

● PSF

Navy Dept.

Oct.-Dec. 1939

PSF - navy.
↑

October 6, 1939

Telegram to the President from Cordell Hull

Explaining a memo from Pierrepont Moffat---Quotes message of explanation from him in reference of error about transmitting London's telegram to the Navy and the Maritime Commission.

See: Pierrepont Moffat-Summer Welles folder-Drawer 1-1939

7:45 a. m., Oct. 6, 1939

MEMO:

file.
private

The following information was received by the Commander of the San Juan District Headquarters from the Collector of Customs at Arecibo at 3 a. m., October 6 and telephoned to the White House by the Naval Communications Officer, Washington, D. C. *Navy*

"At 3 a. m., October 6, at Arecibo, there was reported unknown submarine seen by three fishermen off Arecibo at 0430, October 4. Navy informed rumor investigated in conjunction with this office by Customs. Fishermen interviewed declared unknown submarine, without lights, was seen one mile north of Arecibo Light and that submarine submerged in four minutes. A full report will be forwarded from this office by air mail."

H, TEL. & TEL.

Mr. Forster: ✓

Hold

Wait for full report on unknown submarine (San Juan)
off Arecibo--seen by 3 fishermen. File with other
correspondence regarding it in Navy folder-Drawer 1-1939

Capt Callaghan made verbal report to the President on
the above this morning--Nov. 3, 1939.

DEPARTMENT OF STATE
DIVISION OF
INTERNATIONAL COMMUNICATIONS

October 6, 1939

*file
private*

The White House:

Two messages telephoned from Coast Guard Communications Service, October 6.

From Coast Guard, 7:40 a.m.:

"From District Commander, San Juan, Puerto Rico.

Deputy Collector of Customs at Arecibo, Puerto Rico, at 3 a.m., October 6, reported that an unknown submarine was seen by three fishermen off Arecibo at 4:30 a.m. on October 4. Navy informed and rumor investigated in conjunction with this office. Fishermen interviewed and declared that unknown submarine without lights was seen one mile north of Arecibo light and that submarine submerged in four minutes. Full report follows by airmail."

For Miami Air Station, 1:10 p.m.:

"Unidentified submarine sighted by seaplane V-112 fifteen miles east Cape Florida. Submarine immediately submerged."

JES
IN:JESaugstad:FMD

*file
private*

*navy
1*

DEPARTMENT OF STATE
DIVISION OF
INTERNATIONAL COMMUNICATIONS

October 6, 1939

The White House:

Telephone call from Commander Hirschfield of the
Coast Guard:

"One of the Coast Guard stations has inter-
cepted a message from a radio station in a
French colony to the effect that the German
vessel Columbus sailed from Veracruz on October 3
for an unknown destination."

AS

IN:JESaugstad:FMD

Navy
1

October 9, 1939.

Memo for Acting Sec of the Navy from the President

Subject: The slowness of getting the East Coast Caribbean
and Gulf Patrol under way--outlines what should be
done. Tells Edison he is disturbed by this etc.

See: Edison folder-Drawer 1-1939

PSF
Navy
October 10, 1939

COPY

Memorandum for the President

From Captain Callaghan

At 11:00 today, Tuesday, Navy patrol planes joined Iroquois and escort ships some 600 miles from New York.

For original memo in longhand--See:D.J.Callaghan folder-Drawer 2-1939

file
Confidential

Navy

THE WHITE HOUSE
WASHINGTON

October 10, 1939

The following communication was telephoned
at 6:30 a. m. by Commander Stone, Navy De-
partment:

From the Coast Guard, Coos Bay, Oregon.

The President.

The Captain of STEAMSHIP LUMBERMAN reported
sighting a submarine of unknown national-
ity at 8 o'clock, Monday morning, five
miles west of Rogue River Reef, Oregon.

H, TEL&TEL.

Daily Conf News Sheets from Navy Dept

~~Confidential~~

file
Confidential
PSF
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Officers returned to duty as of 11 October:

Line Officers	141
Staff Officers	63
Warrant Officers	17
Total:	221

Fleet Reservists (enlisted) on active duty.....	865
All others.....	4

Volunteer Officers, Supply Corps quota; deficiencies to be filled by instruction at business and finance institutions according to plan being considered by BuNav and S & A.

Naval Air Station, Corpus Christi, Texas, Chief of Aeronautics has recommended to CNO that steps be taken to establish this base.

Trial of PT-9(Scott-Paine) witnessed by SOSED representative.

Proposed construction of man-of-war for the USSR in the U.S.-SOSED received copy, State Department reply to Gibbs and Cox.

It appears that funds now available to Bureau of Aeronautics for neutrality patrol increases will be exhausted by 1 March 1940.

Establishment gasoline and oil supply at Islands of Midway, Canton and Wake are as follows:

- 75,000 gallons at Canton
- 50,000 gallons at Wake
- 85,000 gallons at Midway (30,000 gallons already delivered)
- Aviation lubricating oil will be cached at these points.
- 70,000 gallons will be laid in at Key West.

Pan-American Airways will rotate supply, Midway and Wake, insuring full supply in emergency.

USS PIGEON, on rocks in Chinese waters is afloat according to news received.

Tests to establish upper and lower limits of temperature and humidity in which naval personnel can work without loss of mental and physical efficiency are being conducted by the American Society of Heating and Ventilating Engineers at Pittsburgh.

Elevation of turret guns, ARKANSAS, NEW YORK and TEXAS, - to be increased if possible according to conference at Norfolk held 5 October.

Satisfactory coating for submarine ballast tanks being investigated, Philadelphia Yard. Findings will be submitted to S & A to be included with similar investigations, Mare Island.

Medicine and Surgery cooperating with medical departments Army and Public Health Service that civilian medical activities be not denuded in event of emergency. American Medical Association and American College of Surgeons cooperating. 91 medical and surgical reserve units organized. Naval Hospital, Washington, foundations completed, steel work to begin first of year.

Bids opened on Yards and Docks contracts on October 4th and September 27th included:

Personnel structures, Coco Solo, C.Z.	\$1,011,700
Two seaplane hangars, Naval Air Station, Alameda.....	848,155
Engine Test Building, Naval Air Station, Alameda	143,700
Improvement Pier "G", New York Navy Yard.....	414,000
Improvement Shipways #2, New York Navy Yard.....	407,864
Sub-assembly Shop, Norfolk Navy Yard	337,167
Three landplane hangars, Pensacola	337,000
Floating crane, Mare Island	133,345
Cranes, various Yards	263,825

Scheduled openings, bids for large Yards and Docks contracts follow:

- Replacement of buildings, Quantico, Va. - October 11.
- Extension, Assembly Building, Naval Torpedo Station, Newport, October 20.
- Superstructure, Administration Bldg., Navy Yard, Washington - October 25.
- Superstructure, Aeronautical Engine Laboratory & Material Bldgs., Philadelphia ... November 1.
- Caisson for locks, Panama Canal - November 1.

Franklin D. Roosevelt Library
DECLASSIFIED
DOD DIR. 5200.9 (9/27/88)

Date- 2-18-59

Signature- Carl J. Spier

g m

*private and
confidential file*

THE WHITE HOUSE
WASHINGTON

*Navy
1*

October 12, 1939.

MEMO FOR

THE PRESIDENT:

Admiral Stark called the White House at 11:30 tonight and left the following message:

"We expect a destroyer in the area in question at day-light. She is working with patrol planes, endeavoring to establish contact with suspicious vessel by day-light. Situation well handled by all hands. Full details will be given to Captain Callaghan Friday morning."

Tel. & Tel. Office,
Cook.

THE WHITE HOUSE
WASHINGTON

*file
personal
navy*

October 13, 1939

MEMO:

FOR THE PRESIDENT:

Admiral Stark called and left the following message:

"The German Ship Fredreka is in Tampico, Mexico, loaded with Deisel oil and provisions. Deisel oil procured in Port Arthur, Texas and has been in Tampico since August 30th. Indications point toward her early sailing. Am putting her in same status as Columbus".

Admiral Stark is available by telephone if you care to call him.

Tel. and Tel.

ab.

Walter J. Abbot

TELEGRAM

The White House
Washington

The White House

Washington Oct 20, 1939.

J
Personal
Navy-

For the President

From The Secretary of State:

Suggested summary of telegram from American Consul,
Tampico, Mexico to be telegraphed to Hyde Park:

"October 20, 4:00 pm. Emmy Friedrich just applied
to authorities for clearance for Malme Sweden indicating
probable departure tonight".

Navy informed.

7pm/d.

TELEGRAM

*file
Confidential*

The White House
Washington

navy

The White House
Washington Oct 20, 1939

For the President
From Secretary of State

The Coast Guard telephoned the following message:

"A submarine was sighted off the shore of Daytona Beach at 10:30 today. The Jacksonville district ordered the Miami and Charleston, S.C., air stations to investigate and notify navy patrols."

830pm/d

LET
TELEGRAM

*file
Confidential*

The White House
Washington

For the President
From Secretary of State

The White House
Washington Oct 20, 1939.

"French consulate states message heard October
15 at 10:00 a.m on 21.50 meters and again on
October 17 at 8 p.m. on 20.75 meters information
communicated to us October 18 at 4 p.m.

Collins

Tampico

830am/d

TELEGRAM

The White House
Washington

*file
Confidential*

The White House
Washington Oct 20, 1939

For ~~the~~ The President
From Secretary of State

Summary of telegrams received at State Department
9:30 p.m. from Consul Tampico.

"Emmy Friedrich passed out of river mouth 7:10 p.m.
taking northward course often taken by vessels bound
in other directions to avoid shoals. When last seen
by daylight appearance not altered, hull black, super-
-structure white, name in white block letters near
bow, F on smokestack.

"I believe that the vessel with low speed of not more
than eight knots does not expect to get very far and
it may accomplish its mission near Tampico. Following
this speculation ship may possibly remain in or near
three mile limit.

(signed) Collins, American Consul
Tampico."

830am/d

TELEGRAM

*file
confidential*

The White House
Washington

navy
1
The White House
Washington Oct 21, 1939

FOR THE CONFIDENTIAL INFORMATION OF THE PRESIDENT

Santiago, October 21, received 2:22 p.m.

190, October 21, 1:00 p.m.

Of German ships at Talcahuano only the Osorno which fuelled at Valparaiso August 31, appears in condition to continue voyage. Others still laden with cargo. Frankfurt and Tacoma having difficulties with Chinese members of crew and are said to be contemplating their repatriation, thereafter employing Chileans for maintenance labor in port. Coal is only fuel obtainable at Talcahuano and this only on minimum notice of a week. Frankfurt only coal burning.

H M S Achilles called at Punta Arenas (Magallanes) yesterday morning then proceeded to Atlantic.

BOWERS

730pm/d

file
confidential

Navy
1

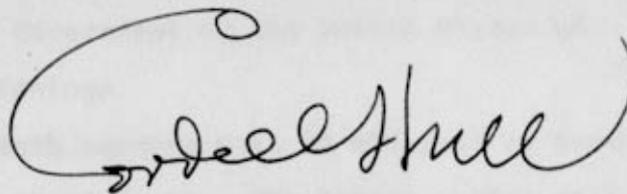
DEPARTMENT OF STATE
WASHINGTON

October 23, 1939

My dear Mr. President:

You may be interested in the enclosed copy of the translation of a note dated October 19, 1939 from the German Chargé d'Affaires ad interim concerning neutral merchant ships traveling in the escort of English or French convoys.

Faithfully yours,



Enclosure:

Translation of note
from German Embassy,
October 19, 1939.

The President,
The White House.

Department of State

BUREAU
DIVISION

Eu

ENCLOSURE
TO

Letter drafted

ADDRESSED TO

The President.

[Translation]

GERMAN EMBASSY.

Washington, D. C., October 19, 1939.

- II -

Mr. Secretary of State:

By direction of my Government, I have the honor to advise Your Excellency of the following, referring to my note of September 30th:

The English Government is disseminating the assertion that for neutral merchant ships traveling in the escort of English naval vessels means increased safety and does not represent any violation of neutrality.

With regard to this I have been directed by my Government to notify the Government of the United States of America of the following:

English or French convoys will be attacked by German combat forces with armed force. The German action will be directed not only against escorting warships, but also, without distinction, against all escorted ships. This corresponds to the generally recognized rules of naval warfare. At the same time attention is once more called to the fact that all neutral merchant ships, including
passenger

His Excellency

Cordell Hull,

Secretary of State of the United States,

Washington, D. C.

passenger steamers, which run at night without lights showing expose themselves to confusion with the enemy's warships or auxiliary vessels, and consequently to danger of destruction.

