April, 1938, in view of the fact that the Navy Department does not consider more Gunboats (either of the ERIE or of the China River types) necessary at the present time, I do not contemplate asking Congress for an appropriation of the exact amount of the indemnification for the building of a replacement vessel for the PANAY.

Furthermore, I am informed that a suitable seagoing gunboat even without "Battleship Equipment" can not be built at the present time in America for $536,593.13 (cost of PANAY and equipment).
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

10 June 1938

MEMORANDUM FOR THE PRESIDENT

Referring to your mention yesterday of Commander D.J. Callaghan, he was selected for promotion in December 1937, and will under existing law be promoted to the rank of Captain in June, 1939.

Commander Callaghan is now Operations Officer on the Staff of the Commander Cruisers of the Scouting Force. He has been at sea for two years and four months and is tentatively slated for command of one of the new Reserve Officers Training Corps Units, for which funds have been authorized in the 1939 Appropriation Act.

The Bureau of Navigation desired his services as Assistant Detail Officer, but he requested that he not be considered for that assignment as he did not wish duty in Washington.

He has an excellent record, is considered by his contemporaries one of the outstanding officers of his date, and he is available.

I believe he would make an excellent Aide and that he would be pleased with the appointment in spite of his very usual objection to duty in Washington.

Williams, Seabury
OPERATIONS. Progress satisfactory. Fleet problem soon available. No necessity purchase fuel Trinidad except political reasons. Cruisers could be sent Buenos Aires after problem and rejoin fleet May; could continue through straits Magellan same expenditure fuel, International conditions permitting. Chief Naval Operations and Commander in Chief favor cruisers visit South American ports each year.

Preliminary budget indicates $780,000,000 at least for Navy and building program 1940.

Consideration being given war reserve material not quickly obtainable outbreak of war. Law authorizing strategic materials may be amended or separate "war reserve" under revolving fund established.

SHIPBUILDING. Material being expedited, numerous changes curtailed, and additional facilities provided to meet and anticipate completion dates.

Status 23 combatant and 14 auxiliary ships provided 1939 appropriation bills: 4 destroyers, 3 fleet tugs, 3 submarines, to outside contractors; Navy Yard, Boston, 2 destroyers; Puget Sound, 1 destroyer, 2 seaplane tenders small, 2 harbor tugs; Portsmouth, 2 submarines; Mare Island, 1 submarine, 1 submarine tender; Norfolk, 2 mine sweepers; Charleston, 1 cruiser, 1 destroyer.

Battleship bids to be opened 5 October, destroyer and large seaplane tenders 21 September, light cruisers about 1 December. Preliminary study 10,000 ton aircraft carrier furnished General Board. Design data small experimental ships sent 100 applicants. Thus far 33 qualified for competition. Preliminary data to be submitted 3 September, final data about 10 weeks later.

Negotiations underway with Maritime Commission and submitted to Comptroller for transfer 3 tankers building for Standard Oil to be converted at Philadelphia in 9-12 months. Negotiations also with Maritime Commission for commercial ship suitable for mine layer.

Remaining bids this year's program will probably be from East Coast shipbuilders. Bids from West Coast and central States may be expected for future programs. Concern shown over suffering considerable loss if contracts for battleships are on fixed price basis which may result in such high bids to make it advisable for construction only two 35,000 ton ships this year and commencing two 45,000 ton ships July, 1939 when plans will be ready. Different forms of contracts are under study.

General approval received from Navy Yards on allocation of new vessels. Yard forces increased 1085 three months previous to July and increase of 1300 predicted for following three months. Forces totaled 46,355 - 1 July.
PUBLIC WORKS. Model Basin ($3,500,000) should be completed six months prior to scheduled date. All emergency projects ($36,029,000 P.W.A., $15,000,000 W.P.A.) underway prior to 15 August 1938. Construction distributed to shipbuilding, hospitals, Marine Corps, housing, aviation, training stations, supply depots, ammunition depots. Projects 2d Deficiency Act ($24,674,000) mainly for shipbuilding underway. Work under regular 1939 Naval Act ($17,749,500) anticipated prior 1 January 1939, except Naval Hospital. Negotiations proceeding satisfactorily Rockville site. Dry dock facilities West Coast and Hawaii under study. Cruiser dock ($3,500,000) under construction Mare Island and battleship dock ($4,500,000) Puget Sound to be contracted for about 1 September, 1938. Authorization Bill, including projects, ($27,500,000) which failed enactment last Congress under consideration.

AVIATION. Procurement of new and replacement planes under 1939 Bill and deliveries under 1938 Bill satisfactory. $10,000,000 W.P.A. and P.W.A. available for improvement of Air Station facilities, together with appropriation for Alameda provides essentials for the 2050 aircraft program (Vinson-Trammel Bill) as far as West Coast is concerned. Deficiencies will still exist East Coast, Pearl Harbor, Panama, Canal Zone, and Alaska. Hepburn Board to report on additional facilities, including increase of Naval Aircraft from 2050 to 3000 next July 15th. Procurement of rigid airship held up pending decision of President. Chief of Bureau of Aeronautics favors airship capable of carrying planes and submits design of larger type than one previously discussed by President with Assistant Secretary.

ORDNANCE. Increased storage facilities provided by allotments under P.W.A., 2d Deficiency Act and W.P.A. totalling $1,972,000 underway for Mare Island, Puget Sound, Hawthorne, Hingham, Iona Island, Lake Denmerk, St. Julians Creek, Additional facilities will still be required at Hawthorne, Oahu, Yorktown, Mare Island and Puget Sound. Installation new automatic machinery, threat of opening Alexandria, and support of Administration in management of Torpedo Station, Newport, effected drop in prices of torpedoes since 1937 from $12,000 to $9,472. Further improvements underway. Material stowed for other Departments and obsolete materials have been removed from Alexandria and new machinery equipment ordered. Many old machines were allotted to schools and colleges. Naval Ordnance Plant, South Charleston, has been proposed for storage space for other departments. Some of it now so used. Leasing of part to manufacturing companies is recommended. Sale of property should be subject of careful investigation. Improved mines capable of launching from torpedo tubes of submarines have been successfully tested. Ordnance contracts totalling $9,881,610 placed in 15 States since 1 July. Total in 22 States since 1 January 1938, $47,778,160.
7/1/38

MEMO FOR THE ACTING SECRETARY OF THE NAVY,
THE SECRETARY OF INTERIOR:

Will you please speak to me about the procedure to be followed as a result of the enactment of S 1131 relating to Naval Oil Reserves.

F. D. R.
MBM SPOKE TO THE PRESIDENT ABOUT IT AND HE SAID HE HAD ALREADY DISCUSSED IT.
The White House
Poughkeepsie, N.Y., June 29, 1938.

Memo for

R.F.

Will you find out from the Navy Dep't or the Attorney General, or both, how Senate 1131 changes the law?

F. D. R.

1:09pm
Office of the Attorney General
Washington, D.C.
June 29, 1938

The President,

The White House.

My dear Mr. President:

Reference is made to the request of your Executive Clerk, Mr. Rudolph Forster, for an examination of S.1131 with a view to determining what changes it will effect in existing law.

I am enclosing herewith a memorandum on the subject, prepared by the Assistant Solicitor General, which sets forth these changes in some detail.

Respectfully,

[Signature]

Acting Attorney General.
Department of Justice
Washington
June 29, 1938.

MEMORANDUM FOR THE ATTORNEY GENERAL
Re: S. 1131

Reference is made to the verbal request of Mr. Rudolph Forster, Executive Clerk to the President, for an examination of S. 1131 with the view to determining what changes it makes in existing law.

Under existing law the Secretary of the Navy has jurisdiction over all Government lands and leases within the naval petroleum reserves, with authority to conserve, develop, use and operate the same in his discretion, by contract, lease, or otherwise, and to use, store, exchange or sell the oil and gas products thereof and all royalty oil from lands in naval reserves for the benefit of the United States.

S. 1131 reenacts the existing law in this respect with the following additions and changes:

1. It makes the administration of the law by the Secretary of the Navy subject to the approval of the President.

2. It extends to other naval fuel reserves the applicable provisions of law covering the naval petroleum reserves.

3. It authorizes the Secretary of the Navy, with the approval of the President--

(a) To contract with owners and lessees of land within or adjoining such reserves for the conservation in the ground of oil and gas and for compensation for estimated drainage in lieu of drilling or operating off set wells;

(b) To exchange--(1) Government land in naval petroleum reserve numbered 1; (2) the right to royalty production from any of the naval petroleum reserves; and (3) the right to any moneys due the Government as a result of the wrongful extraction of petroleum products
from lands within petroleum reserve numbered 1 for privately-owned land or leases within the said petroleum reserve numbered 1.

(c) To acquire privately-owned lands or leases in naval petroleum reserve numbered 1 by purchase or condemnation with the approval of the President.

4. It terminates existing leases in naval petroleum reserves (excepting those leases which have become a part of an approved unit or cooperative plan and agreement) at the end of their initial twenty-year period by voiding the options in existing contracts under present law for extensions for successive periods of ten years, and authorizes the Secretary of the Navy to make new leases under such terms and conditions as he may prescribe, and provides that such new leases shall contain a provision authorizing the Secretary of the Navy, with the approval of the President, to alter or modify them from time to time with respect to the rate of prospecting and development on, and the quantity and rate of production from, the lands covered by such leases.

5. It vests in the Secretary the authority, with the approval of the President, to promulgate such rules and regulations as may be necessary for carrying out the act.

6. It authorizes the Secretary of the Navy to receive royalties due the Government in cash or in kind, as he shall elect.

7. It directs that all revenue accruing under the act should be deposited in the Treasury as miscellaneous receipts, except such as are expended under the provisions of the act for the purposes above mentioned.

8. It makes provision for cancellation by court proceedings of leases, should the lessee fail to comply with the lease, or with the provisions of the act, or of any regulations promulgated under it.

In addition to the above the bill provides for appropriation of such sums as may be necessary to carry out the provisions of the act.

Respectfully,

GOLDEN W. BELL,
Assistant Solicitor General.
MEMORANDUM FOR MR. FOSTER.

Subject: The bill S. 1131 relating to the Naval Petroleum Reserves.

Under existing law the Secretary of the Navy may conserve, develop, use, and operate the Naval Petroleum Reserves and use, store, exchange or sell the products thereof. The bill S. 1131 would grant him additional authority, subject to approval by the President, to conserve the reserves by entering into agreements with operators on adjoining private lands, by exchanging Government lands in Reserve No. 1 for private lands in Reserve No. 1 so as to consolidate the Government's holdings, by acquiring privately owned lands in Reserve No. 1 by purchase or condemnation. The Secretary would, with the approval of the President, be authorized to use moneys due the Government as royalties from the reserves and due because of illegal extraction of oil and gas from Reserve No. 1 in the exchange or acquisition of lands within Reserve No. 1. Further, the bill S. 1131 would provide for the termination of existing leases in Reserve No. 1 at the end of their initial 20 year periods by voiding the options for renewal. It would forbid leases to foreigners whose governments do not grant reciprocal privileges to citizens of the United States. It would provide that royalties due the Government might be taken either in cash or in kind. Finally, it would provide for the cancellation of leases should a lessee fail to comply with the lease, the provisions of the Act, or of any regulations promulgated thereunder. The changes in existing law, therefore, are by way of amplification and definition of the powers provided by existing law to conserve, develop, use and operate the reserves. The changes have as their object the retention of oil in the ground.
Navy Department
Office of the Chief of Naval Operations
Washington

7 July 1938.

Memorandum for the President

General Schedule of Fleet (fiscal 1939).