Accept, Mr. Secretary of State, the renewed assurance of my most distinguished consideration.

THOMSEN

DEPARTMENT OF STATE

Mary
1

THE SECRETARY

October 23, 1939.

MEMORANDUM FOR THE PRESIDENT

I believe this will be of interest.

file
Confidential

CX

DEPARTMENT OF STATE
THE SECRETARY

October 23, 1939.
10:35 a.m.

MEMORANDUM.

Commissioner Truitt of the Maritime Commission just telephoned from New York to say that sources in which he had confidence had reported to him that the Maritime Commission tanker "City of Flint", which brought more than 200 survivors of the Athenia disaster, is reported to have turned up at Tromsø, Norway, on Saturday, flying the German flag and in possession of a German prize crew. I asked Mr. Truitt whether he had reason to believe it was the Commission's ship. He said the "City of Flint" had sailed on October 3rd and had not reported in the meantime. I asked if he had told the White House or the Commission. He said he was informing the Commission.

I checked with Mr. Hembold, Director of the Division of Operations of the Maritime Commission, who stated that the "City of Flint" left New York October 3rd for Manchester, England; that she was due at this port October 16th or 17th; on October 20th the United Kingdom agent for the U. S. Lines called the vessel for a period of 24 hours, receiving no answer; on October 21st
the

the Maritime Commission, Mr. Hembold stated, sent a message to their agent at London, Mr. Spencer, inquiring after the ship's position. Late Sunday, information was received, apparently from the Naval Attaché at London, that the vessel had been taken by a German prize crew and by that crew to a neutral port in Norway. The United States Lines office, apparently New York, received a cable from their London representative, Jackson, that the City of Flint left Tromsø at 6:30 p.m. Saturday. Mr. Hembold said he had discussed this with the Navy and that the Navy was in possession of no other information than that which he gave me.

10:55 a.m.

Mr. Hembold again telephoned to say that a Naval message had just been received, stating: that the British vessel "Stonegate" was sunk October 5th in latitude 31, longitude 45, by a large German man-of-war similar to the one which sunk the British "Clement" on October 1st. Survivors ~~af~~ were transferred to the "City of Flint" on October 15th, which entered Tromsø, Norway, Saturday, October 21st, flying the German flag and in command of a German prize crew. The "City of Flint" sailed to the southward at 6:30 p.m. on the same date, presumably

for

for Germany.

Mr. Hembold stated that the "City of Flint" had loaded at Baltimore, Hampton Roads, Philadelphia, and New York, with lard, lubricating oil, copper, sugar, flour, cereals, and other items which he is now summarizing for a supplementary statement.

IN:Saugstad:HHR

PSI-
nany

THE WHITE HOUSE
WASHINGTON

October 23, 1939.

MEMORANDUM FOR
CAPTAIN CALLAGHAN

Will you speak to me
about this today?

F. D. R.

Confidential message to the
President from Ambassador Caffery
at Rio de Janeiro in re ship
DELNORTE observing submarine at
entrance to Santos harbor.

file personal

DEPARTMENT OF STATE
THE SECRETARY

navy -

October 24, 1939.

7:30 p.m.

MEMORANDUM FOR THE PRESIDENT

Message telephoned to the Secretary's Office by Lieutenant Commander Hirschfield, Duty Officer, Coast Guard Headquarters, at 7:15 to 7:25 p.m. This message had just been received at Coast Guard Headquarters.

From Coast Guard Air Station, St. Petersburg:
The plane which sighted the Penelopi reported that when that vessel was seen she had on deck planks or oil hose.

W.D.M.
William D. Moreland, Jr.

THE WHITE HOUSE
WASHINGTON

*file
confidential*
October 27, 1939.

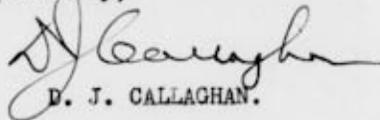
MEMORANDUM FOR

THE PRESIDENT

I believe Admiral Stark spoke to the President several days ago, over the phone, about the attached letter, especially the enclosure to the letter referring to the distribution of Army planes.

It will be noted that the instructions to the Naval District Commandants refer to preliminary organization for a projected inner coastal patrol which has not as yet been established. The District Commandants, of course, are at the present time carrying out their neutrality duties with forces available within their districts and in close cooperation with Comatron, who is administering the off-shore patrol.

Respectfully,


D. J. CALLAGHAN.

NAVY DEPARTMENT
Office of the Chief of Naval Operations
WASHINGTON

Op-309-BD
(3C)A16-1 D-18845
Serial 8758

18 September 1939

From: The Chief of Naval Operations.

To: The Commandant, First Naval District,
The Commandant, Third Naval District,
The Commandant, Fourth Naval District,
The Commandant, Fifth Naval District,
The Commandant, Sixth Naval District,
The Commandant, Seventh Naval District,
The Commandant, Eighth Naval District,
The Commandant, Eleventh Naval District,
The Commandant, Twelfth Naval District,
The Commandant, Thirteenth Naval District.

Subject: Forces for Naval District Neutrality duties.

Reference: (a) War Dept. (Chief of Staff) ltr. of 9 Sept.
1939 re-cooperation with the Navy in Air
Coastal Patrol Operations.

Enclosure: (A) Copy of reference (a).

1. In order that the Naval Districts may carry out investigations along the coast in connection with neutrality and have the nucleus of an organization for coastwise observation and security in time of war, the Department plans eventually to make available additional aircraft units for Atlantic Coast Naval Districts for inclusion in an inner coastal patrol, when and if such may be required.

2. As the decommissioned destroyers are placed in service it is anticipated that destroyers will be available for detail for neutrality duty in Naval Districts, approximately as follows:-

- 2 each to the 1st, 4th, 5th, 11th, 12th and 13th Naval Districts;
- 4 to the 3rd Naval District;
- 4 to the 6th Naval District for use in the 6th, 7th and 8th Naval Districts.

*Picture
has
changed on
this
distribution.
Commander will
distribute in
accordance with existing
situation*

3. By reference (a), copy enclosed, the Army has made available certain aircraft units to assist the Navy. The Department desires for the present to limit the operation of Army aircraft under provisions of FTP 155 to investigation and identification of foreign public vessels which may be reported along the coast.

4. On the Atlantic Coast an off-shore patrol is operating under the Commander of the Atlantic Squadron to investigate and report the identity of foreign public vessels sighted or reported within the patrolled areas. Naval Districts should cooperate with the Commander of the Atlantic Squadron for this purpose.

5. District Commandants will carry out their neutrality duties with the forces now available, and will plan facilities to operate additional aircraft, probably medium range observation or scouting planes, as these become available in the following numbers:-

1st Naval District - 12 planes;
3rd Naval District - 6 planes plus 4 blimps based at Lakehurst;
4th Naval District - 8 planes plus 2 blimps based at Lakehurst;
5th Naval District - 8 planes;
6th and 7th Naval Districts - 18 planes.

6. To cover the current limited emergency present plans contemplate increasing air forces in Naval Districts to approximately the following strengths, and District Commandants will plan accordingly. (Delivery of these planes is expected within nine months):-

1st Naval District - 48 OS2U seaplanes and SB2U3 Convertibles;
3rd Naval District - 16 " " " " "
4th Naval District - 16 " " " " "
5th Naval District - 16 " " " " "
7th Naval District (Miami and Key West) 32 as above

/s/ H. R. STARK

Copy to: CINCUS
COMATRON
BuAer
Budget Officer
All Offices, Naval Operations.
Budoeks
BuCon

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DDI DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl J. Spicer

~~CONFIDENTIAL~~
WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
Washington, D. C.

9 September 1939

Subject: Cooperation with the Navy in Air Coastal Patrol Operations.

To: The Chief of Naval Operations.

1. In compliance with instructions from the President relative to cooperation between the Army and the Navy in such air coastal patrol operations as may be undertaken, you are advised that instructions have been issued making available Army aircraft to assist the Navy in the continental United States where Naval aircraft are lacking or are insufficient for the purpose.

2. Reconnaissance and bombardment aircraft will participate and will operate, for the present, from the bases listed in the following paragraph. Initial requests for Army cooperation should be made to the appropriate Wing commanders and thereafter as may be arranged locally between Wing and Naval District commanders, or their representatives.

3. The disposition of available units of the GHQ Air Force, by wings, together with the location of wing commanders is as follows:

(1) Atlantic Coast

2d Wing, GHQ Air Force

Commanding General,	Langley Field, Va.
2d Bombardment Group	Langley Field, Va.
9th Bombardment Group	Mitchel Field, L.I., N. Y.
*21st Reconnaissance Squadron	Municipal Airport, Miami, Fla.

*This squadron will move at once from Langley Field, Va., to Miami, Florida, and will be prepared for operations beginning in the late afternoon, September 9, 1939.

(2) Gulf Coast

3d Wing, GHQ Air Force

Commanding General,	Barksdale Field, Shreveport, La.
3d Attack Group	Barksdale Field, Shreveport, La.

(3) Pacific Coast

1st Wing, GHQ Air Force

Commanding General	March Field, Riverside, Calif.
19th Bombardment Group	March Field
38th Reconnaissance Squadron	March Field
7th Bombardment Group	Hamilton Field, San Rafael, Calif.
88th Reconnaissance Squadron	Hamilton Field.

ENCLOSURE (A).

/s/ G. C. MARSHALL
Chief of Staff

PSF Navy
✓

THE WHITE HOUSE
WASHINGTON

October 31, 1939.

file personal

MEMORANDUM FOR
THE PRESIDENT

I am forwarding a copy of Admiral Stark's
radio talk made on Navy Day, thinking it might be
of possible interest to the President.

Respectfully,


D. J. CALLAGHAN

NAVY DEPARTMENT

PSF
Navy
1

RELEASE FOR PUBLICATION 11:30 p.m. EST OCTOBER 27, 1939.

NAVY DAY ADDRESS

By

ADMIRAL HAROLD R. STARK, U.S. NAVY
CHIEF OF NAVAL OPERATIONS
11:15-11:30 pm.
MUTUAL BROADCASTING SYSTEM
WOL - WASHINGTON, D.C.

I should like, on this 18th Navy Day sponsored by the Navy League of the United States, and the commemoration of the 81st anniversary of Theodore Roosevelt's birthday, to give you a brief account of our stewardship -- a report on how we stand in the matter of sea power.

At this time we are making material increases to our naval strength. We now have 276 combatant ships in commission in the Fleet and an additional 98 of various types laid up, or a total of 374 combatant vessels built. There are also 77 building - giving us a grand total of 451.

These last few years mark an orderly program towards a homogeneous, well balanced fleet. Notwithstanding the extensive building program since 1933, it is interesting to note that we are still below our strength of 1922, when we had a combatant/force of 433 ships built and building, the strongest fleet in the world.

As a result of the 1922 Washington Limitation of Arms Conference this country made the greatest gesture to the cause of peace and limitation of arms ever made by any nation. We scrapped three quarters of a million tons of ships at a value of nearly three hundred millions of dollars. From this very costly experience we learned that disarmament by example did not pay.

That conference plus the ensuing holiday in shipbuilding landed us in a hole from which we have been gradually digging out since 1933.

This eleven years holiday in building, beginning in 1922, had the effect of causing shipyards to go out of business, naval architects to seek other fields, and expert ship workers to enter other lines of industry. This heavy handicap has been greatly reduced by and with the cooperation of shipbuilders and allied industries.

It must always be remembered that for the most part Naval wars are largely fought, and won or lost, with the Fleet as it existed at the commencement of hostilities.

Ships cannot be improvised. It takes about four years to build a battleship; three years for an airplane carrier or cruiser, and two years for destroyers or submarines. And the above times do not include that considerable additional time necessary to make them effective fighting units after their officers and crew report aboard.

The Navy must at all times be ready. In this world of today we never can afford a lapse.

Ships must have bases, just as automobiles require overhaul garages and filling stations.

The program of construction of the air and submarine bases, as recommended by the Hepburn Board and authorized by Congress, is progressing satisfactorily.

The authorized program of ship and airplane production and supporting shore facilities is being pushed to completion at the earliest practicable date.