July 1938

Fleet Review in San Francisco 14 July. Battleships, cruisers and destroyers visit Alaska, Puget Sound ports, Columbia River (Portland) before and after Review.

August 1938

Rendezvous at San Francisco, Fleet Tactics enroute San Pedro, San Diego area, arriving that area 15 August.

The following ships engaged in Gunnery School - COLORADO, NEVADA, NEW ORLEANS, MINNEAPOLIS, TRENTON, MEMPHIS and Destroyer Squadron Three (6 DD). OKLAHOMA and 2 DD engaged in West Coast R. O. T. C. Cruises.

Aug. 15 - Dec. 30

San Pedro, San Diego area, engaged in Gunnery Exercises. Tactical period 7-10 November. Patrol wings engage in Minor Joint Army and Navy Air Exercises in different Naval Districts. Visits to Navy Day and Armistice Day ports. Selected units Base Force and Aircraft Scouting Force precede Fleet to Caribbean area, utility wing shift base to Guantanamo, selected units aircraft precede Fleet to Canal Zone, in December. Minecraft, Subron 4 and Patwing 2 (Pearl Harbor) furnish services Midway project as directed.

January 1939

Fleet departs San Pedro, San Diego area on 4 January 1939, arrives Canal Zone 12 January, transit completed during 13-18 January. Proceeds Guantanamo-Gonaives area, engages in gunnery until 12 February. One set of Canal Zone locks is to be overhauled while Fleet is on East Coast.
February 1939   As of 15 February, Fleet Problem XX, which includes Fleet Landing Exercise No. 6 during period 13 February-6 March, Coastal Frontier Joint Air Exercise No. 6 on north Pacific Coast 13-19 February.

March   March 6-26; visits to West Indian ports, upkeep and miscellaneous. March 27-9 April; Gunnery (advanced practices), and inspections.


June   Enroute San Pedro, San Diego area 3-14 June, upkeep 15-30 June.

July   At Worlds Fair San Francisco during 4th of July week.

Ships remaining on West Coast due to overhauls:

ARIZONA, OKLAHOMA, NEVADA, SARATOGA, VINCENNES, CHESTER, DETROIT, TRINITY and twelve destroyers.

New construction on East Coast scheduled to join Fleet after transiting Canal 18 January 1939 - Aircraft carriers; YOROTOWN and ENTERPRISE. Six inch, 10,000 ton cruisers; PHILADELPHIA - BROOKLYN - SAVANNAH and NASHVILLE.
OPERATIONS

Problem breakdown -
13-19 Feb - Reaching initial position
20-21 Feb - Problem operations
28 Feb-1 Mar - Fleet assembles Cuba
2-5 Mar - Reserve Time.

Fleet battle on 25-27 Feb (estimated)
depended on contact by Scour and ability of BLACK to concentrate.
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<td>102 YP</td>
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<td>1 AV</td>
<td>UTAH (reorganized) 3XAP</td>
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FLEET SCHEDULE -- 3rd and 4th quarters, Fiscal 1939

Leave San Pedro -- 4 January
Arrive Canal Zone -- 13 January
Transit Canal Zone -- 13 - 18 January
Leave Canal Zone -- 19 January
Arrive Guantanamo -- 22 January
Gunnery -- 23 January - 12 February
Fleet Problem Twenty -- 13 February - 5 March

(Combined with Fleet Landing Exercise Number Five.)

Visits West Indian Ports -- 6 - 12 March
Upkeep -- 13 - 26 March
Advanced Gunnery -- 27 March - 2 April
D.C.F., etc. -- 3 - 9 April
Enroute Guantanamo to
Hampton Roads -- 10 - 14 April
At Hampton Roads -- 15 - 27 April
Enroute New York -- 28 - 29 April
At New York -- 30 April - 17 May
Enroute and at Hampton Roads and Canal Zone -- 17 - 28 May
Transit Canal Zone -- 29 May - 2 June
Enroute San Pedro - San Diego Area -- 3 - 14 June
Upkeep San Diego - San Pedro Area -- 15 - 30 June
MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY:

Reference: Your memorandum of July 18, 1938.

In accordance with reference (a) the Engineer-in-Chief submits herewith a resume of developments of the past six months in science and research.

HOMING DEVICES

During this period reports from the Fleet have indicated that the rotating beacon developed by the Naval Research Laboratory gives exceptional promise. The range of this beacon is approximately 150 miles. Inasmuch as this rotating beacon operates in the superfrequency band (200 megacycles), the radio beams emanating therefrom are quasi-optical, requiring an airplane to increase altitude with distance in order to receive the signal. The equipment has been successfully tested on board the RANGER and the LEXINGTON and the pilots testing this equipment found the indications highly satisfactory and consider this development a much needed advance in aircraft carrier operations. Considerable work has been accomplished towards the reduction of the size of the Yagi antenna array to facilitate mounting in the superstructure of aircraft carriers. The problem is nearing completion and it is believed that service installations on aircraft carriers will be in order by next year and that all carriers will eventually be provided with a homing device which is highly satisfactory from a navigational and safety viewpoint and which additionally provides a high degree of security.

RADIO CONTROLLED PLANES

The Chief of the Bureau of Aeronautics has recently commended the Bureau of Engineering and the Naval Research Laboratory for the successful completion of the problem of providing completely radio controlled planes for target practice work. There are now 4 drones on the Pacific Coast. These planes take off and land by radio and they may be controlled from the ground or from another plane in the air. For the past six months
The Naval Research Laboratory has been engaged in the development of equipment capable of indicating the air and engine speed of the drone to the control pilot by means of radio. Preliminary models of this repeat-back feature are now undergoing test.

**INSTRUMENT LANDING**

The development of a suitable system, whereby patrol aircraft may affect a safe landing under conditions of zero visibility, was transferred to this Bureau from the Bureau of Aeronautics in July of 1937. This development is actively progressing, the actual tests being conducted by fleet aircraft. The aircraft equipment is now satisfactorily installed in a PBY type patrol plane, one of the Navy's long range patrol aircraft, and test landings are being made daily.

Sufficient aircraft equipments are now under contract to equip a complete squadron of these patrol planes to continue the tests. When test progress sufficiently to warrant service installation, plans call for equipments at Sitka, where flying conditions are notably bad, and later at Fleet Air Bases where patrol aircraft are based.

The ground equipment is carried in a truck, trailer and motor cycle and provides directions to the aircraft in three dimensions through a glide path, localizer course, and marker beacon.

**USS DAHLGREN.**

The destroyer DAHLGREN is being equipped at Navy Yard, New York, with a high pressure, high temperature steam plant employing 1300 lbs. pressure at the superheater outlet and with total steam temperature of 910°F. This equipment is expected to show considerable savings in weight, space, and fuel consumption. The present propulsion machinery has been removed and necessary structural changes completed to accommodate the new machinery. The General Electric Company will be ready to ship the turbines in October, and the boiler tests at the Babcock & Wilcox Company plant will have been completed by that date. It is estimated that dock trials will be completed about January, and the ship ready for trials at sea in February.

It is noteworthy that this is the first attempt in the United States to apply the use of high pressure, high temperature steam to marine propulsion. The successful working out of this new design project by the Bureau of Engineering may well change the entire future trend of marine propelling machinery for merchant vessels as well as Naval ships.
DANGERS FROM SHORT CIRCUITS ON NEW BATTLESHIPS.

The growth in size of electric plant aboard ship has introduced a factor which must be given serious consideration in the design and lay-out of the switchboards and distribution system. This factor is the danger inherent from "short circuits", particularly from short circuit currents on the busses of the main switchboard.

The capacity of the electric plant is continuously growing and on the new battleship approaches the size equivalent to a small central station. For example, the Battleships 55 and 56 will have installed ship's service generators totaling 8,400 KW or 10,500 KVA. The danger from short circuits has been calculated to be in the neighborhood of 150,000 amperes with all generators in parallel about 75,000 amperes with half of the generators in parallel and 55,000 amperes with two of the 1563 KVA turbo generators in parallel. It became necessary to insure that all switches and breakers used on the switchboards be designed for high interrupting capacity. This pressing design problem was analytically studied for several months by the Electrical Section of the Bureau of Engineering, and after the careful consideration of many possible alternatives, a new and satisfactory arrangement was evolved. The present method of distribution has been modified by the installation of arc carbon breakers on the main switchboards, which feed power and lighting distribution panels or switchboards located in various parts of the ship. The power and lighting distribution panels in turn feed the various mains and submains throughout the ship.

This method of distribution developed by the Bureau is a departure from the standard marine system of distribution and results in reduction in size of the main distribution boards, a reduction in number of the main feeders, and greatly improved protection from short circuit currents which may develop at the main switchboard.

CRUISE OF THE USS SNAPPER

The SNAPPER recently concluded a remarkable shake-down cruise. This ship is equipped with two direct connected General Motors Diesel engines and two engines of the same model connected to the propeller through electric drive. This is the second design of engine furnished by this corporation to the Navy for submarine propulsion. The last 1200 miles of a 12,000 mile shake-down cruise was run at an average speed in excess of 20 knots. Maintenance required during the entire cruise was negligible. The engines were in excellent condition on post trial examination. The contract speed for this vessel is 21 knots. The performance of the direct connected engines is also
remarkable. These engines are the first engines connected to the propeller shaft of a submarine through reduction gears and hydraulic couplings. The performance of this vessel definitely proves that it is possible to direct connect a Diesel engine with the propeller shaft through reduction gears and hydraulic couplings and with no apprehension in regard to excessive torsional vibration.

OXYGEN IN BOILER FEED WATER

The use of increased steam temperatures requires that extraordinary precautions be taken to prevent corrosion in boilers and boiler economizers. Without proper safeguards it has been estimated that the useful life of a boiler may be less than two years. It has been determined that no type of feed water treatment is effective unless the oxygen content of the feed water is maintained below a maximum concentration of 0.010 milliliter of oxygen per liter of water. Extensive tests have been made at the Engineering Experiment Station in order to provide apparatus suitable for accomplishing this desired high standard of deaeration. Up to the present time equipment available for this purpose has not been satisfactory for use on board ship, and the Bureau of Engineering has developed at the Engineering Experiment Station apparatus which not only accomplishes this purpose, but also results in a simplification of feed system apparatus and arrangement.

It also has been found necessary to make periodic measurements of oxygen content to determine the proper functioning of the oxygen removal apparatus. Present methods of measuring oxygen are not reliable as to accuracy and have the further disadvantage that they require laboratory facilities with cumbersome, complicated equipment. Previous methods of analysis have been shown to be in error and of questionable value. The development of suitable oxygen measuring apparatus for use on board ship has been undertaken by the Naval Research Laboratory. Except for minor design refinements, the development of a simple, accurate, and reliable oxygen determinator, practically automatic in operation, is well on the way to completion.

U.S.S. SOMERS

During the final trials of the SOMERS the ship developed 55,000 SHP for a considerable period of time with a top power of 57,000 SHP. It was the Commanding Officer's intention to increase power to the maximum possible, but upon the request of the Board of Inspection and Survey the power was reduced to more nearly contract requirements. While the ship was designed for 52,000 SHP, the builders deliberately designed her
so that she could operate at total steam temperatures of 850°F, instead of 700°F as specified in the shipbuilding contract. Using these increased temperatures the ship is unquestionably capable of developing 60,000 SHP. No unusual machinery difficulties have been experienced to date in the operation of this new destroyer. The same excellent capabilities apply to the WARRINGTON, a sister ship of the SOMERS.

BOILER DEVELOPMENTS

The investigation of improvements in Naval boilers has been actively pursued by the Bureau of Engineering in its various laboratories. These investigations include both forced and natural circulation boilers. In the field of forced circulation boilers the experimental unit at the Engineering Experiment Station has been under steam approximately 5000 hours, and a number of improvements have been made to this boiler as a result of this operation. There is also under test at the Naval Boiler Laboratory, a small forced circulation boiler of the once-through type which shows promise of being suitable for use in small high-speed craft. This boiler has a top pressure of 1800 pounds per square inch and an outlet temperature of 940°F.

In the field of natural circulation boilers, particularly the superheat control boilers which have been recently tested at the Naval Boiler Laboratory, capacities 40% to 50% in excess of the full power design capacities have been obtained during the tests. These performances indicate that the natural circulation boilers can be operated at ratings considerably higher than those now being employed, and the Bureau is preparing specifications for the purchase of a natural circulation test boiler. This boiler will be designed so that investigation of the "end point" of natural circulation boilers is possible. It is believed that these tests will show that it is possible to safely design natural circulation boilers which are considerably smaller and lighter than those now being used for the same quantity of steam generated.

The advent of higher temperatures and pressures has made reliable operation of a spring type safety valve very difficult. The Bureau has sponsored improvements in safety valves and now has available sources of supply for reliable safety valves of the pilot operated type.

MAIN DRIVE HORSEPOWER MEASUREMENTS

A basic item in contracts for vessels is the actual horsepower developed on trials by the main propelling machinery. This horsepower is measured as a function of the torsional de-
flection of the propeller shafts. Recently, the Naval Research Laboratory has developed a new method of measuring shaft flexure by means of a simple electrical system actuated by a vacuum tube. The new method is of greatly increased accuracy over the old method of mechanical measurements. By using the new method, the Navy will be in a better position to determine the contract performance of ships.

SUBMARINE MAIN DRIVE

Recent developments of high pressure flash type boilers and of light weight steam machinery offer a method of obtaining superior performance characteristics in the propulsion of submarines. Further experience in the use of steam accumulators for commercial purposes has shown the feasibility of storing steam power rather than electric power for submerged operation. Thus, the same medium of power may be used on the surface or submerged. Heavy and complicated power conversion apparatus may be eliminated.

Preliminary studies have been made and funds requested to install an experimental steam power plant in an old submarine hull. It is expected that advantages will be gained over the present conventional type of drive in (1) space requirements, (2) weight, (3) reliability, (4) operating costs, (5) submerged speed and radius of action, (6) simplicity and flexibility of machinery.

STEEL CASTING RESEARCH

The Bureau of Engineering has conducted an intensive study of steel castings for use in pressure vessels. Cooperative effort between the Naval Research Laboratory and the manufacturing yards has developed improved casting methods. Advances have been made in non-destructive testing by radiography. In these matters the Navy has been a leader and many of the standards of manufacturing technique and inspection thus developed have been adopted by the industry at large.

ELECTRIC CABLES

For several years the Bureau of Engineering has worked in coordination with the Materials Laboratory, Navy Yard, New York, to develop electric cable of the heat and flame resisting type. Progress has been by small steps, but is large in total amount. It is felt that the electric cable used in our vessels is far superior to that used by foreign countries. Further improvements, now in sight in the laboratory stage, indicate that this superior position will be maintained for several years. Particular attention has been paid to sources of supply and these are adequate for present or contemplated needs.
CREEP TESTS

At the higher temperatures now used in steam plants, stressed materials tend to elongate with time. It is necessary, therefore, to test available materials for dimensional stability at high temperature.

For several years a battery of creep testing machines has been operated at the Engineering Experiment Station, Annapolis. This was one of the first installations in the country and the Navy was and continues to be one of the pioneers for this type of research.

HYDRAULIC TUNNEL FOR PROPELLER RESEARCH

Propeller efficiency is a large factor in the overall efficiency of a main propulsion plant. In order to provide improved conditions for the study of propellers, a hydraulic tunnel is under construction at the Engineering Experiment Station, Annapolis. This tunnel will be completed by February, 1940. Test propellers and propeller designs which show great promise of increased efficiency and performance will be ready for test by that date.

NOISE ABSORBING MATERIALS AND METHODS

The introduction of high power machinery in ships has resulted in an increase in noise level. Excess noise interferes with communication and lowers the efficiency of operating personnel. At night, a loud noise may lead to discovery by the enemy.

As originally installed, forced draft blower noises from new destroyers could be heard at several thousand yards distance. The Engineering Experiment Station, Annapolis, remedied this condition by developing a sound absorbing lining for the blower air ducts. This study has been continued and extended to other noisy appliances including reduction gears. Cooperative work is being done by the Bureau of Engineering and the Bureau of Construction and Repair, especially in regard to noise reduction in ventilation systems.

HIGH PRESSURE STEAM FLOW

In connection with the design of high pressure steam machinery, it is essential that accurate information be available regarding the flow characteristics of high pressure steam through pipes, valves, and fittings. Since no reliable physical data was available, the Naval Boiler Laboratory undertook during the past year the determination of this information. Work has progressed
favorably to date and useful information has become available. Future coordination of the established data will yield new physical constants.

FUEL OIL BOARD

A board to investigate the requirements of fuel oil storage and fuel oil characteristics in storage has been functioning during the past year with excellent results. This Board includes three officers in the Bureau of Engineering as members. The Board has prepared a program whose purpose consists of (1) the improvement, as soon as possible, of existing storages by replacing the stored fuel oil with the best fuel oil available, and (2) the development, storage and adaptation to naval service of a stable light distillate fuel oil. Plans have been formulated for the early replacement of fuel oil in the many large storage tanks at Pearl Harbor. Based on the results of extensive experimental and practical tests, specifications have been prepared for a naphthenic base fuel oil for reserve storage, which has shown definite superiority over previous fuel oils, both as to stability in storage and for ships' use. A survey of the oil industry has been conducted to determine the availability of desirable grades of fuel oils. The diesel and fuel oil storage requirements for all stations and strategic areas have been studied and recommendations made based on these studies, for the needed storage capacity for each of the various naval fuel oil depots.

[Signature]

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DOC DIR. 5200.9 (9/27/58)

Date- 11-30-69

Signature- 9/62
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON
2 August 1938

MEMORANDUM FOR THE ASSISTANT SECRETARY

Work under the cognizance of the Office of Operations in preparation for the new year and the new Congress is progressing at a satisfactory rate.

FLEET PROBLEM

Plans for the Fleet Problem to be held in the Atlantic in February are being prepared by the Commander in Chief, U.S. Fleet, and will be submitted to the Department within a few days.

There appears to be no necessity for purchasing fuel at Trinidad but it can be done if political considerations indicate the desirability of so doing.

The advisability of sending a division of cruisers to visit South American ports after the Problem is under consideration. They could go as far as Buenos Aires and return to rejoin the Fleet in May, or they could with the same expenditure of fuel continue around through the Straits of Magellan.

Both the Chief of Naval Operations and the Commander in Chief are in favor of sending cruisers to South American ports each year, if international conditions in the Pacific permit.
Bids that are to be received from private industry in October for the construction of new battleships may point to the advisability of beginning the construction of only two 35,000 ton ships this year, and commencing two 45,000 ton ships in July, 1939, at which time the plans will be ready.

Preliminary Budget Estimates for 1940 indicate that at least $780,000,000 will be needed in the next fiscal year to carry on the building program and maintain the present Navy.

Consideration is being given to the necessity of obtaining from Congress authority and funds to procure and maintain a war reserve of material under the cognizance of all bureaus except Ordnance and Construction and Repair which can not be obtained quickly upon the outbreak of war. Authority may be obtained by amending the present law authorizing strategic raw material, or by the establishment of a separate "war reserve" maintained by a revolving fund.

[Signature]
Memorandum for the Assistant Secretary of the Navy.

Subject: Items for inclusion in report to the President.

The following notes relative to Naval Public Works are suggested for possible inclusion in a consolidated memorandum to the President.

Naval Experimental Model Basin ($3,500,000) - The Assistant Secretary of the Navy inspected this construction on July 29th. The work is progressing very satisfactorily, and it is anticipated that the contractor will complete his work in June of 1939, or approximately six months prior to the scheduled date for completion. The President expressed a desire to inspect this work upon his return.

Naval Medical Center ($4,850,000) - Negotiations are proceeding for the acquisition of the site on the Rockville Pike approved by the President. The Judge Advocate General is conducting these negotiations. The National Capital Park and Planning Commission has unanimously disapproved of the design prepared by the Navy Department. This design was approved by the President. The entire matter has been submitted informally to the President for decision as to whether we should proceed with the development of the details of design in accordance with the general plan approved by the President, or whether the Department should design a low structure (conforming to the Maryland height regulation of 72 feet) to meet the requirements of the National Capital Park and Planning Commission.

Public Works Program - Funds were made available for Naval Public Works by three appropriation acts as follows: the 1939 Naval Act, the Second Deficiency Act of 1938, and the Public Works Administration Appropriation Act of 1938. In accordance with the President's directive, work on all of the Emergency Construction projects will be underway at the sites prior to August 15, 1938. Most of the projects have already been commenced. The total amount involved in the...
Emergency Construction Program is $36,029,000 of PWA funds and approximately $15,000,000 of WPA funds, the amount finally available from WPA being contingent upon the availability of WPA labor which has not as yet been determined at all localities. The Emergency Construction projects are distributed so as to benefit all activities of the Navy Department, i.e., shipbuilding, hospitals, Marine Corps, housing, aviation, training stations, supply depots and ammunition depots.

The Second Deficiency Act authorized projects to a total value of $24,674,000, and work on most of these projects has already commenced. The projects are, for the most part, designed to improve the shipbuilding facilities at Navy Yards.

The regular 1939 Naval Act carries authorizations for the commencement of Public Works projects of a total value of $17,749,500. It is anticipated that work on all of these projects will be undertaken prior to January 1, 1939, with the exception of the Naval Hospital, the plans and specifications for which will be in preparation at that time.

**Dry Dock Program** - The Department is making intensive studies of the necessity for increasing drydocking facilities on the West Coast and in Hawaii. At the present time a serious shortage of Naval and commercial docks exists in these localities. One cruiser dock ($3,500,000) is being constructed at the Mare Island Navy Yard and a battleship dock at the Puget Sound Navy Yard ($4,500,000) will be contracted for about September 1, 1938. While these two docks are of very material assistance, they do not meet the requirements of the Fleet, and the construction of additional dry docks will be proposed by the Department.