I believe that the great majority of my fellow countrymen will agree that in view of the existing chaotic world conditions, a determination to keep this country strong, will provide the greatest safeguard for the maintenance of

peace.

I should like to take the opportunity afforded on this Navy Day to pay a well deserved tribute to the men who man your Navy and when I speak of the Navy, I, of course, include the Marine Corps, which is an integral part of the Navy and a source of pride and strength to it. The morale of our men is very high, while the efficiency in the various ratings and the comprehensive-ness of training is unsurpassed, ~~by any Navy in the world.~~

You may place every confidence in the character, the ability, and the efficiency of the officers and enlisted personnel of the Navy. They are on the high seas working for you every day of the year. Readiness is their watchword.

It should not be forgotten that these men returning to civil pursuits after four years or longer in the Naval Service constitute a perfectly splendid influence in our national life; they are well setup; they respect the flag; they have in many cases learned a trade; they know obedience and respect for authority and they can be counted on in time of need. Their actual and potential value can not be measured.

As an item of interest I might add that the Navy runs forty-eight Trade Schools for the education of its men, this being necessary in the man-of-war of today where almost everything is mechanical, but where, nevertheless, the MAN now, as in the days of John Paul Jones, is the GREAT and IMPORTANT thing.

The Navy is working in close cooperation with our sister service, the Army. Relations have never been on a sounder footing. We exercise at joint problems, and by regularly constituted and continuing coordinating agencies and liaison groups solve these problems to our common understanding and our mutual satisfaction. No one appreciates more than the Navy the important sphere that the Army holds in all phases of the national defense.

In the present day problems the Coast Guard and the Navy work almost as a single unit where joint problems exist such as the current one of preserving neutrality. The meeting and accompanying of the IROQUOIS into New York is a typical example of this. We ^{Take pride in} ~~congratulate~~ the Coast Guard ~~and~~ its always splendid performance of duty.

Some will say that the Navy is expensive. Yes, an adequate Navy, properly manned, properly equipped, and properly maintained is expensive. But so is any form of insurance on valuable possessions. A Navy not quite adequate would be the most expensive luxury this country could possibly support, for in the event of a national emergency an inferior fleet would probably fail to fulfill the vital role for which it was created - that of giving positive protection to our sea frontiers.

Admiral Roman made this very plain when he stated that a second best navy was analogous to a second best poker hand.

A study of the sources of raw materials, and their fabrication into ships' hulls and equipment clearly shows that every State in the Union benefits by Naval construction. About eighty-five percent of the money so spent for ship building goes into the pockets of labor. It reaches directly or indirectly in the form of wages - - - the man in the mine, the mill, the factory, the forest, the field, the store, and the home.

Private shipbuilding is stimulated as much as possible not only for immediate benefits, but in order to insure, that in an emergency, private shipyards will be equipped with the necessary ways, machine shops, and trained workman to carry out urgent emergency construction. The Navy Yards and Government Arsenals supplement the private plants.

Again the major part of the annual cost of upkeep and operation of the active fleet goes into the pay envelope of its personnel.

The Navy cooperates with the Maritime Commission both in planning and in exchange of information. Our liaison is very close. The Commission is to be commended for the great headway ~~that~~ it has made in putting American merchant ships back on the seas. In the event of an emergency those well constructed and new ships will be of inestimable value to the Navy.

The Navy belongs to the people, and the people after all constitute our real first line of defense. This is ~~why~~ on Navy Day, sponsored by the Navy League of the United States, it is a pleasure to have a day when the Navy is "at home" to our citizens. We regret very much that the situation this year compelled us to forego general visiting aboard ships and in Navy Yards. Nevertheless, our reports indicate that in intensity of interest and widespread celebration, this Navy Day exceeds that of any other in the 18 years of its observance. Why is this?

I believe it to be because of the pride of the American people in their Fleet ---- a Fleet that they want and demand be strong and efficient.

After all while in a military sense we speak of the Navy as the first line of defense and the guardian of the Nation's sea frontiers, nevertheless I hope you will all individually realize that the Navy is only what the Average Citizen makes it.

It is the man in the street who in the last analysis determines the Country's policies, whether it be Navy or anything else. Our real first line of defense which goes back to bedrock is Mr. Average Citizen, and the interest which he takes in his Nation's affairs, and his ability to make his views heard through his chosen elected representative.

The constitution of the Fleet is largely your responsibility; that of operating it in your defense is that of the officers and men who give it life.

So long as Mr. Average Citizen is both essentially moral and essentially manly,

So long as he is willing and glad to render service and make sacrifices for his Country without thinking over much of the sacrifices,

So long as he detests unjust war but at the same time insists his own Country be made ready in time of need to hold its own against all who would harm it from within or without,

So long as he realizes that peace like freedom is safe only ~~as~~ long as he is willing to exert eternal vigilance, and to fight for it if necessary,

So long as these things constitute his ingrained conviction as they did that of Theodore Roosevelt whose birthday this Navy Day honors,

Just so long and no longer will America be safe.

I should like to leave with you, and I hope it will remain with you, a thought he so aptly expressed in the following:

I quote

"This prime and all important lesson to learn is that while preparedness will not guarantee a nation against war, unpreparedness eventually insures not merely war, but utter disaster."

I believe the events of the past few years have brought home the conviction to every thinking man and woman in our Country the full realization that our voice, our influence among the Nations of the Earth, will have weight, and that our general interest will be safeguarded largely in proportion to our strength on the sea.

Finally I should like to quote the Prince of Peace who over nineteen centuries ago stated:

"When a strong man armed, guardeth well his palace,
he sleepeth in Peace - -

"But when a stronger than he shall come upon him, and
overcome him, he taketh from him all his armor wherein he trusted,
and divideth his spoils."

PSF
name

ARMY AND NAVY MUNITIONS BOARD

Report--No 4

November 1, 1939.

Memorandum for the Asst Secretary of War-Louis Johnson
From Col. Charles Hines-U.S. Army

Subject--FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES:

Finland

Canada

Belgium

Mexico

France

See: Raw File-(War Dept folder) Drawer 4-1939

November 24, 1939.

Report--No 6

MEMORANDUM FOR THE ASST SECRETARY OF WAR-Louis Johnson
From Col Charles Hines-U.S. Army

Subject: FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES

Great Britain

Canada

France

Latvia

Union of South Africa

Rumania

Tabulation on Searchlight Orders

See:Raw File-(War Dept folder) Drawer 4-1939

December 1, 1939.

Report--No 8

Memorandum for The Asst Secretary of War--Louis Johnson
From Col Charles Hines-U.S. Army

Subject: FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES

Finland

Lockheed Aircraft Corp

Remington Arms Co

Dupont Company

Exports of Steel

Report--No 7 FOREIGN INQUIRIES FROM THE FOLLOWING:

Great Britain

France

Canada

Mexico

Netherlands

Finland

Brasil

Union of South Africa

Scrap Iron

Reports from Embassies on Orders Placed

Export Licenses

December 5, 1939.

Report--No 10

Memorandum for the Asst Secretary of War--Louis Johnson
From Col. Charles Hines--U. S. Army

Subject: FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES

Irish Free State

France

China

Finland

Yugoslavia

Embargo on Airplanes

Conf with Pratt & Whitney Representatives

See: Raw File (War Dept folder) Drawer 4-1939

Navy

ARMY AND NAVY MUNITIONS BOARD

Report--No 12

December 9, 1939.

Memorandum for the Asst Secretary of War-Louis Johnson
From Col. Charles Hines-U.S. Army

Subject FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES:

Belgium

Canada

Finland

Great Britain

Netherlands

Turkey

Union of South Africa

Yugoslavia

See: Raw File(War Dept folder)Drawer 4-1939

ARMY AND NAVY MUNITIONS BOARD

December 13, 1939

Report--No 13

Memorandum for the Asst Secretary of War-Louis Johnson
From Col. Charles Hines-U.S. Army

Subject--Foreign inquiries for production of munitions
from the following countries

Finland

Belgium

Sweden

Argentina

Brazil

Norway

See: Raw File(War Dept folder) Drawer 4-1939

ARMY AND NAVY MUNITIONS BOARD

December 18, 1939.

Report 14

Memorandum for the Asst Secretary of War--Louis Johnson
From Col. Charles Hines-U.S. Army

Subject: FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
FROM THE FOLLOWING COUNTRIES:

Belgium

Brazil

Canada

Chile

Finland

Haiti

Norway

Yugoslavia

Export of Airplanes

Export of Industrial Furnaces

See: Raw File (War Dept folder) Drawer 4-1939

PSP
Navy

THE WHITE HOUSE
WASHINGTON

file
personal
Stark
Navy

November 3, 1939.

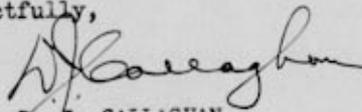
MEMORANDUM FOR

THE PRESIDENT

Admiral Stark asked me to present this revised draft of a bill providing for a 25% increase in naval construction, to the President.

It will be noted that Section 6 of the original draft is still retained. Both Admiral Stark and Admiral Woodson feel that the retention of this section will "clear the decks" and simplify the matter of allocation of not only vessels as a whole but parts thereof which also fall within the purview of the allocation section of the Vinson-Trammell Act. Also, this proposed Act provides for replacements and the matter of allocation of vessels in that category is not covered in the Vinson-Trammell Act allocation section.

Respectfully,


D. J. CALLAGHAN.

A B I L L

To establish the composition of the United States Navy, to authorize the construction of certain naval vessels, and for other purposes.

SEC. 1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the authorized composition of the United States Navy in underage vessels as established by the Act of May 17, 1938 (52 Stat. 401) is hereby further increased by four hundred thousand tons: Provided, That this increase shall apply only to the aggregate of the tonnages of aircraft carriers, cruisers, destroyers, and submarines: Provided further, That this increase may be so distributed among the four types of vessels as to bring the total tonnage in each type to the amount determined by the President to be in the best interests of the national defense.

SEC. 2. The President of the United States is hereby authorized to undertake such construction including replacements as is necessary to provide and maintain the total underage composition authorized in section 1 of the Act: Provided, That the vessels herein authorized shall be of such size, armament, and design as the President may consider best suited for the purposes of national defense.

SEC. 3. The President of the United States is hereby authorized to acquire or construct naval airplanes, and lighter-than-aircraft, and spare parts and equipment, as may be necessary to provide and maintain the number of useful naval airplanes at a total of not more than six thousand; and the number of useful lighter-than-aircraft at a total of not more than thirty-six.

SEC. 4. The President of the United States is hereby further authorized to acquire and convert or to undertake the construction of two hundred thousand tons of auxiliary vessels of such size, type, and design as he may consider best suited for the purposes of national defense. Section 4 of the Act of May 17, 1938 (52 Stat. 401) in so far as applicable to auxiliary vessels not yet acquired or whose construction has not yet been undertaken, is hereby repealed.

SEC. 5. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, such sums as may be necessary to effectuate the purposes of this Act, which purposes shall include essential equipment and facilities at shore establishments for building and outfitting any vessel or vessels herein authorized.

SEC. 6. All laws and parts of laws requiring allocation of contracts, construction or manufacture of naval vessels or aircraft or parts or equipment thereof, to either Government or privately owned building or manufacturing activities are hereby repealed.

SEC. 7. Vessels of the following categories shall hereafter be deemed underage until the number of years indicated have elapsed since completion:

Battleships	26 years
Aircraft carriers and cruisers	20 years
Other combatant surface craft	16 years
Submarines	13 years.

SEC. 8. Except as otherwise provided in this Act, the contracts for the construction of the complete vessels and aircraft, or any portion thereof including spare parts and equipment, herein authorized shall be in accordance with the terms and conditions provided by the Act of March 27, 1934 (48 Stat. 503) as amended: Provided, That the Secretary of the Navy is authorized to advance, from appropriations available therefor, payments to contractors in amounts not exceeding thirty per centum of the contract price, upon such terms as he

shall prescribe and upon condition that adequate security for the protection of the Government for the payment so made shall be required: Provided further, That nothing herein shall be construed to repeal the Act of August 22, 1911 (37 Stat. 32, U.S.C., title 34 sec. 582) entitled "An Act authorizing the Secretary of the Navy to make partial payments for work already done under public contracts."