**Public Works Authorization Bill** - The Department is considering the proposal of a Public Works Authorization Bill for presentation at the next session of Congress. The Public Works Authorization Bill proposed at the last session and containing projects with a face value of $27,500,000 failed of enactment, with the result that important Public Works urgently needed, principally at Stations outside of the continental limits of the United States, can not be included in an appropriation bill.

Ben Moreell
Memorandum for the Acting Secretary of the Navy.

Subject: Data for Cabinet Meeting upon return of the President.

1. The following has been accomplished:

   (a) Contracts for the construction of destroyers DD429-432 and for submarines SS198-200 have been awarded and final forms of contracts are now in the hands of the printer.

   (b) Contracts for tugs 64-66 have been awarded and we are now awaiting final data from the Bureaus for inclusion in the final form of contract.

   (c) Contracts for machinery for mine sweepers and submarine tender have been awarded and are in the hands of the successful bidders for execution.

2. The following are pending:

   (a) Battleships. On October 5 there will be an opening of bids for three battleships to be built in private shipyards. Complete bidder's data, including a tentative form of contract are now in the hands of prospective bidders (Bethlehem, New York Ship, and Newport News). In line with the ship builder's request for a definition of cost to be included in the battleship contract, Rear Admiral Robinson has submitted to the Treasury Department a definition of cost as submitted by the ship builders. A conference will shortly be held with the Treasury Department officials in this
matter. Adoption of a definition of cost and rates of depreciation of the heavy equipment must be approved by both the Treasury and Navy Departments. Ship builders are to return for an early conference with the Navy Department on notice from them that they are ready which will probably be about 2 weeks hence. On the whole the three private contractors mentioned seem to be quite worried about their chances of suffering considerable loss in the battleship program if contracted for on a fixed price basis as required and my view is that their bids are going to be quite high.

(b) Tankers. Congressional authority exists for the acquisition or construction of four tankers and appropriations have been made for three. The Maritime Commission submitted to the Comptroller General the question of its authority to turn over to the Navy three that are under construction for the Standard Oil Company. The Comptroller General has the matter under consideration and has asked for an opinion of the Navy Department as to its authority in the matter. This has been prepared. Further conference will be called by the Comptroller General in the near future relative to the matter and it may be necessary to obtain Presidential approval before final arrangements can be completed for the allocation of the tankers.

(c) Design Competition. Preliminary data relative to design competition for small experimental ships were sent to one hundred applicants. Thus far twenty-nine have qualified for the competition. The time for the submission of preliminary data has been extended from 24 August to 3 September.

(d) Destroyer and Seaplane Tenders. Bids for a destroyer tender and a seaplane tender will be opened September 21. Complete data are in the hands of the prospective bidders (Bethlehem, New York Ship, and Federal).
(e) **Light Cruisers.** Bidder's date for two light cruisers will be ready about the first of the year.

(f) **Liquidated Damages.** Claims on liquidated damages for the 1933-1934 program are being studied.

(g) **Naval Medical Center.** At the request of the Navy Department the Federal Housing Administration has appointed evaluation experts who are already at work in connection with the acquisition of the site for the new Naval Medical Center. Offers from present owners of the land comprising the Medical Center have been made and, as a general rule, the Navy Department feels that the owners are asking too much. These negotiations should be finished within the near future.

(h) **Personnel Legislation.** In anticipation of several questions being submitted to this office regarding the interpretation of the recent personnel bill, a study has been made and is continuing in this office regarding the matter. A good many questions regarding its interpretation and administration have been raised as the result of this study. It is anticipated that quite a complete set of regulations will have to be promulgated in order to make the law workable. It is also anticipated that certain defects in the law will have to be cured by subsequent legislation.

(i) **Legislative Matters.** There are not at the present time any legislative matters pending which are in a status to be reported upon.

Signed

[Signature]

J. B. Woodson

-3-
MEMORANDUM

From: The Chief of the Bureau of Aeronautics
To: The Assistant Secretary of the Navy.

SUBJECT: Information for the President in regard to Progress of Naval Aviation since his departure from Washington.

1. The procurement program for new and replacement planes appropriated for in the 1939 Naval Appropriation Act is going along satisfactorily, as are deliveries of planes procured under 1938 Naval Appropriation Act.

2. Approximately $10,000,000 of WPA-PWA money has been made available for improvement of facilities of Naval air stations in the continental limits of the United States. This money, together with that specifically appropriated for the Naval Air Station, Alameda, will provide the essentials for shore-based facilities for the 2,050 Naval aircraft program under the Vinson-Trammell Bill insofar as the West Coast is concerned. The air station situation on the East Coast is not so satisfactory, as the only air station on that coast, located at Norfolk, Virginia, still has no adequate landplane hangars and is seriously lacking in aviation storehouse facilities. There are still serious deficiencies in the program for Pearl Harbor, Panama, Canal Zone, and Alaska.

3. In accordance with the provisions of the Naval Expansion Act passed by the last Congress, the Secretary of the Navy has ordered a board of Naval officers, headed by Admiral Hepburn, to investigate and report on the additional shore facilities required by the expanded fleet, including the increase of Naval aircraft from 2,050 to 3,000. This board met on 15 July and is now functioning.

4. The procurement of a rigid airship is held up pending a decision by the President as to the type. There is given below the performance and other data of a metalclad airship of (a) 300 ft., (b) 350 ft. in length. A ship of this type was discussed by the President with the Assistant Secretary of the Navy.
SUBJECT: Information for the President in regard to Progress of Naval Aviation since his departure from Washington.

Metalclad (pressure type) Airships

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<tr>
<td>Length</td>
<td>300 ft.</td>
<td>350 ft.</td>
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<tr>
<td>Gross volume</td>
<td>850,000 cu.ft.</td>
<td>1,200,000 cu.ft.</td>
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<td>Gross lift</td>
<td>52,600 lbs.</td>
<td>74,500 lbs.</td>
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<tr>
<td>Useful lift</td>
<td>18,500 &quot;</td>
<td>30,000 &quot;</td>
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<tr>
<td>Maximum speed</td>
<td>70 knots</td>
<td>73 knots</td>
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<tr>
<td>Endurance at 50 knots</td>
<td>40 hours</td>
<td>56 hours</td>
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<tr>
<td>Range at 50 knots</td>
<td>2,000 naut.mi.</td>
<td>2,800 naut.mi.</td>
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<tr>
<td>Number of gas compartments</td>
<td>1</td>
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<tr>
<td>Airplane-carrying capacity</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Estimated cost</td>
<td>$1,500,000</td>
<td>$2,000,000</td>
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<tr>
<td>Estimated time to design and build</td>
<td>42 months</td>
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Similar data are given for a design which the Bureau of Aeronautics had in mind when Congress was asked to include the authorization of a rigid airship in the Naval Expansion Bill. This ship is designed to carry three planes to determine experimentally the practicability of a larger plane-carrying rigid. In the opinion of the Chief of the Bureau of Aeronautics any rigid airship which cannot carry planes has not sufficient Naval use to justify its costs.

"Rigid" Airship

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<tr>
<td>Length</td>
<td>650 feet</td>
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<tr>
<td>Gross volume</td>
<td>3,000,000 cu.ft.</td>
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<tr>
<td>Gross lift</td>
<td>186,000 lbs.</td>
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<td>Useful lift</td>
<td>70,000 &quot;</td>
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<tr>
<td>Maximum speed</td>
<td>75 knots</td>
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<tr>
<td>Endurance at 50 knots</td>
<td>85 hours</td>
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<tr>
<td>Range at 50 knots</td>
<td>4,250 naut. mi.</td>
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<tr>
<td>Number of gas compartments</td>
<td>14</td>
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<tr>
<td>Airplane-carrying capacity</td>
<td>3 (total 16,000 lbs.)</td>
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<tr>
<td>Estimated cost</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Estimated time to build</td>
<td>24 months</td>
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</table>

AUG 4 1938

A. B. COOK
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics
MEMORANDUM - for The Secretary of the Navy

Subject: Major Accomplishments and Plans for Progress in the Medical Department, for the years 1939-1940.

1. Approximately $3,785,000.00 has been allocated to the Medical Department of the Navy by W. F. A., for the accomplishment of essential repairs to Naval Hospitals and Dispensaries, the replacement of wartime structures at Naval Hospitals with fire-resistant buildings, and for the addition of wings to a number of hospitals where clinical facilities have been found to be inadequate. In order that these new buildings may be properly equipped, the estimate of expenditures for the fiscal year 1940 has, of necessity, been increased by $39,875.00. A detailed report of W. F. A. - P. W. A. allocations will be made by the Chief of the Bureau of Yards and Docks.

2. The 1940 budget has been increased by a total of $792,272.00, which amount includes the procurement of equipment for the new construction referred to in the above, in addition to necessary monies for the replenishment of medical stores at Medical Supply Depots, the increase in Naval Personnel, and the additional vessels that are to be placed in commission. The marked increase in labor at Navy Yards, expanding aviation, and the normal replacement of antiquated and worn out equipment has made it necessary to request the additional money indicated in the above.

3. Since July 1, 1938, twenty-four Acting Assistant Surgeons and forty-nine Assistant Surgeons have been commissioned in the Medical Corps of the Navy. It is anticipated that the total number of Medical Officers now listed (873) will meet all of our needs during the fiscal year 1939. During the calendar year 1939 additional examinations will be held and it is expected that we will realize a sufficient number of Medical Officers (913) to meet our estimated needs for the fiscal year 1940. No particular difficulty is anticipated in procuring the additional hospital corpsmen and nurses that will be necessary to fill the desired quota. It is anticipated that approximately fourteen additional Dental Officers will be procured prior to 1940 to meet the personnel demand in this direction at that time.
4. The site for the new Naval Medical Center in Washington has been selected. Formal approval has been given by the National Capital Park and Planning Commission, as well as the Commission of Fine Arts. The procurement of property is now under way, under the direction of the Secretary of the Navy, and plans for the building are progressing very satisfactorily.

DALLAS G. SUTTON
Captain, MC, U.S.N.,
Acting
MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY

3 AUG 1938

Subject: 1939 Shipbuilding Program.

1. Funds were provided by the last Congress for starting the following ships:

<table>
<thead>
<tr>
<th>COMBATANT SHIPS</th>
<th>1939 Naval App'n Bill</th>
<th>Deficiency Bill (Third)</th>
<th>TOTAL</th>
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<tr>
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<tr>
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<tr>
<td>Light Cruisers</td>
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<tr>
<td>Destroyers</td>
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<tr>
<td>Submarines</td>
<td>6</td>
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<th>AUXILIARY SHIPS</th>
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<td>Submarine Tender</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Seaplane Tender (Large)</td>
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<tr>
<td>Seaplane Tender (Small)</td>
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<tr>
<td>Fuel Oil Tankers</td>
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<td>3</td>
</tr>
<tr>
<td>Mine Sweepers</td>
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<td>2</td>
</tr>
<tr>
<td>Fleet Tugs</td>
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<td>22</td>
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</table>

2. Of the above, orders have been placed for -

- 3 Destroyers,
- 6 Submarines,
- 1 Submarine Tender,
- 2 Seaplane Tenders (small),
- 2 Mine Sweepers,
- 2 Fleet Tugs.
MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY (continued)

3. Invitations for bids have been issued for:

(a) 1 Destroyer Tender,
    1 Seaplane Tender (large).

To be opened September 21, 1938.