SEC. 9. That whenever deemed by him to be in the interests of the national defense, the Secretary of the Navy is hereby authorized to negotiate contracts for the acquisition or construction of complete naval vessels or aircraft or any portion thereof and spare parts and equipment that have been or may be authorized, without competition, provided that he shall determine the price to be fair and reasonable.

~~Undated~~---came to file Nov 3-1939

PSF

[Faint handwritten signature]

RECEIVED
NOV 11 1939

105
THE WHITE HOUSE
WASHINGTON

*File
Personal
 diary
1/10*

Adm. Stark:

"The Coulsore is safe. We had a vessel which contacted her by radio. She is all right and on her way and we have called off our search."

Emm

THE WHITE HOUSE
WASHINGTON

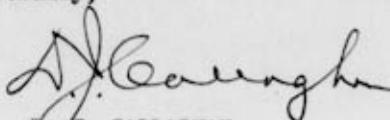
~~CONFIDENTIAL~~

December 5, 1939.

file ↗
MEMORANDUM FOR
THE PRESIDENT

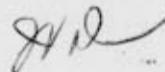
This appears to be the final information on
the COULMORE incident.

Respectfully,


H. J. CALLAGHAN.

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900 DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- 

In reply refer to Initials
and No.

Op-16-B-S

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
Office of Naval Intelligence
WASHINGTON

~~CONFIDENTIAL~~

5 December 1939.

MEMORANDUM

From: Domestic Intelligence Branch.
To : Director, Naval Intelligence.

SUBJECT: Sighting of submarine by British S. S. COULMORE.

The following information was received from the Coast Guard:

"This office has been further advised with respect to the reported sighting of a submarine by the British S. S. COULMORE, which was enroute from Philadelphia to the British Isles in Latitude 40° 20' N., Longitude 62° 31' W., on 31 October 1939, 11:50 P.M.

"The circumstances were these: A small searchlight was observed on the port quarter by the master. He assumed it to be a submarine, changed course radically and zig-zagged, and at 3:46 a.m. November 1st sent radio message reporting a submarine sighted.

"The master reports that on November 2nd at 1:40 a.m., Greenwich time, he sent an "out of danger" message by radio. The radical changes of course are believed to be the reason searching vessels were unable to locate the COULMORE. British Naval authorities indicate the master is now none too sure he had sighted a submarine and probably acted hastily."

E. B. NIXON,
Captain, U. S. Navy.

cc: Op-10
Op-10-A
Op-11
Op-38
Naval Aide
Op-16-B-9
Op-16-B-10

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990 DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- *JPR*

PSF: Navy

THE WHITE HOUSE
WASHINGTON

November 3, 1939.

MEMORANDUM FOR THE PRESIDENT:

George Durno of the
International News gave me this,
and I have turned it over to
Admiral Anderson for study.
Dan Callaghan also has a copy.

E. M. Watson
E.M.Watson

*file personal
conf.
PSF; navy
[initials]*

COPY

WESTERN UNION

WAJ15 B DPR PAID

HN NEW YORK NY 200P Nov. 3, 1939.

W K HUTCHINSON

INTERNATIONAL NEWS SERVICE, WASH DC

Mexico City correspondent advises QUOTE Strictly confidential, not for publication by request American Embassy suggest transmission Navy Department. German Submarine U-69 cruised off Tampico Oct 17 according messages found on two carrier pigeons which dropped exhausted at Texcoco ten miles from Mexico City yesterday forenoon. Pigeons carried three messages including one by second in command U-boat giving latitude longitude his craft. American Embassy British Consulate Mexican Government investigating. Messages stated be first definite conclusive proof presence German submarines in Gulf waters."

J. C. OESTREICHER

235P

*file
personal*

Navy

DEPARTMENT OF STATE
DIVISION OF
INTERNATIONAL COMMUNICATIONS
MEMORANDUM

November 7, 1939

The White House

The Secretary

The Coast Guard advised this office that their Porto Rican station states that yesterday the French naval vessel Jeanne d'Arc was sighted about 20 miles off Vieques Island, a small island off Porto Rico.

KS

IN:JES:DKL

THE WHITE HOUSE
WASHINGTON

November 15, 1939.

~~Personal and Confidential.~~

Memorandum for the
Acting Secretary of the Navy:

I note by the "Daily Flash" of November 14th that a contract has been awarded to Robert and Company, of Atlanta, Georgia, for preparation of plans and specifications for work on naval air station at San Juan, Puerto Rico. Was this contract let after competition? If not why not?

What other contracts have been let to Robert and Company, Atlanta, with or without competition, and how is that Company connected with any other Navy work?

F. D. R.

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DDO DIR. 5200.9 (9/27/52)

Date- 4-7-70

Signature- *JRD*

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO NO.

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS
WASHINGTON, D.C.

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CONFIDENTIAL

16 November 1939

File Personal

MEMORANDUM

Date- 2-18-59

Signature- *Carl L. Spier*

To: The Acting Secretary of the Navy.

SUBJECT: Contracts with Robert & Company for Engineering and Architectural Services.

1. In compliance with your directions, the following information relative to contracts with Robert & Company of Atlanta, Georgia, is submitted.

2. Contracts for the preparation of engineering and architectural plans and specifications have been negotiated with Robert & Company, as follow:

<u>Date</u> <u>1939</u>	<u>Location</u>	<u>Structure</u>	<u>Cost</u> <u>of Project</u>	<u>Fee</u> <u>Amount</u>	<u>Fee</u> <u>%</u>	<u>Status</u>
7/29	Pensacola Air Station	3 Buildings - Aircraft Storehouse - Ground School - Welfare Building.	\$1,165,199	\$50,000	4 $\frac{1}{2}$	Plans and specifications finished.
9/25	Pensacola	Power Plant and Distributing Systems.	217,000	9,500	4 $\frac{3}{8}$	50% Complete.
11/15	Jacksonville	3 Storehouses	745,000	20,000	2.8	Work under way.
-	Patrol Base, Puerto Rico.	Temporary Barracks & Qtrs. - Distributing Systems.	245,000	11,000	4 $\frac{1}{2}$	Contract negotiated, not yet signed.

Note: Attention is invited to the fact that the fees listed above do not represent "profit". Robert & Company maintain a staff of about 150 engineers and architects. In addition, overhead and material costs are paid from their fee.

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3. None of these contracts was let under competitive bidding. By the Act of April 25, 1939 (the so-called Hepburn Air Base Act) the Congress authorized the Secretary of the Navy to negotiate contracts for the engineering and architectural services required for the preparation of plans and specifications for Naval Public Works. In the hearings on the Bill it was explained to the Committees that, in the interest of speed and economy, it was desirable that the Navy avail itself of the services of the country's outstanding engineers and architects and their organizations. It was stated that if the Navy was to adhere to the construction schedule for the new Air Bases it would be necessary that this procedure be followed. It was pointed out that the only practicable alternative to this procedure would be to recruit large governmental organizations of engineers, architects, and draftsmen, and that the recruiting and training period would be costly and time-consuming, while the demobilization would be politically difficult. This latter procedure would have deprived the Navy of the services of the country's outstanding engineering and architectural experts.

4. The question was raised by the Committees as to why such contracts should not be let by competitive bidding. In reply it was stated that competitive bidding for professional services is considered unethical by all recognized engineering and architectural Societies; that the foremost men in the profession will not bid competitively; that it was as illogical to ask for bids for the services of an engineering or architectural specialist as it would be to ask for bids for the services of a medical specialist; that the negotiation by the Government of contracts for professional services was not new since the practice was followed during the war by the Navy, and other Departments of the Government still follow it; and that the practice was universal among other public bodies, industry, and private individuals.

5. The first contract was negotiated with Robert & Company, for the design of certain buildings at Pensacola, after a careful comparison of the qualifications of Robert & Company with other architects in that section of the country and after a personal investigation of the firm's capabilities by the Public Works Officer of the Pensacola Naval Air Station. You will recall that Commander Moeller was sent by me to Atlanta, Georgia, for this purpose, and he submitted a very comprehensive and very favorable report on this firm.

6. The work already performed by them for the Navy has been outstanding and the one contract which was let for a

CONFIDENTIAL

building designed by them indicates a very substantial saving (several times the size of their fee) over the estimated cost. From the data obtained on the work of this firm, I am convinced that they are the most outstanding engineering and architectural firm in the South, and they compare favorably with any in the country in certain lines of work.

7. Other than the contracts listed in paragraph 2, above, this firm has no connection with any other Navy work.

8. The utilization by the Navy of the country's private engineering and architectural productive capacity by negotiating contracts with leading engineers and architects has been commented on very favorably by technical and professional Societies. It has permitted us to contract for large quantities of work with a minimum of delay. For example, it is partially responsible for the fact that during the first 4 months of the current fiscal year we have awarded 170 construction contracts with a face value of \$54,145,521. The previous high record since the World War (not including the past year) was 344 contracts at a face value of \$16,694,515 for the entire year of 1934. At our present rate, it is estimated that we will be able to make 510 awards at a face value of \$90,000,000 during the current year, or approximately five times the previous high record since the war.

9. As an example of the caliber of service we can obtain under negotiated contracts, I cite Mr. Paul Cret, who I consider is the foremost architect of America and with whom we recently negotiated a contract to prepare the plans and specifications for certain of the buildings at the new Naval Medical Center. In order to meet the President's desire for the utmost speed on this project, I divided the work, the Bureau doing the main structure, subsistence building, power house, laundry, roads, grounds, and distributing systems, while Mr. Cret is doing the wards, nurses' quarters, corpsmen's quarters, and officers' quarters. Mr. Cret is also acting as Consultant on the entire project, including landscaping.

10. In my opinion, it would have been as improper, ethically, to ask Mr. Cret to bid on this work as it would be to ask the President of the American Medical Association to bid on an operation or the President of the American Bar Association to bid on a law case. I am certain that neither of the three would submit a competitive bid, if invited to do so. The type of engineer or architect who would submit such a bid is the type who would be inefficient and hence too costly for the Navy. The fees of engineers and architects are such a small percentage of the total cost of the work

CONFIDENTIAL

that a small difference in efficiency may result in a difference in the cost of the structure which is many times greater than the fee. The National Defense warrants the best talent available. It is pertinent to note that while the Congress fixed 6% as the maximum permissible fee, the maximum paid by the Navy so far has been 5.1%, and the minimum 2.8%. The desire of the country's leading engineers and architects to be associated with the Navy's work facilitates the negotiation of contracts at fees appreciably lower than the usual amounts.

11. To date, the Navy has negotiated engineering and architectural contracts with 20 different concerns. Among these are included many of the country's leading men in their fields. These men will not submit competitive bids for their professional services. It is my opinion that the Navy would suffer materially if it should deprive itself of their services.

B. Morell

For list--See:Germany folder-Drawer 1-39

Copy

November 16, 1939.

My dear Mr. President:

I enclose as of possible interest a list of German merchant vessels in ports in the Americas, reported at sea, or reported to have been captured, sunk, or scuttled since their departure from ports in the American republics.

Faithfully yours,

signed----- Sumner Welles

Enclosure:

Memorandum of
November 14, 1939,
"German Merchant
Vessels in the
Americas".

The President,

The White House.

Navy
18

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personal
copy

MINUTES OF THE ANNUAL MEETING OF MEMBERS

Naval Historical Foundation, November 17, 1939

THE meeting was held at the Navy Department, Washington, D. C., and was called to order by the President at 2:30 P.M.

The minutes of the last meeting were read and approved.

The reports of the Secretary, the Treasurer, and the Curator were read and approved.

It was voted that within his discretion during the forthcoming year, the President is authorized to transfer funds from the checking account to the Trust Fund.

On motion duly seconded approval in principle was voted for the project to place a bust of the late Admiral W. S. Sims at the Naval Academy, as sponsored by Captain W. H. Stayton and Commander W. H. McGrann and as approved by the Naval Academy authorities. It was further voted to contribute \$25 to the project which is being financed by private subscription.

On motion duly seconded honorariums were voted as follows in grateful recognition of their voluntary and very helpful services connected with the Administration of Foundation affairs: to Miss Florence E. Sharswood \$35, to Mrs. Rachel M. Dominick \$30, and to C. I. Gardiner and L. E. Bailey \$5 each.

The following trustees were unanimously re-elected for a term of 3 years to fill existing vacancies: Dr. Charles O. Paullin and General David D. Porter.

It was unanimously RESOLVED:

"That the Naval Historical Foundation at its annual meeting on November 17, 1939, heartily endorses the project to construct a Naval Museum in Washington and to moor such historic ships as the *Constellation*, *Hartford*, *Olympia*, and a World War destroyer in a wet-basin adjacent to the Museum, as reported out of Committee to the House of Representatives. The Foundation further trusts that its highly honored member, President Franklin D. Roosevelt, will look with favor upon this project, of such valuable educational utility to the American public."

It was decided that copies of this resolution should be furnished to President Roosevelt and to the Chairmen of the Naval Committees of the House and Senate, calling attention to the fact that the United States is the only great naval power that has no national naval museum.

Admiral Strauss addressed the meeting concerning an inspection of the U.S.S. *Hartford* recently made by Admiral Rodgers and himself at the Washington Navy Yard. They reached the conclusion that it is impracticable to utilize the *Hartford* to any considerable extent as a naval museum, beyond the great value as an exhibit of the ship herself when the work of restoration is completed.

The meeting adjourned at 3:30 P.M.

REPORT OF THE SECRETARY

The past year has marked gratifying progress in the affairs and utility of the Foundation. Among a number of interesting acquisitions of special note is the handsome model of the schooner *Shark*, donated by Miss Jane Perry Tiffany and now exhibited outside the office of the Secretary of the Navy. We purchased a valuable collection of the papers of Commodore John Shaw, who became especially distinguished in the Quasi-War with France. We also bought a very stirring painting, now hanging in the main lobby of the Navy Department, showing Stephen Decatur boarding a Tripolitan gunboat in 1804.

These purchases were made possible by the generous response of our members to a circular offering an opportunity to contribute to our general fund. The circular emphasized the fact that there are no financial obligations connected with membership. To date a total of \$512 has been subscribed.

Naval historical material is constantly offered for sale and with reasonable discrimination the Foundation should be frequently able to obtain rare items of considerable interest at a moderate cost. It is believed, however, that a policy should be followed of restricting such expenditures to what might be termed "salvage" work. For example we had an opportunity some years ago to purchase the LaValette Collection of manuscript. For a long time we had it in our custody on loan, and it contained many documents of unusual naval interest. We did not have sufficient funds to pay the asking price and this historically valuable lot of papers was afterwards sold piecemeal and is now scattered to the four winds among collectors. Much of its data is consequently lost for historical use. The case with respect to rare pictures, models, relics, etc., is similar. Unless they are acquired when there is opportunity they disappear. I think we should use our funds in this kind of salvage work rather than to buy merely for the sake of building up a collection of material easily duplicated.

The Treasurer's report will show that most of the John Paul Jones fund has been invested in government bonds, awaiting final decision on this project. The sum of \$600 was transferred from our checking account to the regular Trust Fund in accordance with authority voted at the last annual meeting.

It is in order at this meeting to fill the vacancies on the Board of Trustees created by expiration of the terms of Dr. C. O. Paullin and General D. D. Porter.

Since the last meeting, the following members have joined the Foundation:

The Honorable Thomas R. Ball, Mrs. Edward S. Campbell, The Honorable Patrick H. Drewry, Captain

Sydney K. Evans (Ch.C.), Dr. Loyal D. Farragut, R. E. Gillmor, Mrs. Gilbert Green, Mrs. M. L. Hull, Mrs. Hilary P. Jones, Rear Admiral H. F. Leary, Captain R. P. Molten, Mrs. Virginia Lynch Millard, Colonel George Paull (descendant of Paul Jones' brother), Captain Sherwood Picking, William A. Robinson, Mrs. William A. Robinson, Robert G. Skerrett, James W. Snyder, Jr., Rear Admiral M. H. Simons, Commander Robert B. Simons, Miss Jane Perry Tiffany, Rear Admiral O. H. Van Keuren (C.C.), Charles A. Weil.

ABSTRACT OF TREASURER'S REPORT

Balance in checking account November 18, 1939.....	\$ 5,137.64
Deposits during past year.....	1,034.66
	<u>\$ 6,172.30</u>
Withdrawn by check, including \$600 transferred to Trust Fund and \$4,135.25 invested in U. S. Treasury bonds for the Paul Jones Fund.....	5,502.50
Balance in checking account.....	<u>\$ 669.80</u>
The pecuniary resources of the Foundation on November 17, 1939, were as follows:	
Main Trust Fund.....	\$ 9,033.31
Memorial Trust Fund.....	1,306.78
Paul Jones Memorial Fund.....	4,334.00
Checking balance, less \$203.75 belonging to the Paul Jones Fund..	466.05
Total resources.....	<u>\$15,140.14</u>

Besides numerous smaller gifts, contributions ranging between \$20 and \$50 were made by: U. S. Naval Institute, Society of Sponsors, Charles Francis Adams, Junius S. Morgan, John R. Edie, W. R. Kilpatrick, Cyrus R. Miller, Wm. L. Rodgers, and Harold R. Stark.

ABSTRACT OF CURATOR'S REPORT

Since the last annual meeting 36 additions have been made to our collection: 1 loan, 7 purchases, and 28 donations, bringing the grand total up to 416 accessions.

Among the more interesting new acquisitions are (1) the papers of the late Rear Admiral E. R. Colhoun 1837-74, comprising nearly 700 documents, 8 letter-books, 3 journals and 2 files, presented by Miss Almira R. Harris; (2) the handsome model of the U. S. Schooner *Shark*, the first command of Commodore Matthew C. Perry, presented by his granddaughter, Miss Jane Perry Tiffany; (3) the papers of Commodore John Shaw, 1798-1823, comprising nearly 450 documents, several letter-books and journals and a manuscript biography of Shaw, acquired by purchase; (4) a handsome and stirring oil painting depicting Lieutenant Stephen Decatur with his crew boarding and capturing a Tripolitan gunboat in hand-to-hand fighting during the attack against Tripoli by the squadron under Commodore Preble on August 3, 1804. The painting was done by D. M. Carter in 1858 from an original in the Louvre by Chappel. It was acquired by purchase.

Copy

PSF
mary

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~

THE PRESIDENT

November 18, 1939.

The attached is a short resume of the political situation in the Far East, compiled by ONI from sources of which the President is aware.

It is requested that the attached memorandum be returned to me when the President has finished with it.

Respectfully,

D.J. Callaghan

Franklin D. Roosevelt Library
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600 DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- JWD.

Copy

NAVY DEPARTMENT
Office of the Chief of Naval Operations
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

In reply refer to No.
Op-16-B-11

November 17, 1939.

~~CONFIDENTIAL~~

Memorandum for the Chief of Naval Operations

SUBJECT: Japanese Policy Toward American Nationals and Interests in China.

The Commander in Chief, Asiatic Fleet has forwarded the information that he has strong reasons to believe that the Japanese military forces in China are cooperating with the Japanese Foreign Office in a policy calculated to mollify American opinion toward Japanese activities in China by taking steps to prevent occurrence of incidents adversely affecting U.S. Nationals, and by effecting settlements of incidents regarding which American protests are still outstanding. The Commander in Chief is of the opinion, however, that despite the present conciliatory attitude of the Japanese toward Americans, there will be no modification of the Japanese plan to acquire progressively a monopoly of the principal business ventures in China, and to bring about the abolition or the strict regulation under Japanese auspices of all non-Japanese instruments of any political influence, including foreign garrisons and educational institutions.

Other information considered highly reliable indicates that various of the principal Japanese diplomatic and military authorities in China are unanimously advising their Government that the institution of the so-called "New Order" in China will require a marked reduction of the rights and privileges of the United States in China, notably:

- (a) The garrisoning of troops in China including the right to have Legation Guards must be abolished.
- (b) Churches, schools, hospitals and other cultural establishments to be strictly regulated, particularly with a view toward controlling the political import of their teachings and attitude.
- (c) Business interests to be left unhampered provided they have not assumed or do not assume any political significance. The monopolistic tendencies of the following U.S. interests are considered to smack of political significance. Therefore the operations of the following interests must, in the view of the Japanese authorities, undergo a marked revision:

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5200.9 (9/27/52)

Date- 4-7-70

Signature- *g/n*

1. Universal Tobacco Co.
2. British-American
3. U.S. Financial and economic interests in railroads and their equipment
4. Standard Oil Company
5. Texas Oil Company
6. China National Aviation Corporation
7. Importation of radio sets--particularly high frequency receiving sets--must be prohibited. This is considered of the utmost importance

The Japanese military and diplomatic authorities in China are insistent that the "New Order" in China be established regardless of the necessity for policing or seriously reducing U.S. rights and interests in China.

It would appear therefore that while personal relationships may be somewhat improved by the Japanese policy of preventing disagreeable incidents of a purely personal nature, this conciliatory attitude will not be extended toward American political and economic interests, which latter the Tokyo Government is being urged to suppress.

Signed--- W.S. Anderson

Copy By Hand to Mr. Hamilton, State Department

~~CONFIDENTIAL~~

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 DDD DIR. 5200.9 (8/27/58)

Date- 4-7-70
 Signature- JWD

1939

PSF Navy
17

Memorandum to capt Callaghan from the President
dated--December 5, 1939

Re-original forty destroyers on patrol or on way
to patrol

See: Dan Callaghan folder-Drawer 2-1939

PSF

*File
personal
+
confidential
Navy*

THE WHITE HOUSE
WASHINGTON

December 8, 1939.

MEMORANDUM FOR
THE PRESIDENT

There is forwarded herewith for the information of the President, a tabulation of British naval losses to November 29, 1939.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN.

BRITISH NAVY LOSSES

29 Nov. 1939

Name	Tons	Sunk (date)	Damaged (date)	Cause	Casualties				Remarks
					Killed		Wounded		
					Off.	Men	Off.	Men	
<u>(Battleships)</u>									
* ROYAL OAK	29,150	10/14/39		4 Torps.	810				
<u>(Aircraft Carriers)</u>									
COURAGEOUS	22,500	9/17/39		2 "	Approx. 578				
<u>(Cruisers (b))</u>									
SOUTHAMPTON	9,100		10/16/39	Bombs		3 casualties		Minor	
EDINBURGH	10,000		"	Bombs nearby	7	"		"	
BELFAST	"		11/21/39	Mine or torp.				Extensive	
<u>(Destroyers)</u>									
BLANCHE	1,360	11/13-14/39		Mine	-	6	3	12	
GIPSY	1,335		11/21/39	"	1	29	3	10	Beached. Salvage possible
MCHAWK	1,870		10/16/39	Bomb nearby	2	13		25	Minor
<u>(Submarines)</u>									
OXLEY	1,354	11/7/39?		Accidental explosion	56				
1 sub.			11/29/39	Bomb damage					Damage steering gear
<u>(Patrol Vessel)</u>									
KITTIWAKE	530		9/20/39	Mine	5			2	Bow blown off
<u>(Training Ship)</u>									
IRON DUKE	21,250		10/17/39	Bomb nearby					Beached but in use.
<u>(Armed merchant cruiser)</u>									
RAWALPINDI	16,697	11/23/39		Gun fire	283				DEUTSCHLAND
<u>(Trawlers)</u>									
MASTIFF	520	11/21/39		Mine					
ARAGONITE	315	11/23/39		"					
NORTHERN ROVER	?	11/ /39		"					

For the President

*6 VII
W.S.A.*

~~File~~
Confidential

THE WHITE HOUSE
WASHINGTON

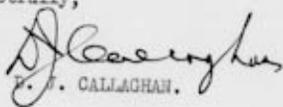
BSP
Navy

December 8, 1939.

MEMORANDUM FOR
THE PRESIDENT

The two letters attached contain information which may prove to be of interest to the President should a few leisure moments ever present themselves for the reading of the letters.

Respectfully,


F. J. CALLAHAN.

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AMERICAN EMBASSY

Office of the Naval Attache

London

DDO DIR. 5200.9 (8/27/55)

AGK/Ye

P-17

3 November, 1939

Date- 4-7-70

Dear Admiral,

Signature- *[Signature]*

The MANHATTAN is due in tomorrow and takes our pouch. Presumably it will be difficult to put pouches on ships flying the American flag from now on, as we understand the Neutrality Act will stop all ships. Of course it looked possible to leave Ireland out of the "combat zone", but by the time you get this I suppose that will be decided.