(b) 4 Battleships (3 for private yard construction and 1 for Navy Yard construction).

To be opened October 5, 1938.

4. The remaining ships and their status are:

1. Aircraft Carrier.
   No characteristics yet furnished for this design.
   A preliminary study of a 10,000-T. Carrier has been furnished the General Board for study.

2. Light Cruisers.
   Final design work underway, with expectation of asking for bids and Navy Yard estimates about 1 December 1938.

3. Fuel Oil Tankers.
   Negotiations under way with the Maritime Commission for transfer of 3 Tankers now building and their conversion for Navy use at the Philadelphia Navy Yard. Present tentative dates of delivery to Navy are:
   First ship - 1 February 1939,
   Second * - 1 August 1939,
   Third * - 28 March 1940.
   Conversion will probably require a period of 9 to 12 months after delivery to the Navy Yard.

   Negotiations under way with the Maritime Commission to see if a suitable commercial ship can be obtained for conversion for this use. If unsuccessful, Navy will have to design and build.
MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY
(continued)

5. Experimental Small Boats Design Competition.
The competition covers designs for four types of boats:
- 165' Subchaser, steel,
- 110' Subchaser, wood,
- 70' Motor Torpedo Boat,
- 54' Motor Torpedo Boat.

The competition comprises two periods: one ending September
3, 1938, during which preliminary designs are to be submitted, and a
second, ending 10 weeks later, during which final designs are to be sub-
mitted. So far 22 designers have received the design data and have
entered the first stage of the competition. Such preliminary designs
as are submitted will be passed upon by a board of officers in the Navy
Department which will include Commander A. Ioring Steasey (C.C.Reserve),
who is to be ordered to active duty for this purpose. From the prelimi-
nary designs not exceeding five for each type will be designated to
enter the second stage of the competition, and at least one design of
each type will be selected to receive the prize award.

6. Design work is in hand for two 45,000-ton Battleships, for which
initial appropriations are to be requested at the next session of Congress,
and with the expectation of placing awards by 1 July 1939.

W. G. DuBois
Chief of Bureau

H. G. Bowen
Chief of Bureau
MEMORANDUM

From: The Chief of the Bureau of Ordnance

To: The Assistant Secretary of the Navy.

Subject: Status of Business in the Bureau of Ordnance.

AMMUNITION DEPOTS

1. The increase in the number of ships and compliance with the General Board's directives for purchasing reserve gun ammunition, bombs, torpedoes, mines, and depth charges, have called for increased facilities for storage. Steps towards alleviating the shortage in storage have been taken as follows:

(a) P.W.A. Allotments ........................................... $560,000
    10 magazines at Mare Island
    6 " at Puget Sound.
    Work has actually begun on the ground on these items.

(b) Second Deficiency Act 1939................................. $492,000
    32 magazines at Hawthorne, Nev. Work on these can be started when the Bureau of Yards and Docks gets the work on the above further under way.

(c) W.P.A. Allotment........................................... $380,000
    W.P.A. Allotment........... 540,000
    Rehabilitating buildings at naval ammunition depots at Hingham, Iona Island, Lake Denmark, St. Julians Creek, Mare Island and Puget Sound. This rehabilitation covers urgent repairs, and in some cases, replacement of obsolete, or seriously deteriorated, stowage and assembly facilities. These funds have all been allotted to the depots and work is going on at the depots.

2. There are still required for ships of the 1939 building program, and for those authorized by the Naval Expansion Act, magazines at Hawthorne, Oahu, Yorktown, Mare Island and Puget Sound, and storage facilities at Bellevue, D.C.
TORPEDO SITUATION

Newport -

3. Drop in the price of torpedoes since 1937 from over $12,000 per torpedo to $9,472; increase in production from 2.3 torpedoes per working day in 1937 to 2.8 torpedoes in 1938.

Due to -

(a) Installation of some new automatic machinery.
(b) Threat of opening Alexandria.
(c) Good administration and shop management, including some disciplinary measures with demotions and promotions started in 1936. The major influence in this improvement is due directly to the support given the management in the office of the Assistant Secretary of the Navy and by The President in face of political opposition to the reforms instituted. In addition to the lower cost, there was the increased production of 16 percent. It could not have been accomplished without the support given to the Bureau by the Assistant Secretary and the President.

4. As a further improvement of conditions at Newport, W.P.A. and P.W.A. funds are permitting the erection of a building this autumn which will provide for rearrangement of machinery in about one-third of the space needed there. This building program should serve to remove one subject for talk by politically discontented persons, but if P.W.A. work is available next year an extension should be made to this building to increase production.

Alexandria -

5. The vast amount of material stowed at Alexandria by various Government Departments has been removed. The floors are being repaired and the electric-wiring contract is to begin on 15 August. Half of the sum allotted for machinery on 1 July has been obligated and some of the machinery is awaiting the laying of the wires and completion of the flooring before installation. Contracts for other half of million dollars available for tools are now being placed.

6. In removing old machinery from Alexandria, 16 schools and colleges were given 47 various types of machine tools which were too obsolete for modern production methods but which the schools were happy to get. Previously, machinery which could be used in various Navy Yards had been given to them on the decommissioning of Alexandria. A few of the old machines are still useful and are retained.
Expansion Program - Additional Positions

7. Lists have been submitted to the Assistant Secretary's office showing the probable increase in clerical and professional ratings in the Bureau and in the Field Service due to the Expansion Program.

Naval Ordnance Plant, So. Charleston.

8. The latest news on this Plant is an effort on the part of local Chambers of Commerce to induce some manufacturing company to lease the northern part of the plant. The Chief of Bureau has indicated his willingness to recommend to the Department the leasing of this part of the Plant with the usual clause of the Government taking possession at any time.

9. On a visit from Mr. Godfrey Lowell Cabot, who is an owner in the extensive gas fields of that section, Mr. Cabot stated that it would be a shame to sell that property to real estate brokers and that it should be kept either for the use of the Government or for the use of a large manufacturing establishment that might want to lease it and use his gas.

10. This week an officer and a photographer went to South Charleston to take views of the interiors of the buildings in order to take these views to Government Departments to show the storage facilities available and to offer to all Government Departments space at South Charleston for storage.

11. Buildings have already been used for this purpose to a certain extent. There are stored there the following:

United States Army - Trucks...........12 and Flood Relief Stores (3,000 cots and 6,000 blankets).

Kentucky Forestry Service -
Trucks..........................31
Air compressors, graders, rock crushers, etc.............11

West Virginia Forestry Service -
Trucks..........................43
Air compressors, graders, tractors, etc.............21

Marines - 155 and 75 mm guns......................20

12. If considerable storage space is used, the Navy or some Government Department will be under the necessity of supplying a pumper (fire engine) and additional fire hose.
13. A test of a new improved mine, capable of launching from
torpedo tubes of submarines, was held the latter part of July with the
STINGRAY at Newport. The test was entirely successful.

BUDGET HEARINGS

14. Preliminary hearings before the Navy Department Budget
Officer have been held.

ORDNANCE CONTRACTS PLACED

15. Ordnance contracts have been placed as follows:

Total placed by Bureau since January 1, 1938 (in 22 States)....$47,778,160

  "   "   "   "   July 1, 1938 (in 15 States)........ 9,881,890

16. Proposals were sent out to-day for 271 gun forgings for 5-inch
guns which will amount to about half-a-million dollars.

W. R. Furlong.
NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D.C.

From: The Chief of the Bureau of Navigation.

To: Naval Aide to the President.

In accordance with your request there are attached hereto the abstracts of fitness reports of line officers of the rank of Lieutenant Commander and above attached to the Bureau of Navigation, including the Hydrographic Office and the Naval Observatory:

N. Rear Admiral A. Andrews
2
N. Captain L. R. Leahy
Captain C. W. Nimitz
O.K. Captain G. S. Bryan
N. Captain A. Sharp
O.K. Captain I. H. Mayfield
O.K. Captain H. J. Abbett
O.K. Captain A. T. Bidwell
O.K. Captain C. M. Yates
O.K. Captain T. S. Wilkinson
Captain H. C. Train

1. Commander J. B. Oldendorf

1 N. Commander W. D. Chandler, Jr
B Commander J. H. Magruder, Jr
B Commander C. H. Cobb

1 N. Commander H. G. Patrick

1 N. Commander R. E. Kerr
B Commander E. W. Broadbent

1 N. Commander F. U. Lake
N. Commander D. F. Patterson
N. Commander D. F. Barbey

N. Commander W. B. Hatch
N. Commander M. Y. Cohen

N. Commander L. J. Wiltse

N. Commander W. A. Hicks
N. Commander E. E. Hazlett, Jr

N. Commander F. C. Richards

N. Commander R. E. Webb
N. Commander D. A. Spencer
N. Commander C. W. Styer
Lieutenant Commander J. P. Conover
Lieutenant Commander J. D. R. Kane
Lieutenant Commander E. E. Duvall
Lieutenant Commander S. H. Hurt
Lieutenant Commander J. G. Crawford
Lieutenant Commander H. G. Hopwood
Lieutenant Commander F. M. O'Leary
Lieutenant Commander E. F. Helmkamp
Lieutenant Commander S. J. Michael
Lieutenant Commander J. E. Whelchel
Lieutenant Commander W. B. Smith
Lieutenant Commander C. E. Olson
Lieutenant Commander D. D. Tarback
Lieutenant Commander J. F. Womble, jr
Lieutenant Commander S. W. DuBois
Lieutenant Commander R. L. Bowman
Lieutenant Commander A. Macordray, jr.

Total 48

Adolphus Andrews.
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

CONFIDENTIAL August 16, 1938.

Memorandum For the President:

The attached plan represents the first proposed design draft, following instructions from the General Board, for the four light cruisers authorized by the Appropriation Bill and Deficiency Bill.

The especial characteristics of this vessel are:

Displacement Standard, 6,000 tons.
Length, Load water line 530 feet.
Beam Maximum mould 53' 4"
Designed Draft 18' 9"
Speed 35 knots, approximate.
Armament - 16 5" .38 caliber dual purpose guns in eight twin mounts; Two triple torpedo tubes; Three quadrupal 1.1" machine gun mounts (with directors for same).

Authorized Allowance - Officers, 18 line, 2 staff, 8 warrant, Total 28, and,
450 enlisted men, approximately.

These vessels will have quarters for Destroyer Flotilla Commanders and Staffs and may be assigned to Flotilla Commander Duty as primary status in the Fleet Organization.

Respectfully,

[Signature]

D. J. Callaghan.
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

28 September 1938

MEMORANDUM

The German steamship Breman sailed on scheduled time at midnight September 27-28.

The Naval Attache in London reports by despatch that the British Navy has been fully mobilized.

We are informed today by despatch from Shanghai that the Japanese Army Staff received orders on 27 September to not move in any direction because of the present crisis in Europe.

I assume that this order to the Japanese Army will postpone the projected operations against the Canton area.

W.A.L.

Recent information

German S.S. St. Louis scheduled to sail 4 Oct, ordered to sail today (28 Sept)

S.S. Hansa, due sail midnight, will sail 0900 today without passengers

Above information just received from Adm. Waesche, Commd. Coast Guard.
THE WHITE HOUSE
WASHINGTON

October 13, 1938

Memorandum for Secretary McIntyre:

The attached "Report of Progress of Vessels Under Construction" is forwarded for the information of the President and yourself.