You will find several official letters regarding exchange of information. While they speak for themselves, I should like to draw your attention especially to the fact that as the British Navy gains in war experience they will gradually out distance us in many technical subjects. It has seemed to me to our benefit, on the whole, to seize any opportunity for making exchanges. While scraps of information picked up casually give the leads, yet definite technical details are so frequently lacking to make the story complete, that it would appear you might get drawn on a false scent. While realizing the technical experts at home analyze all such matters very carefully, it looks as though our best interests would generally be served by liberalizing our policies of exchange. The way the opposing forces line up ought to make it pretty safe for us to swap with the British. However, I can only present the picture as it appears from this side, and appreciate that of course the Department's decisions are made on a broader base.

✓ A case in point will be my serial 1061. This item fell in my lap and possibly I was not expected to have gotten it. I should judge not over ten minutes was available and hope the report does not lead us astray. You can see, however, the information is meager and many technical points remain to be covered. ✓

This Navy over here is beginning to get some real experience in shooting at aircraft. While the gun fire from ships and shore batteries has not been credited with shooting down many planes, yet I think we should not lose sight of the fact that several planes have been forced down on the home flight to Germany. There are indications these forced landings were due to damage by gun fire - damage which, while insufficient to bring the plane down at the time, was sufficiently cumulative to drop the plane somewhere on the route home. Of course the defending fighters may be just as responsible as the gun fire from the ships.

One phase of this aerial gunnery problem should be noted, namely, the very low altitude at which the planes have attacked on several occasions. The Germans do not dive bomb as we understand it, - they glide. There are indications the German aircraft cannot stand

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the strains imposed in what we call a dive. The tactics of the Germans and also the British R.A.F. have surprised us all, particularly in the low numbers of planes employed. The inaccuracy of their bombing may be partly caused by poor bomb sights and partly by their poor flying technique at the moment of release - they turn away at that instant and give their bombs a skid.

*will
be
a
very
big
thing*

All German types from the Dornier flying boat to the Heinkel have endeavored to get very close down on either the water or the land when escaping. This has presented a very difficult problem in gunnery. Similar tactics apparently were employed by the German planes in Poland and also in a few isolated cases on the Western front. By getting low down I mean literally within 20 or 30 feet of the water, or in the case of the land, skim the house tops, hedges, trees, etc. A plane employing such tactics on land presents an almost impossible problem to fixed guns. Perhaps we need some mortars loaded with bird-shot. At sea these tactics would also make a difficult gunnery problem for ships' batteries and horizontal fire of this nature would be a serious menace to screening vessels. I offer the thought that Fairfax should take cognizance of these tactics in his gunnery exercises, especially for fighters.

Torpedo planes have not been used - as far as I know. This seems odd as the British place great value on them and certainly the Germans could have employed torpedoes to great advantage on the several occasions on which they have found big ships.

The mine effect or underwater effect of the German bombs has been surprisingly little. In the case of the two bombs dropped under the stern of the SOUTHAMPTON it would certainly seem as though the hull should have been damaged, particularly as Hitchcock reports the ship was lifted violently out of the water. On the other hand, we have a very strong suspicion, which is confirmed to some degree, that the IRON DUKE was pretty badly holed by the bomb dropped near her on October 17th. The use of torpedoes against the IRON DUKE has been denied - I am not so sure, but feel this a delicate subject on which the British are very loath to have the slightest publicity.

As regards the ROYAL OAK, Godfrey told me he did not yet know the result of the official inquiry. I have intimated our interest was accentuated by our recent acquisition of their boom defense system - it seems to be somewhat challenged by this episode (my personal letter to you on the safety of Scapa may have sounded a little optimistic). However, Godfrey defends their nets and booms vigorously, saying that the real trouble lies in their ability to complete all the other measures necessary to back up the boom. By this he means outlying mine fields, deep mine fields close under the nets, heavy patrols of surface craft, closer supervision of the other entrances, and the efficacy of the block ships in such strong current. Fischer will probably have told you a good deal about this. In fact Rosyth is considered much better prepared against submarines than Scapa - but the air defenses of Rosyth are not yet adequate.

Help
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GELMAN
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This brings me to the R.A.F. The separate air force certainly is less efficient than our system. When I get more concrete instances, an official opinion of this subject will be presented. Godfrey bewailed to me the fact that they turned over 2,000 planes and 5,000 pilots to the R.A.F. at the end of the last war and now have barely a fifth that number with their Fleet. In ~~war~~ my judgment the difficulty is not entirely shortage of material, but is chiefly in the command relations. If Admiral Forbes with the Home Fleet had a naval air force comparable to our own he would never be at sea without adequate protection, especially when his operations are so close, relatively, to his bases. Similarly, Rosyth, H.M.S. Southampton, and H.M.S. Edinburgh, were defended in the air only by a squadron of Territorial fighters - who did very well but were insufficient in strength, slow in taking the air and generally inexperienced. As reported officially, the defenses of this area are being increased, but as reported the gun defenses belong to the Coastal Command. I did not fail to notice that, when calling on Air Marshall Bowhill. He took occasion to remark the Fleet rarely let him know what they were doing and that it was difficult for him to cover them. Vice-Admiral Ramsay at Dover spoke strongly on this subject and warned me that the start of a separate air service in their Service commenced with the formation of a G.H.Q. air force. It seems to me we will have to be very definitely on our guard, to make sure this war is not used as a lever to pry the air forces away from the Army and Navy.

Director of Naval Intelligence,

So far, air operations have been conducted against unmistakably military objectives. The Germans were most scrupulous in their attacks on Rosyth and press comment about their attacks on the bridge are erroneous. In fact I was told by a civilian that one of the German pilots in conversation with the man's son (who spoke German), explained they had very definite orders to confine their bombs to the ships. Although in the dockyard at Rosyth were the REPULSE and four or five destroyers, no bombs whatever were dropped in that area - those near the CALEDONIA are explained in Hitchcock's report.

The CITY OF FLINT, I believe, will get safely in to Germany. She is following the Norwegian coast line inside the three mile limit, escorted by a Norwegian man-of-war to prevent the British from violating territorial waters. The ethics of this case seem to me very questionable, having in mind our own precedent as regards the APPAM.

We are sending along a lot of miscellaneous material in this case. I hope our dispatches reporting her capture were of interest. Some of her later movements, supplied me by the Admiralty, have been sent direct to the State Department.

✓ Apparently two Pocket Battleships are out. Why they have not done more damage is hard to explain. They are giving the British some head-aches, however, and have caused some redistribution of ships, as you would naturally imagine. I think my friend Cunningham is being shorn a bit.

|| The situation in the Western Atlantic is rather hazy. It is difficult to figure whether German Subs are really over there.

Bushrod Howard and his friend have not yet turned up.
I will look out for them and have arranged with Seidel for a
meeting.

With best regards to all,

Sincerely yours,

/s/ Allan Kirk

Our C.G. had a talk with a former British Consul from Hamburg
who says his ex-friends there have called this war "Der Kalte
Kreig" - the cold war!

Rear Admiral W.S.Anderson, U.S.Navy,
Director of Naval Intelligence,
Navy Department,
Washington, D.C.

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IN REPLY
REFER TO:

UNITED STATES FLEET
ATLANTIC SQUADRON

U. S. S. TEXAS (Flagship)

Naval Operating Base
Norfolk, Virginia

5 December 1939

Dear Betty:

Everything for the third quarter is shaping up nicely, thanks to your splendid support and cooperation and that of all your people there.

You mention the desirability of letting WYOMING know, for the benefit of the families in San Juan, the gist of her future movements. I assure you this was done immediately after I talked to you in Washington and received approval in broad outline of our plans for the winter. She is coming north to dock immediately after the St. Eustatius trip, and, together with CAPELLA, takes down first marine echelon on 2 January and thenceforward works with marines and ourselves on Flex Six. She knows all this!

Next, for RANGER's future plans. After talking to you and Ghormley, we at once sensed the necessity for training WASP Squadrons as well as her own during the third quarter, so we plan to leave her at Hampton Roads for the third quarter for this purpose. And this fits into the broad picture I next set forth.

When Pick and I go south, I'll bring OMAHA north, and with ST. LOUIS and RANGER, and perhaps later HELENA, we'll have a strong cruiser group in the Middle Atlantic. I'll leave enough of Greenman's destroyers (Desron 10) to provide services in Hampton Roads, and plan to cover with these CL's and RANGER, the big triangle; Norfolk-Bermuda-Culebra. This area, in a strategic sense, covers the south Atlantic coast as it tumbles to the southwestward, and also Florida Straits, Mona and Windward Passages. If we consider this triangular area, rather than the fixed line Bermuda-Culebra, Hampton Roads appears as a suitable base, as the area is being suitably explored and dominated by each ship moving out of Norfolk for the Bermuda-Culebra patrol frontier. With ST. LOUIS, OMAHA and RANGER taking about a two weeks tour in rotation on area station, I can maintain this task nicely, and by giving RANGER plane guards during her tours will permit her to proceed

5 December 1939

vigorously with flight training for her own and WASP Group, and perhaps work in the Marine Air Group later on. The weather in this area should prove excellent this time of year for the work we have in mind.

I think your decision to shift the cruiser patrol south is sound as a rivet in every way and strategically sound. The Grand Banks and New England Patrols lie right on the flanks of the great circle courses from Europe to our coast as far south as Philadelphia, where our people can nip south on anything working this area. So the cruiser up where we had it was not strategically economical or profitable.

On the other hand, working the strategic triangle ensures a far flung cruiser or carrier covering operation for South Atlantic, Gulf and Caribbean, on a front facing northeast.

Also Betty, this set-up will permit Crudiv-7, Batdiv-5 and First Marine Brigade to concentrate on training in the Caribbean and still be available to move on interior lines to meet any eventuality this area.

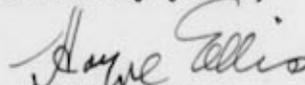
And finally, this set-up shifts bases reasonably, so that ships get some time basing in the States after a long tour in the Caribbean. We are giving considerable thought to this administrative feature in the interests of morale and operating efficiency.

We are getting men, ammunition, and services for the winter's work, thanks to your splendid people. We've bitten off a big chunk, but we can and will handle it. My people are cheering the prospect of full complements, full shootings, and are going ahead tooth and nail.

We are submitting our employment schedule this week. After three months on this job, we are more convinced than ever that we are "in the field" and that any schedule that does other than set forth in bold outline what the task is and what exercises, etc. shall be done as the conditions relative task accomplishment permit, is a delusion and a snare that only serves to tie us up in knots. I hope you agree with me and support me in this.

Now my best to you, and best wishes to all your fine supporters, I am,

Sincerely yours,


Hayne Ellis.

THE WHITE HOUSE
WASHINGTON

December 9, 1939.

~~CONFIDENTIAL~~

MEMORANDUM FOR

THE PRESIDENT

The attached is a summary of the latest information on German magnetic mines. I thought the President would be interested in this data.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN.

*File
Personal
& confidential
Mary
1*

6 December, 1939.

~~Confidential~~

NEW TYPE OF GERMAN NAVAL MINE.

1. Information up to date concerning the new type of German naval mine, several of which have been recovered by the British, is as follows:

- (a) The correct weight of explosive is 620 pounds.
- (b) The correct weight of the total mine is 1100 pounds.
- (c) The explosive is believed to be more powerful than T.N.T., although its composition has not yet been ascertained.
- (d) When dropped from a plane, the mine can be used as a bomb and employs an impact fuse.
- (e) Dip needle is housed in gimballs.
- (f) The mine case probably holds a steel bar wrapped with coils of very fine wire containing a relay mechanism operated by a very small current. When a ship passes over or near the mine, the induced current in this fine wire circuit causes the relay to function and to close the primary or firing circuit, whose source of energy is probably a dry cell. It is believed that some delay is introduced between the relay and the actual firing of the primer in order to permit the target ship to come over the mine before detonation.
- (g) It is believed that there is some safety feature, of the soluble plug type, to keep the mines safe for an appropriate interval of time after being dropped. Statements have been obtained from captured submarine crews that the mines become inoperative after 2 - 3 months.

(h) The electro-magnetic mechanism, by shielding, causes the target to be almost directly over the mine, thereby making it difficult to locate and sweep mine fields.

(i) The mechanism indicates that the mine may be set off either by impact, time, magnetically, or acoustically.

2. With regard to minesweeping by the British, the only actual counter-measures so far have been the use of electric sweep wires by which three mines have already been detonated. The problem of preventing the sweep wires from destruction by the explosion is under study and experimentation.

3. Trawlers are being fitted with Diesel generators as a source of power for the sweep wires. Very shortly a special ship will be equipped with a "magnetic gun" in the bow by which it is hoped to sweep a path one hundred yards wide on each run. Proceeding at a slow speed, this "gun" is expected to detonate a mine before the ship itself goes over it.

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DDO DIR. 5200.9 (9/27/58)

Date- 8-8-66

~~Confidential~~

Signature: Carl S. Spicer

~~Confidential~~

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December 11, 1939.

Memorandum for the President from Capt. Callaghan

Attaches sheets containing compilations in tabular form of the graphic data presented in the attached books of graphs from Ambassador Kennedy.

Re-Merchant Marine Losses

BRITISH--ALLIED--NEUTRAL

These are compiled from official British Graphs and prepared by the ONI

See: Joe Kennedy folder-Drawer 1-1939

*file
Confidential*

*Room 1-89
BF
71007*

THE WHITE HOUSE
WASHINGTON

December 12, 1939.

MEMORANDUM FOR
MR. FORSTER

For the information of the President there is attached hereto a report showing progress on vessels under construction for the Navy, as of December 1, 1939.

D. S. Callaghan
D. S. CALLAGHAN,
Captain, U. S. Navy,
Naval Aide to the President.

NAVY DEPARTMENT
BUREAU OF CONSTRUCTION AND REPAIR - BUREAU OF ENGINEERING
WASHINGTON, D.C.

RESERVED

December 10, 1939

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY - JOINT REPORT OF PROGRESS AS OF DECEMBER 1, 1939

Type, Number and Name	Contractor	Percentage of Completion:				Keel Laid	Launched	Date of Contract	Date of Completion		
		Dec. 1: 1939	for month: 1939	Dec. 1: 1939	for month: 1939				As per contract	As reported	
<u>BATTLESHIPS</u>											
BB55 : NORTH CAROLINA	: New York	: 61.3	: 3.0	: 37.0	: 3.9	: 10/27/37	-	: 8/ 1/37	: 49	: 9/ 1/41	: 10/15/41
BB56 : WASHINGTON	: Philadelphia	: 52.0	: 2.7	: 27.8	: 4.6	: 6/14/38	-	: 8/ 1/37	: 52	: 12/ 1/41	: 1/15/42
BB57 : SOUTH DAKOTA	: N.Y.S.B.Corp.	: 9.2	: 2.4	: 1.6	: 0.6	: 7/ 5/39	-	: 12/15/38	: 52	: 4/15/43	: 4/15/43
BB58 : INDIANA	: MNSB & DD Co.	: 6.1	: 1.1	: 1.5	: 0.2	: 11/20/39	-	: 12/15/38	: 52	: 4/15/43	: 4/15/43
BB59 : MASSACHUSETTS	: B.S.Co. (Quincy)	: 9.0	: 2.1	: -	: -	: 7/20/39	-	: 12/15/38	: 55	: 7/15/43	-
BB60 : ALABAMA	: Norfolk	: 1.2	: 0.5	: 3.2	: 1.0	: -	-	: 4/ 1/39	: 52	: 8/ 1/43	: 8/ 1/43
BB61 : IOWA	: New York	: -	: -	: -	: -	: -	-	: 7/ 1/39	: 49	: 8/ 1/43	: 8/ 1/43(a)
BB62 : NEW JERSEY	: Philadelphia	: -	: -	: -	: -	: -	-	: 7/ 1/39	: 52	: 11/ 1/43	: 11/ 1/43(a)
<u>AIRCRAFT CARRIERS</u>											
CV7 : WASP	: B.S.Co. (Quincy)	: 92.4	: 1.9	: 95.6	: 1.6	: 4/ 1/36	: 4/ 4/39	: 9/19/35	: 40*	: 1/25/39	: 4/ -/40
CV8 : HORNET	: MNSB&DD Co.	: 11.3	: 1.7	: 16.1	: 9.2	: 9/25/39	-	: 4/10/39	: 34	: 2/10/42	: 2/10/42
<u>LIGHT CRUISERS</u>											
CL50 : HELENA *	: New York	: 99.4	: 0.5	: 99.7	: 0.5	: 12/ 9/36	: 8/27/38	: 2/16/36	: 41*	: 7/18/39	: 12/14/39
CL51 : ATLANTA	: Fed.SB&DD Co.	: 1.0	: 0.4	: 1.1	: 0.9	: -	-	: 4/25/36	: 36	: 4/25/42	: 4/25/42
CL52 : JUNEAU	: Fed.SB&DD Co.	: 1.0	: 0.4	: 0.8	: 0.6	: -	-	: 4/25/39	: 38	: 6/25/42	: 6/25/42
CL53 : SAN DIEGO	: B.S.Co. (Quincy)	: 0.9	: 0.3	: -	: -	: -	-	: 4/25/39	: 39	: 7/25/42	-
CL54 : SAN JUAN	: B.S.Co. (Quincy)	: 0.9	: 0.3	: -	: -	: -	-	: 4/25/39	: 41	: 9/25/42	-
CL55 : CLEVELAND	:	:	:	:	:	:	:	:	:	:	:
CL56 : COLUMBIA	:	:	:	:	:	:	:	:	:	:	:

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* Commissioned 9/18/39
(a) * delay in completion will be incurred, extent not now determinable.

DOD DIR. 5200.9 (9/27/58)

Date- 2-18-59

Signature- Carl S. Spicer

RESTRICTED

December 10, 1939

Sheet 2.

Bg

Type, Number and Name	Contractor	Percentage of Completion:				Keel Laid	Launched	Date of contract to order	Date of completion	Date of completion
		Dec. 1: for 1939	Dec. 1: for month 1939	Gain	Gain					
<u>SUBMARINES</u>										
SS195:SEALION	:Elec.Boat Co.	:Delivered and Commissioned 27 November 1939:								
SS196:*SEARAVEN *	:Portsmouth	:98.1	: 3.6	:99.0	: 3.4	: 8/ 9/38:	6/21/39:	8/ 1/37:	30	: 2/ 1/40:12/15/39
SS197:SEAWOLF **	:Portsmouth	:93.5	: 5.3	:94.0	: 2.5	: 9/27/38:	8/15/39:	8/ 1/37:	32	: 4/ 1/40: 2/15/40
SS198:TAMBOR	:Elec.Boat Co.	:79.4	: 7.1	:68.3	: 10.2	: 1/16/39:	-	: 8/ 2/38:	29	: 1/ 2/41: 8/ 5/40
SS199:TAUTOG	:Elec.Boat Co.	:71.1	: 7.1	:58.1	: 8.0	: 3/ 1/39:	-	: 8/ 2/38:	31	: 3/ 2/41:10/ 7/40
SS200:THRESHER	:Elec.Boat Co.	:60.8	: 5.9	:53.2	: 6.0	: 4/27/39:	-	: 8/ 2/38:	33	: 5/ 2/41:12/ 2/40
SS201:TRITON	:Portsmouth	:33.8	: 5.1	: 9.4	: 2.1	: 7/ 5/39:	-	: 9/ 1/38:	30	: 3/ 1/41:12/ 1/40
SS202:TROUT	:Portsmouth	:30.8	: 5.1	: 9.4	: 2.1	: 8/28/39:	-	: 9/ 1/38:	32	: 5/ 1/41: 2/ 1/41
SS203:TUNA	:Mare Island	:26.6	: 3.8	:35.4	: 2.4	: 7/19/39:	-	:11/ 1/38:	30	: 5/ 1/41: 5/ 1/41
SS204:WACKEREL	:Elec.Boat Co.	:20.8	: 5.9	:17.8	: 2.5	:10/ 6/39:	-	: 6/15/39:	23	: 5/15/41: 5/15/41
SS205:MARLIN	:Portsmouth	: 1.6	: 0.2	: -	: -	: -	-	: 7/ 1/39:	27	:10/ 1/41:10/ 1/41
SS206:GAR	:Elec.Boat Co.	:14.7	: 4.2	: 4.7	: 1.4	: -	-	: 6/15/39:	25	: 7/15/41: 7/15/41
SS207:GRAMPUS	:Elec.Boat Co.	:14.7	: 4.2	: 4.7	: 1.4	: -	-	: 6/15/39:	27	: 9/15/41: 9/15/41
SS208:GRAYBACK	:Elec.Boat Co.	:14.7	: 4.2	: 4.7	: 1.4	: -	-	: 6/15/39:	29	:11/15/41:11/15/41
SS209:GRAYLING	:Portsmouth	: 7.0	: 1.5	: -	: -	: -	-	: 7/ 1/39:	25	: 8/ 1/41: 8/ 1/41
SS210:GRENADEIER	:Portsmouth	: 6.5	: 1.5	: -	: -	: -	-	: 7/ 1/39:	29	:12/ 1/41:12/ 1/41
SS211:GUDGEON	:Mare Island	: 9.9	: 3.1	: 0.4	: 0.1	:11/22/39:	-	: 7/ 1/39:	27	:10/ 1/41:10/ 1/41

* Commissioned 10/2/39

** Commissioned 12/1/39

December 10, 1939

Sheet 3.

Eg

Type, Number and Name	Contractor	Percentage of Completion				Date of Completion				
		Dec. 1: 1939	for month	Dec. 1: 1939	for month	Keel	Launched	Contract order	Contract order	
		TOTAL	TOTAL	TOTAL	TOTAL	Laid	Launched	order	order	
<u>DESTROYERS</u>										
DD403:TRIPPE *	:Boston	:99.5	:0.5	:99.5	:0.5	:4/15/37	:5/14/38	:2/14/36	:44	:10/14/39:12/14/39
DD404:RHIND **	:Philadelphia	:99.5	:0.4	:96.1	:2.4	:9/22/37	:7/28/38	:2/14/36	:42	:8/14/39:1/15/40
DD406:STACK ***	:Norfolk	:99.4	:0.8	:98.5	:1.2	:6/25/37	:5/5/38	:2/14/36	:44	:10/14/39:12/30/39
DD415:C'BRIEN	:Boston	:85.0	:3.0	:88.5	:4.0	:5/31/38	:10/20/39	:1/12/37	:33	:10/12/39:3/1/40
DD416:WALKER	:Boston	:84.0	:3.0	:87.5	:4.0	:5/31/38	:10/20/39	:1/12/37	:35	:12/12/39:5/1/40
DD417:MORRIS	:Norfolk	:90.4	:4.8	:90.2	:3.5	:6/7/38	:6/1/39	:1/12/37	:33	:10/12/39:3/30/40
DD418:ROE	:Charleston	:91.0	:3.6	:88.9	:2.0	:4/23/38	:6/21/39	:1/12/37	:33	:10/12/39:3/15/40
DD419:WAINWRIGHT	:Norfolk	:89.5	:5.1	:88.6	:2.5	:6/7/38	:6/1/39	:2/12/37	:34	:12/12/39:4/30/40
DD420:BUCK	:Philadelphia	:83.9	:2.9	:83.9	:2.6	:4/6/38	:5/22/39	:2/12/37	:33	:11/12/39:4/12/40
DD421:BEWSON	:B.S.Co.(Quincy)	:72.4	:8.7	:58.7	:3.1	:5/16/38	:11/15/39	:9/30/37	:32	:5/30/40:7/-/40
DD422:WAYO	:B.S.Co.(Quincy)	:62.0	:6.3	:47.9	:3.2	:5/16/38	-	:9/30/37	:34	:7/30/40:9/-/40
DD423:GLEAVES	:Bath Iron Wks.	:69.5	:6.5	:61.6	:8.8	:5/16/38	-	:9/30/37	:34	:8/2/40:8/2/40
DD424:HIBLACK	:Bath Iron Wks.	:63.2	:6.2	:59.6	:7.6	:8/8/38	-	:9/30/37	:36	:10/3/40:10/3/40

- * Commissioned November 1, 1939
- ** Commissioned November 10, 1939
- *** Commissioned November 20, 1939