Respectfully,

J. Carruthers

D. J. Callaghan.
<table>
<thead>
<tr>
<th>Type</th>
<th>Number and Name</th>
<th>Contractor</th>
<th>Percentage of Completion</th>
<th>Date of Keel</th>
<th>Date of Contract</th>
<th>Months to Build</th>
<th>Vessel Under Construction, United States Navy</th>
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<td>BATTLESHIPS:</td>
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<td>Both SB Corp. (Fore River)</td>
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(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined.
### Percentage of Completion

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<th>Gain for month</th>
<th>Total</th>
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<td>9/19/35</td>
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<td>11/15/39</td>
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</table>

### DESTROYERS:

<table>
<thead>
<tr>
<th>Type Number and Name</th>
<th>Contractor</th>
<th>Hull Oct. 1, 1938</th>
<th>Gain for month</th>
<th>Total Oct. 1, 1938</th>
<th>Gain for month</th>
<th>Total</th>
<th>Keel</th>
<th>Launched</th>
<th>Date of contract order</th>
<th>Keel</th>
<th>Date of Completion</th>
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<td>11/15/39</td>
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<td>9/19/35</td>
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<td>DD397 BENHAM</td>
<td>Federal SH &amp; D Co.</td>
<td>96.3</td>
<td>2.7</td>
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<td>DD403 TRIPPE</td>
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<td>2/14/39</td>
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<td>DD406 STACK</td>
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<td>81.8</td>
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<td>2/14/39</td>
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<td>DD408 WILSON</td>
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<td>DD410 HUGHES</td>
<td>Bath Iron Works Corp.</td>
<td>57.7</td>
<td>3.6</td>
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<tr>
<td>DD411 ANDERSON</td>
<td>Federal SH &amp; D Co.</td>
<td>62.6</td>
<td>6.1</td>
<td>56.5, 7.6</td>
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<td>8/12/39</td>
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<tr>
<td>DD412 HAMANN</td>
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<td>55.9, 6.1</td>
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<td>DD413 MUSTIN</td>
<td>Newport News SH &amp; D Co.</td>
<td>46.7</td>
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<td>54.8, 3.3</td>
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<td>6/12/39</td>
<td>8/12/39</td>
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<tr>
<td>DD414 RUSSELL</td>
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<td>8/12/39</td>
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(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined.
<table>
<thead>
<tr>
<th>Type and Name</th>
<th>Contractor</th>
<th>Percentage of Completion</th>
<th>Date of contract or order</th>
<th>As reported by building yard</th>
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<tr>
<td></td>
<td></td>
<td>Oct. 1, 1938</td>
<td>Oct. 1, 1938</td>
<td>Keel laid</td>
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<tr>
<td>Destroyers (continued)</td>
<td></td>
<td>TOTAL</td>
<td>TOTAL</td>
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<tr>
<td>DD415 O'BRIEN</td>
<td>Boston Navy Yard</td>
<td>33.5</td>
<td>40.5</td>
<td>5</td>
</tr>
<tr>
<td>DD416 WALKER</td>
<td>Boston Navy Yard</td>
<td>33</td>
<td>40.5</td>
<td>5</td>
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<tr>
<td>DD417 MORRIS</td>
<td>Norfolk Navy Yard</td>
<td>23.4</td>
<td>36.3</td>
<td>3</td>
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<td>DD418 BOS</td>
<td>Charleston Navy Yard</td>
<td>37.6</td>
<td>53</td>
<td>6</td>
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<tr>
<td>DD419 MAINWRIGHT</td>
<td>Norfolk Navy Yard</td>
<td>28</td>
<td>36</td>
<td>3</td>
</tr>
<tr>
<td>DD420 BUCK</td>
<td>Philadelphia Navy Yard</td>
<td>14.8</td>
<td>12</td>
<td>3</td>
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<tr>
<td>DD421 BENSON</td>
<td>Beth SB Corp. (formerly)</td>
<td>14.8</td>
<td>12</td>
<td>3</td>
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<tr>
<td>DD422 MAU</td>
<td>Beth SB Corp. (formerly)</td>
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<td>12</td>
<td>3</td>
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<tr>
<td>DD423 GLEAVES</td>
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<tr>
<td>DD424 NIBLACK</td>
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<td>8</td>
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<tr>
<td>DD425 MADISON</td>
<td>Boston Navy Yard</td>
<td>9</td>
<td>4.5</td>
<td>3</td>
</tr>
<tr>
<td>DD426 LANDIS</td>
<td>Boston Navy Yard</td>
<td>9</td>
<td>4.5</td>
<td>3</td>
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<tr>
<td>DD427 HILLARY F. JONES</td>
<td>Charleston Navy Yard</td>
<td>7.3</td>
<td>3.5</td>
<td>2</td>
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<tr>
<td>DD428 CHARLES F. HUGHES</td>
<td>Puget Sound Navy Yard</td>
<td>4.7</td>
<td>2.3</td>
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<tr>
<td>DD429 GRAYSON</td>
<td>Bath Iron Works Corp.</td>
<td>-</td>
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<td>DD430 ENGLISH</td>
<td>Bath Iron Works Corp.</td>
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<td>DD431 PLUNKETT</td>
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<tr>
<td>DD432 KERR</td>
<td>Federal Shipyards Co.</td>
<td>-</td>
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</tr>
<tr>
<td>DD433 GWIN</td>
<td>Boston Navy Yard</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>DD434 HERMISTON</td>
<td>Boston Navy Yard</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>DD435 LIVESTONE</td>
<td>Charleston Navy Yard</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>DD436 MONTGOMERY</td>
<td>Puget Sound Navy Yard</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Submarine tenders:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AV4 CURTISS</td>
<td>New York Shipbuild. Corp.</td>
<td>8.3</td>
<td>5.9</td>
<td>2.1</td>
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<tr>
<td>AV5 ALBEMARLE</td>
<td>New York Shipbuild. Corp.</td>
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<td>-</td>
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<tr>
<td>Destroyer tenders:</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>AD4 DIXIE</td>
<td>New York Shipbuild. Corp.</td>
<td>20.8</td>
<td>2.6</td>
<td>3</td>
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<tr>
<td>AD5 FLATBIS</td>
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<td>Submarine tenders:</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>AS11 FULTON</td>
<td>Mare Island Navy Yard</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
</tbody>
</table>

(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined.
<table>
<thead>
<tr>
<th>Type Number and Name</th>
<th>Contractor</th>
<th>Percentage of Completion</th>
<th>Hull</th>
<th>Machinery</th>
<th>Date of Contract or Order</th>
<th>Date of Completion</th>
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<tr>
<td></td>
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<td>Oct. 1, 1938 TOTAL</td>
<td>Gain for month</td>
<td>Oct. 1, 1938 TOTAL</td>
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<td>Months to build</td>
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<td>AVP10</td>
<td>BARNEAL</td>
<td>Puget Sound Navy Yard</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>9/ 1/38</td>
</tr>
<tr>
<td>AVP11</td>
<td>BISCUITE</td>
<td>Puget Sound Navy Yard</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>9/ 1/38</td>
</tr>
<tr>
<td>MIKE SWEEPS</td>
<td>RAVEN</td>
<td>Norfolk Navy Yard</td>
<td>.1</td>
<td>.1</td>
<td>-</td>
<td>9/ 1/38</td>
</tr>
<tr>
<td>AM95</td>
<td>OSPREY</td>
<td>Norfolk Navy Yard</td>
<td>.1</td>
<td>.1</td>
<td>-</td>
<td>9/ 1/38</td>
</tr>
<tr>
<td>FLEET TUGS</td>
<td>SAHOJO</td>
<td>Beth. SB Corp. (Staten Is.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8/15/38</td>
</tr>
<tr>
<td>AT65</td>
<td>SEMINOLE</td>
<td>Beth. SB Corp. (Staten Is.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8/15/38</td>
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<tr>
<td>AT66</td>
<td>CHEROKEE</td>
<td>Beth. SB Corp. (Staten Is.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8/15/38</td>
</tr>
</tbody>
</table>
Memorandum For The President

It is estimated that plans and specifications for the new 6000 ton cruisers will be completed by 20 December 1938. This will enable the Navy Department to advertise for bids on these vessels about 15 December 1938 and open the bids about 1 March 1939.

Funds have been appropriated for four (4) of these 6000 ton cruisers. It is not the present intention to ask for any additional cruisers of this type in the near future.

The Chief Constructor estimates that it will require thirty-six months to complete these vessels after the contracts are awarded.

Respectfully,

D. J. Callaghan.
NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON  

November 1, 1938

CONFIDENTIAL

Memorandum For The President

A document of considerable interest in view of the present situation.

Respectfully,

D. J. Callaghan.

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Date- 8-8-66  
Signature- [Signature]
NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON
1 November 1938

MEMORANDUM

For:         The Chief of Naval Operations.

SUBJECT:      Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938".

1. The appended digest of the above report was prepared in the Bureau of Aeronautics and is forwarded as a matter of interest.

A. B. COOK
Rear Admiral U.S.N.
Chief of the Bureau of Aeronautics

Copy to: The Assistant Secretary of the Navy
         Naval Aide to The President
         Admiral Horne
         Captain Ghormley

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[Signature]
MEMORANDUM

CONFIDENTIAL

SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938."

The annual report for 1937-1938 on German Aviation, prepared by the U.S. Military and Naval Attaches to Germany is extremely interesting, and quite complete in spite of the great secrecy imposed by the German government upon matters of national defense. In view of the prominent role assumed by German military air strength in the recent international crisis, and the effect which German air strength will undoubtedly have on future military programs of other nations, it is thought that a resume of the outstanding facts and figures presented by this report will be of interest to those charged with United States national defense measures. The following digest is therefore submitted.

1. Appropriations.

All appropriations in Germany are secret, and apparently remain so. Due to the strict censorship exercised by the German Government over all military matters, and due further to the fact that the German Government does not give out information relative to the award and price of contracts, sales to foreign governments, number of planes and losses in Spain, normal attrition of aircraft or organization and composition of the German Air Force, it is impossible to estimate with any degree of accuracy the German Military Aviation Budget. This lack of official information on German military matters affects the accuracy of all estimates of aviation strength and aviation production figures given in this report.

2. Aircraft numbers, production and personnel.

(a) Number of military aircraft:

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<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
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<td>Fighters</td>
<td>1,700</td>
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<tr>
<td>Observation</td>
<td>700</td>
</tr>
<tr>
<td>Light Bombers</td>
<td>400</td>
</tr>
<tr>
<td>Heavy Bombers</td>
<td>3,350</td>
</tr>
<tr>
<td>Patrol</td>
<td>150</td>
</tr>
<tr>
<td>Torpedo</td>
<td>97</td>
</tr>
<tr>
<td>Training</td>
<td>2,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>1,500</td>
</tr>
<tr>
<td>Total Military</td>
<td>9,897</td>
</tr>
</tbody>
</table>
SUBJECT: Digest of "Joint Annual Army-Navy Aviation Report on Germany, as of July 1, 1938."

(b) 69 known aircraft engine and parts factories employing over 100,000 mechanics. Other plants believed to exist.

c) During past year estimated production 9 - 10,000 military and commercial planes. No estimate of strictly military planes as distinct from commercial planes.

(d) Monthly estimated wartime production:

<table>
<thead>
<tr>
<th>After Mission Day</th>
<th>Bombers</th>
<th>Pursuit</th>
<th>Others</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>1st Month</td>
<td>600</td>
<td>300</td>
<td>600</td>
<td>1,500</td>
</tr>
<tr>
<td>6th Month</td>
<td>1,600</td>
<td>1,200</td>
<td>2,200</td>
<td>5,000</td>
</tr>
<tr>
<td>12th Month</td>
<td>2,000</td>
<td>1,800</td>
<td>2,200</td>
<td>6,000</td>
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Personnel, Estimated:

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<th></th>
<th>Active Duty</th>
<th>Reserve Duty</th>
<th>Total</th>
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<tbody>
<tr>
<td>Flying Officers</td>
<td>4,500</td>
<td>2,000</td>
<td>7,500</td>
</tr>
<tr>
<td>Enlisted Flyers</td>
<td>6,000</td>
<td>5,000</td>
<td>11,000</td>
</tr>
<tr>
<td>Total Flyers</td>
<td>10,500</td>
<td>8,000</td>
<td>18,500</td>
</tr>
<tr>
<td>Cadets under instruction</td>
<td>1,000</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Enlisted student Flyers</td>
<td>3,000</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Total student flyers</td>
<td>4,000</td>
<td>4,000</td>
<td></td>
</tr>
<tr>
<td>Non Flying Officers</td>
<td>1,500</td>
<td>2,000</td>
<td>3,500</td>
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<tr>
<td>Non Flying Men</td>
<td>109,000</td>
<td>10,000</td>
<td>119,000</td>
</tr>
<tr>
<td>Apprentices</td>
<td>6,000</td>
<td></td>
<td>6,000</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>151,000</strong></td>
<td><strong>20,000</strong></td>
<td><strong>151,000</strong></td>
</tr>
</tbody>
</table>

3. Management.

The centralized control of the aircraft industry is located in the Air Ministry, but management is left to the individual factory. Each factory is told what to produce, how many to produce, the time of delivery expected; it is then up to the factory to produce specified requirements. It may be said that German aircraft industry represents the ultimate in centralized control and de-centralized operation.
4. Labor.

A shortage of labor actually exists today in the aircraft industry. This is due to labor demands by other industries in the national economic and military program of the country. An intensive program of apprentice training is now taking place. Labor is controlled; government regulations forbid the change of occupation of a worker without government consent.

5. Raw Material.

Airplanes, power plants, and accessories are made from raw materials obtainable in Germany or imported from very friendly allies. In any wartime production program, no shortage of aircraft material is anticipated.

6. Procurement.

Characteristics of new aircraft determined by Air Ministry and actual designs perfected by competition between various aircraft production plants. These contracts start with a fixed price but can be adjusted so that the contractor is fully paid for the experimental airplanes whether he wins or loses in the competition. Determination of the winner of the competition is made after exhaustive tests requiring about two months. A large factor in the award is whether or not the airplane is so designed as to be producible in large quantities in case of emergency. Simplicity of design is considered essential. Production of the winning airplane of a competition does not remain with the winning designer if production facilities of his factory will not meet the demand. The winning designer manufactures sets of extra jigs, fixtures and tools, and he also produces the drawings for the airplane. Contracts at negotiated prices are then given to as many factories as required. The original designing manufacturer furnishes to the various manufacturers jigs, fixtures and tools, complete drawings, and also engineering personnel and license to manufacture, all at a price held to reward the original designer. Companies are granted about 12% on what they build, and in addition royalties are paid to the originator of the winning design. Maximum of 6% on invested capital can be paid to stockholders, the remaining profit must be invested in German government bonds.
7. **Air Bases.**

Germany is divided territorially into six (6) main air districts, five (5) land and one (1) sea. The sea district at Kiel includes administration of all seaplane activities regardless of geographical location. Some eighty-five (85) permanent airdromes and about two hundred (200) partly camouflaged war operating fields exist. At each field is stored the complete war equipment for each and every airplane assigned to that field. When the airplane is permanently transferred, its equipment is also transferred.

8. **Organization and Operation.**

The German Air Force is a separate organization as to administration from the Army and Navy. All three forces are responsible to the Fuehrer through the Chief of Staff of the armed forces. Cooperation between the General Staffs of the three forces is apparently the method which will be used, and by which the orders of the supreme commander will be carried out.

German Air Force doctrine is one of offensive action. They believe implicitly that the best defense is a strong and aggressive early offense against opponents.

9. **Training.**

23 Types of air training schools, including:

- 3 Air academies. (Training of officers in advanced specialties - Air General Staff Academy  
  Air Engineering Academy  
  Advanced Air Flight School.)

- 4 Cadet colleges.
- 33 Regular flying schools.
- 39 Reserve flying schools.
- 9 Civilian club flying schools.
My dear Mr. President:

In obedience to your telephone instructions of yesterday I have inquired into the present status of the desire on the part of the Russian Government to employ American industry in the construction of one or more battleships and find as follows:

The firm of Gibbs and Cox sent to Russia last Friday in the diplomatic pouch of the Russian Embassy preliminary plans of a large battleship. It is believed that these plans are the ones you saw some months ago outlining a battleship which would be a combination of battleship and airplane carrier. Captain Joyce, United States Navy, Retired, has departed for Russia to be the representative of the Gibbs and Cox Company. He is instructed to prevail upon the Russian naval authorities to approve the construction of a ship not to exceed 45,000 tons in order that the vessel may be constructed in the United States. It would appear that if Russia does not accept this proposed reduction in size it would not be permitted under our 1936 London Treaty to construct the ship in the United States. It is the full intention of the Gibbs and Cox Company to prevail upon Russia to accept the 45,000 ton ship and to have it built in the United States.

I am informed that the Gibbs and Cox Company has engaged in informal discussions with commercial shipbuilding industry and that the Bethlehem Shipbuilding Corporation has evidenced interest in the proposition.

The above seems to be all the information which is available at the present time, and it does not appear possible to obtain anything more definite until after Captain Joyce discusses the proposition with naval authorities in Russia.

Most respectfully,

William Leahy

The President,
The White House.
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

23 November 1938

MEMORANDUM

My dear Mr. President:

Referring to our conversation of last week in regard to possible reasons for the difference in time required by England and the United States to complete a battleship, I had an informative talk on Saturday with Mr. J. W. Powell.

Mr. Powell, as you know, is an experienced shipbuilder who recently sold his Federal Shipbuilding Company to the Bethlehem Corporation. At the present time he has no interest in any shipbuilding industry.

In reply to my request for an expression of his considered opinion as to how England can complete a battleship in less than four years while in the United States it requires nearly five he said:

"1. The Navy Department is badly in need of an official with ship experience in a position analogous to that of a plant "General Manager" and with full authority to divide controversial questions between the Material Bureaus. Much delay is caused by these controversies.

"2. The American Navy in new ships always introduces desirable improvement and changes in design that are in
the nature of development projects and that involve the additional cost and time that must be allowed for the development and production of new and advanced design.

The British to a very much greater extent use in their new ships only proved installations, and in so far as is possible only those that are already in production or ready for quantity production.

"3. In our shipbuilding much time is lost through the practice of referring all changes in design to the Navy Department for approval.

This could be improved by decentralizing the authority for minor changes, and permitting the local inspector to make decisions in regard thereto without reference to the Navy Department."

I have quoted Mr. Powell above as accurately as possible from memory, and his estimate may be of interest to you in your consideration of the question of slow warship construction in America.

Mr. Powell is well informed in regard to British shipbuilding methods.

Most respectfully,

[Signature]
November 30, 1938.

The findings of the Selection Board with respect to the list of officers selected as best fitted for promotion to the grades of Rear Admiral and Captain are approved. The findings of the Selection Board with respect to the list of officers selected as fitted for promotion to the grade of Captain are approved, subject to the following provision: because of the immediate requirements of the Navy do not necessitate the retention of additional Captains on the active list, the grade of Captain shall not be retained on the active list beyond the dates set by existing regulations. The findings of the Selection Board with respect to the list of officers selected as best fitted for promotion to the grade of Captain are approved.
MEMORANDUM FOR COLONEL McINTYRE

This morning the President said I might copy his personal collection of original manuscript relating to the Barbary Wars (1801-16), with a view to including them in our forthcoming printed volumes of documentary source material on those wars.

In the case of similar material on the Quasi-War with France, he allowed the originals to come here for photostating, and it would be very convenient to repeat this procedure in the present instance.

We would be glad to have the papers at as early a date as is convenient.

DUDLEY W. KNOX,  
Captain, U. S. N.
Memorandum For The President.

The memorandum attached, from Admiral Furlong, gives the conclusions drawn from many actual firing experiments at the Proving Grounds, for various angles of impact; and verifies my own previous information on the efficacy of solid armor plate versus thin or laminated plate.

Respectfully,

[Signature]

P. J. Callaghan.
MEMORANDUM

From: The Chief of the Bureau of Ordnance.
To: Captain Daniel J. Callaghan, U.S.Navy.
Subject: Comparative Resistances of Single 4" Plate versus four 1" separated plates.

1. All experimental data have shown separated structures to give less protection than equal weight of solid plate.

2. The four separated 1" plates at normal impact are equivalent to about 3-1/4" solid plate; at obliquities these relations are probably even more unfavorable to the four plates.

3. These figures are for a face-hardened 4/" solid plate and for four non face-hardened homogeneous 1" plates. Face-hardening of the separated plates would not increase their resistance to 6" or 8" projectiles because thin, face-hardened plates shatter on impact of projectiles and of fragments. Face-hardening of thin plates is used where protection is required only against small caliber bullets.

4. The use of four separated plates would introduce methods of securing that would materially weaken the structure ballistically.

5. The Bureau has fired at many plates in investigating laminated plates and separated plates, and has found the solid plate superior.

ALB

W.R.FURLONG.
December 28, 1938.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY
THE ASSISTANT SECRETARY OF THE NAVY
THE CHIEF OF OPERATIONS

I have been reading the report of construction progress of December 10th. There is one phase that is within our control and should be taken up immediately.

I refer to the fact that destroyers DD403 to and including DD408 are taking from 42 to 44 months to build. They are all Navy Yard ships.

We all know, of course, that Navy Yards like to maintain a steady flow of employment and when a ship comes in for overhaul or repair they take men off new construction and put them back on new construction when there is a slackness of other work.

That is a natural attitude, but it is absolutely contrary to the best interests of the Navy.

Navy Yards doing construction should be ordered -- not requested -- to put as many people to work on new ships as it is
possible to use at any given time — two shifts or even three shifts where they are possible. They should be ordered to keep these people steadily on the job and not take them off for other Navy work.

We are all of us being seriously criticized and it is time to get action.

F. D. R.
THE WHITE HOUSE
WASHINGTON

December 28, 1938.

MEMORANDUM FOR

ADMIRAL LEAHY
ADMIRAL RICHARDSON

Confirming our talk the other
day, I hope you will impress on the
Construction Corps, the Supply Corps,
and the Civil Engineering Corps the
necessity of building up their reserves
as fast as possible in order to ap-
proximate war needs.

F. D. R.
NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

16 December 1938

MEMORANDUM FOR THE PRESIDENT

In accordance with your verbal request there is forwarded herewith a statement made by the different Bureaus concerned showing the officer personnel that will be available on M-Day if that day is considered 1 July 1939, and the number of officers that in the opinion of the Bureaus will be required on M+180 days for a total Navy and Marine Corps personnel of 500,000.

This statement includes line officers, staff corps officers, aviation cadets, first class midshipmen, senior R.O.T.C. students and warrant officers. It includes officers on the active list, retired list and reserves. Only such retired officers are included as are physically qualified to perform active duty.

[Signature]
**LINE OFFICER REQUIREMENTS**

M Day - 1 July 1939

### Line Officers (except aviators)

#### Available on M Day

<table>
<thead>
<tr>
<th>Rank</th>
<th>Reg.</th>
<th>Ret.</th>
<th>Res.</th>
<th>Total</th>
<th>Required M+180</th>
<th>Additional Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Admiral</td>
<td>72</td>
<td>42</td>
<td>1</td>
<td>115</td>
<td>114</td>
<td>-1</td>
</tr>
<tr>
<td>Captain</td>
<td>282</td>
<td>109</td>
<td>17</td>
<td>408</td>
<td>391</td>
<td>-17</td>
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<tr>
<td>Commander</td>
<td>616</td>
<td>231</td>
<td>38</td>
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<td>1532</td>
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<td>371</td>
<td>2304</td>
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<td>752</td>
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<tr>
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<td>221</td>
<td>5171</td>
<td>7285</td>
<td>9485</td>
<td>2200</td>
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<tr>
<td>Midshipmen</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1st Cl</td>
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<td>450</td>
<td></td>
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<td>ROTC Students</td>
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<td>200</td>
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<td>1120</td>
<td>9263</td>
<td>16485</td>
<td>18439</td>
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<td>138</td>
<td>36</td>
<td>1239</td>
<td>2720</td>
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### AVIATORS

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<th>Required M+180</th>
<th>Additional Required</th>
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<td>4</td>
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<tr>
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<td></td>
<td>27</td>
<td>27</td>
<td>0</td>
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<tr>
<td>Commander</td>
<td>78</td>
<td>21</td>
<td>7</td>
<td>106</td>
<td>111</td>
<td>5</td>
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<tr>
<td>Lt.Comdr.</td>
<td>201</td>
<td>2</td>
<td>69</td>
<td>272</td>
<td>323</td>
<td>51</td>
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<tr>
<td>Lieut.</td>
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<td>223</td>
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<td>727</td>
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<td><strong>Total Warrants</strong></td>
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<td>31</td>
<td>1630</td>
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<td>7341</td>
<td>4554</td>
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**Total Available M Day**

- 20,520

**Total Required M+180**

- 28,509

**Additional Required**

- 7,989
### MEDICAL CORPS REQUIREMENTS

**M Day – 1 July 1939**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Reg.</th>
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<th>Res.</th>
<th>Total</th>
<th>Required</th>
<th>Additional</th>
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<td>6</td>
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<td>-1</td>
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<td>14</td>
<td>5</td>
<td>112</td>
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<tr>
<td>Commander</td>
<td>213</td>
<td>27</td>
<td>46</td>
<td>286</td>
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<td>696</td>
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<td>905</td>
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<td>19</td>
<td>459</td>
<td>668</td>
<td>1869</td>
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<td>7</td>
<td>267</td>
<td>414</td>
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<td>503</td>
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<td>128</td>
<td>1473</td>
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### DENTAL CORPS

<table>
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<th>Required</th>
<th>Additional</th>
</tr>
</thead>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
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<td>0</td>
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<td>11</td>
<td>1</td>
</tr>
<tr>
<td>Commander</td>
<td>56</td>
<td>0</td>
<td>2</td>
<td>58</td>
<td>71</td>
<td>13</td>
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<tr>
<td>Lt. Comdr.</td>
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<td>106</td>
<td>170</td>
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<td>9</td>
<td>120</td>
<td>168</td>
<td>463</td>
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<tr>
<td>Lieut. (jg)</td>
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<td>1</td>
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<td>198</td>
<td>307</td>
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<td><strong>Total</strong></td>
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<td>18</td>
<td>331</td>
<td>604</td>
<td>1028</td>
<td>419</td>
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**MEDICAL CORPS**

- Total Available M Day: 2,584
- Total Required M+180: 4,729
- Additional Required: 2,145

**DENTAL CORPS**

- Total Available M Day: 604
- Total Required M+180: 1,028
- Additional Required: 419
### Construction Corps Requirements

**M Day - 1 July 1939**

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<tr>
<th>Rank</th>
<th>Reg.</th>
<th>Ret.</th>
<th>Res.</th>
<th>Total</th>
<th>Required M+180</th>
<th>Additional Required</th>
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<tr>
<td>Rear Admiral</td>
<td>1</td>
<td>0</td>
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<td>1</td>
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<td>2</td>
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<td>Captain</td>
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<td>6</td>
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<td>71</td>
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**Total**

<table>
<thead>
<tr>
<th>Reg.</th>
<th>Ret.</th>
<th>Res.</th>
<th>Total</th>
<th>Required M+180</th>
<th>Additional Required</th>
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<tbody>
<tr>
<td>204</td>
<td>36</td>
<td>37</td>
<td>277</td>
<td>524</td>
<td>247</td>
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</tbody>
</table>

| Warrant Officers | 137 | 22 | 0 | 159 | 408 | 249 |

**Total Available M Day**

436

**Total Required M+180**

932

**Additional Required**

496
**SUPPLY CORPS REQUIREMENTS**

**M Day - 1 July 1939**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Reg.</th>
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<th>Additional Required</th>
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<td>4</td>
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<td>Captain</td>
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<td>10</td>
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<td>4</td>
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<td>653</td>
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<td>651</td>
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<td><strong>Total</strong></td>
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<td>643</td>
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**Total Available M Day** 1,777  
**Total Required M+180** 3,999  
**Additional Required** 2,222
## CIVIL ENGINEER CORPS REQUIREMENTS

**M Day - 1 July 1939**

<table>
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<tr>
<th>Rank</th>
<th>Reg.</th>
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<th>Total</th>
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<td>7</td>
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<tr>
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<td>12</td>
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<tr>
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<tr>
<td>Lt.Com.</td>
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<td>115</td>
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<td>Lt.(jg)</td>
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<td>8</td>
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<thead>
<tr>
<th>Rank</th>
<th>Required M+180</th>
<th>Additional Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Adm.</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Captain</td>
<td>29</td>
<td>17</td>
</tr>
<tr>
<td>Comdr.</td>
<td>52</td>
<td>26</td>
</tr>
<tr>
<td>Lt.Com.</td>
<td>181</td>
<td>43</td>
</tr>
<tr>
<td>Lieut.</td>
<td>217</td>
<td>102</td>
</tr>
<tr>
<td>Lt.(jg)</td>
<td>139</td>
<td>-43</td>
</tr>
<tr>
<td>Ensign</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>633</strong></td>
<td><strong>145</strong></td>
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</table>

**Total Available M Day** 488

**" Required M+180** 633

**Additional Required** 145
# CHAPLAIN CORPS REQUIREMENTS

**M Day - 1 July 1939**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Reg.</th>
<th>Ret.</th>
<th>Res.</th>
<th>Total</th>
<th>Required M+180</th>
<th>Additional Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Admiral</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Captain</td>
<td>5</td>
<td>3</td>
<td>8</td>
<td>9</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Commander</td>
<td>33</td>
<td>2</td>
<td>35</td>
<td>37</td>
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<tr>
<td>Lt.Comdr.</td>
<td>17</td>
<td>9</td>
<td>26</td>
<td>100</td>
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<td>74</td>
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<tr>
<td>Lieut.</td>
<td>13</td>
<td>3</td>
<td>28</td>
<td>44</td>
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<td>34</td>
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<tr>
<td>Lt.(jg) &amp; Ensign</td>
<td>22</td>
<td>2</td>
<td>23</td>
<td>47</td>
<td>39</td>
<td>-8</td>
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<td><strong>Total</strong></td>
<td>90</td>
<td>10</td>
<td>60</td>
<td>160</td>
<td>263</td>
<td>103</td>
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</table>

- **Total Available M Day**: 160
- **Total Required M+180**: 263
- **Additional Required**: 103
# Marine Corps Requirements

**M Day - 1 July 1939**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Reg.</th>
<th>Ret.</th>
<th>Res.</th>
<th>Total</th>
<th>Required M+180</th>
<th>Additional Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Officers</td>
<td>12</td>
<td>1</td>
<td>13</td>
<td>22</td>
<td></td>
<td>9</td>
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<td>Colonels</td>
<td>50</td>
<td>16</td>
<td>2</td>
<td>68</td>
<td>93</td>
<td>25</td>
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<tr>
<td>Lt. Colonels</td>
<td>98</td>
<td>34</td>
<td>10</td>
<td>142</td>
<td>234</td>
<td>92</td>
</tr>
<tr>
<td>Majors</td>
<td>181</td>
<td>41</td>
<td>52</td>
<td>274</td>
<td>337</td>
<td>63</td>
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<tr>
<td>Captains</td>
<td>384</td>
<td>77</td>
<td>254</td>
<td>715</td>
<td>1147</td>
<td>432</td>
</tr>
<tr>
<td>1st &amp; 2nd Lts.</td>
<td>486</td>
<td>52</td>
<td>1290</td>
<td>1828</td>
<td>2621</td>
<td>793</td>
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<tr>
<td><strong>Total</strong></td>
<td>1211</td>
<td>221</td>
<td>1608</td>
<td>3040</td>
<td>4454</td>
<td>1414</td>
</tr>
</tbody>
</table>

| Warrant Officers | 147  | 11   | 12   | 170   | 495            | 325                 |

**Total Available M Day**

- 3210

**Total Required M+180**

- 4949

**Additional Required**

- 1739
### SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>Line less Aviators</th>
<th>Aviators</th>
<th>Construction Corps</th>
<th>Supply Corps</th>
<th>Civil Engineers</th>
<th>Medical Corps</th>
<th>Dental Corps</th>
<th>Chaplain Corps</th>
<th>Marine Corps</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Available</strong></td>
<td>17,724</td>
<td>2,796</td>
<td>436</td>
<td>1,777</td>
<td>468</td>
<td>2,584</td>
<td>604</td>
<td>180</td>
<td>3,010</td>
<td>29,779</td>
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<tr>
<td><strong>M Day - 1 July 1939</strong></td>
<td>21,159</td>
<td>7,350</td>
<td>932</td>
<td>3,999</td>
<td>633</td>
<td>4,729</td>
<td>1,028</td>
<td>223</td>
<td>4,949</td>
<td>45,042</td>
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<td><strong>M+180 Days</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>15,258</td>
</tr>
<tr>
<td><strong>Additional Required</strong></td>
<td>3,435</td>
<td>4,554</td>
<td>145</td>
<td>496</td>
<td>2,222</td>
<td>2,145</td>
<td>419</td>
<td>103</td>
<td>1,739</td>
<td></td>
</tr>
</tbody>
</table>
In re-Canton Island correspondence
SEE—Also—Interior folder
And R. Walton Moore folder—Drawer 1—1938