Type, Number and Name	Contractor	Percentage of Completion				Date of Completion					
		HULL	MACHINERY	Gain	Gain	As per	As per	As per	As per		
		Dec. 1: 1939	for month	Dec. 1: 1939	for month	Keel	Launch	Order	Filed		
		TOTAL	TOTAL	TOTAL	TOTAL	Launched	Order	Filed	Order		
DESTROYERS (continued)											
DD425: MADISON	: Boston	: 56.5	: 4.5	: 39.5	: 6.5	: 12/19/38	: 10/20/39	: 12/30/37	: 34	: 10/30/40	: 8/30/40
DD426: LAUSDALE	: Boston	: 55.5	: 4.5	: 38.5	: 6.5	: 12/19/38	: 10/20/39	: 12/30/37	: 36	: 12/30/40	: 10/30/40
DD427: HILARY P. JONES	: Charleston	: 49.2	: 5.6	: 27.0	: 0.9	: 11/16/38	-	: 12/30/37	: 34	: 10/30/40	: 10/30/40
DD428: CHAS. F. HUGHES	: Puget Sound	: 56.9	: 6.1	: 34.2	: 1.8	: 1/3/39	-	: 12/30/37	: 34	: 10/30/40	: 10/30/40
DD429: LIVERMORE	: Bath Iron Wks.	: 47.2	: 6.3	: 46.7	: 6.5	: 3/6/39	-	: 8/15/38	: 28	: 12/15/41	: 2/15/41
DD430: EBERLE	: Bath Iron Wks.	: 45.8	: 6.1	: 42.7	: 8.1	: 4/12/39	-	: 8/15/38	: 30	: 2/17/41	: 10/1/40
DD431: FURNESS	: Fed. SB&DD Co.	: 56.6	: 6.3	: 55.4	: 9.6	: 3/1/39	-	: 8/17/38	: 30	: 4/17/41	: 12/1/40
DD432: KEARNEY	: Fed. SB&DD Co.	: 55.2	: 5.9	: 50.5	: 13.2	: 3/1/39	-	: 8/17/38	: 32	: 4/17/41	: 12/1/40
DD433: GWIN	: Boston	: 32.5	: 4.5	: 16.5	: 3.0	: 6/1/39	-	: 10/1/38	: 29	: 3/1/41	: 3/1/41
DD434: HEREDITH	: Boston	: 31.5	: 4.5	: 16.5	: 3.0	: 6/1/39	-	: 10/1/38	: 31	: 5/1/41	: 5/1/41
DD435: GRAYSON	: Charleston	: 22.8	: 2.5	: 9.2	: 3.0	: 7/17/39	-	: 10/1/38	: 30	: 4/1/41	: 4/1/41
DD436: MONSEN	: Puget Sound	: 25.5	: 4.4	: 12.9	: 3.0	: 7/12/39	-	: 10/1/38	: 29	: 3/1/41	: 3/1/41
DD437: WOOLSEY	: Bath Iron Wks.	: 7.8	: 2.0	: 6.8	: 2.9	: 10/9/39	-	: 6/15/39	: 24	: 6/15/41	: 6/15/41
DD438: LUDLOW	: Bath Iron Wks.	: 7.4	: 1.7	: 6.8	: 2.0	-	-	: 6/15/39	: 26	: 8/15/41	: 8/15/41
DD439: EDISON	: Fed. SB&DD Co.	: 4.7	: 1.5	: 7.5	: 3.3	-	-	: 6/15/39	: 24	: 6/15/41	: 8/15/41
DD440: ERICSSON	: Fed. SB&DD Co.	: 4.7	: 1.5	: 7.3	: 3.1	-	-	: 6/15/39	: 26	: 8/15/41	: 8/15/41
DD441: WILKES	: Boston	: 8.0	: 5.0	: 3.5	: 0.5	: 11/1/39	-	: 7/1/39	: 24	: 7/1/41	: 7/1/41
DD442: NICHOLSON	: Boston	: 8.0	: 5.0	: 3.5	: 0.5	: 11/1/39	-	: 7/1/39	: 26	: 9/1/41	: 9/1/41
DD443: SWANSON	: Charleston	: 5.5	: 1.3	: 2.8	: 2.0	: 11/15/39	-	: 7/1/39	: 26	: 9/1/41	: 9/1/41
DD444: INGRAHAM	: Charleston	: 5.2	: 1.5	: 2.4	: 2.0	: 11/15/39	-	: 7/1/39	: 28	: 11/1/41	: 11/1/41

~~RESTRICTED~~

December 10, 1939

Sheet 5

Pg

Type, Number and Name	Contractor	Percentage of Completion				Date of Completion					
		HULL		MACHINERY		As		reported			
		Gain	Gain	Gain	Gain	per	per	per	per		
		Dec. 1: 1939	for month: 1939	Dec. 1: 1939	for month: 1939	contract: to	or	building	by		
		TOTAL: TOTAL	TOTAL: TOTAL	Keel	Launched	or order	Bld. order	yard			
<u>DESTROYER TENDERS</u>											
AD14 :DIXIE	:N.Y.S.B.Corp.	:81.3	:6.3	:78.5	:5.5	:3/17/38	:5/27/39	:12/27/37	:34	:10/27/40	:5/1/40
AD15 :PRAIRIE	:N.Y.S.B.Corp.	:57.5	:6.9	:55.0	:7.9	:12/7/38	-	:10/14/38	:24	:10/14/40	:10/14/40
<u>MINE SWEEPERS</u>											
AM55 :RAVEN	:Norfolk	:23.7	:4.3	:20.9	:5.0	:6/28/39	-	:9/1/38	:24	:9/1/40	:9/1/40
AM56 :OSPREY	:Norfolk	:23.7	:4.3	:20.9	:5.0	:6/28/39	-	:9/1/38	:26	:11/1/40	:11/1/40
<u>REPAIR SHIP</u>											
AR5 :VULCAN	:N.Y.S.B.Corp.	:2.3	:1.0	:0.5	:0.1	-	-	:8/1/39	:32	:4/1/42	:4/1/42
<u>SUBMARINE TENDER</u>											
AS11 :PULCON	:Mare Island	:14.8	:1.4	:24.1	:3.5	:7/19/39	-	:9/1/38	:36	:9/1/41	:9/1/41(a)
<u>FLEET TUGS</u>											
AT64 :NAVAJO	:B.S.Co.(S.I.)	:54.3	:7.7	:93.1	:25.8	:12/12/38	:8/17/39	:8/15/38	:18	:2/15/40	:1/22/40
AT65 :SEMINOLE	:B.S.Co.(S.I.)	:83.8	:6.5	:82.6	:26.0	:12/16/38	:9/15/39	:8/15/38	:20	:4/15/40	:4/15/40(b)
AT66 :CHEROKEE	:B.S.Co.(S.I.)	:75.7	:2.9	:79.4	:36.6	:12/23/38	:11/10/39	:8/15/38	:22	:6/15/40	:6/15/40(b)
<u>SEAPLANE TENDERS</u>											
AV4 :CURTISS	:N.Y.S.B.Corp.	:52.1	:4.2	:44.0	:2.7	:4/25/38	-	:12/27/37	:38	:2/27/41	:2/15/41
AV5 :ALEXMARIE	:N.Y.S.B.Corp.	:34.1	:2.9	:28.6	:2.4	:6/12/39	-	:10/14/38	:32	:6/14/41	:6/14/41
<u>SEAPLANE TENDERS</u>											
AVP10 :BARNEGAT	:Puget Sound	:5.3	:0.5	:25.2	:1.6	:10/27/39	-	:9/1/38	:27	:12/1/40	:1/1/41
AVP11 :BISCAYNE	:Puget Sound	:5.3	:0.5	:25.2	:1.6	:10/27/39	-	:9/1/38	:30	:3/1/41	:3/1/41
AVP12 :CASCO	:Puget Sound	:1.2	:0.2	-	-	-	-	:7/1/39	:24	:7/1/41	:7/1/41
AVP13 :MACINAC	:Puget Sound	:1.2	:0.2	-	-	-	-	:7/1/39	:27	:10/1/41	:10/1/41
<u>MINE LAYER</u>											
CM5 :TERROR	:Philadelphia	-	-	-	-	-	-	:9/1/39	:36	:9/1/42	:9/1/42

(a) Reports from various sources indicate a delay may be involved. Amount of delay not determined
 (b) Delivery date may be anticipated.

December 10, 1939

Sheet 6

Bq

Type, Number and Name	Contractor	Percentage of Completion :				Keel	Launched	or order	Days	Date of Completion :	
		1939	1939	1939	1939					contract	by
		Dec. 1	for	Dec. 1	for				Cal.	or	building
		Gain	Gain	Gain	Gain				order	order	yard
		TOTAL	TOTAL	TOTAL	TOTAL	Laid	Launched	or order	Days	order	yard
<u>SUBMARINE CHASERS</u>											
PC449:	Luders Mar. Co.	70.0	15.0	50.0	35.0	7/10/39	-	7/1/39	300	4/26/40	4/26/40
PC450:	Am. Car & F. Co.	59.0	15.0	70.0	58.0	8/9/39	-	6/10/39	270	3/8/40	3/8/40
PC451:	Defoe B&M Wks.	51.0	11.0	15.0	8.0	9/25/39	-	6/15/39	360	6/10/40	6/10/40
PC452:	Defoe B&M Wks.	5.0	-	-	-	-	-	10/19/39	360	10/13/40	10/13/40
<u>NOTCH TORPEDO BOATS</u>											
PT1 :	Miami S.B. Corp.	85.0	5.0	82.0	8.0	7/12/39	8/16/39	6/8/39	165	11/20/39	11/20/39(a)
PT2 :	Miami S.B. Corp.	85.0	10.0	82.0	8.0	8/19/39	9/30/39	6/8/39	165	11/20/39	11/20/39(a)
PT3 :	Fisher Boat Wks.	85.0	10.0	94.0	7.0	8/1/39	-	6/8/39	195	12/20/39	12/20/39(b)
PT4 :	Fisher Boat Wks.	80.0	10.0	94.0	7.0	8/5/39	-	6/8/39	215	1/9/40	1/9/40(b)
PT5 :	Higgins Ind. Inc.	85.0	10.0	85.0	6.0	8/1/39	-	6/10/39	175	12/2/39	12/2/39(a)
PT6 :	Higgins Ind. Inc.	80.0	20.0	93.0	6.0	8/23/39	-	6/10/39	230	1/26/40	1/26/40(b)
PT7 :	Philadelphia	21.5	7.1	2.4	2.4	8/29/39	-	-	-	-	-
PT8 :	Philadelphia	2.1	1.1	-	-	-	-	-	-	-	7/1/40

(a) These vessels delayed due to late engine deliveries, extent not determined.

(b) Reports indicate there will be some delay due to delay in engine deliveries.

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THE WHITE HOUSE
WASHINGTON

*Navy
Folder
1*

December 14, 1939.

MEMORANDUM FOR THE PRESIDENT:

Admiral Stark has just asked me to inform you that he is in touch with the German Liner "Columbus", steaming 20 knots per hour. And also in touch with the German S.S. "Arauca" -- he added, "Thank the Lord!"

E.M.W.
E.M.W.

PSF
THE WHITE HOUSE
WASHINGTON

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Navy*
December 16, 1939.

MEMORANDUM FOR

THE PRESIDENT

According to ONI the attached tabulation sets forth British Navy losses to December 15th.

Respectfully,

D. Callaghan
D. CALLAGHAN

BRITISH NAVY LOSSES

Office of Naval Intelligence
Dec. 15, 1939

Name	Tons	Sunk (date)	Damaged (date)	Cause	Casualties		Remarks
					Killed	Wounded	
<u>(Battleships)</u>							
ROYAL OAK	29,150	10/14/39		4 Torps.	786	?	
<u>(Aircraft Carriers)</u>							
COURAGEOUS	22,500	9/17/39		2 Torps.	Approx. 578		
<u>(Cruisers (a))</u>							
EXETER	8,390		12/13/39	Gunfire (GRAF SPEE)			
<u>(Cruisers (b))</u>							
SOUTHAMPTON	9,100		10/16/39	Bombs	3 casualties		Minor damage
EDINBURGH	10,000		"	Bombs nearby.	7 "		"
BELFAST	10,000		11/21/39	Mine or torp.	?	30	Extensive damage
ACHILLES	7,030		12/13/39	Gunfire (GRAF SPEE)	-	Few	
AJAX	6,985		"	"	-	"	
<u>(Destroyers)</u>							
HELANCHE	1,360	11/13-14 '39		Mine	6 men	3 off. 12 men	
GIPSY	1,335		11/21/39	"	1 off. 29 men	3 off. 10 men	Beached Salvage possible
MOHAWK	1,870		10/16/39	Bomb nearby	2 off. 13 men	25 men	Minor damage
JERSEY	1,690		12/8/39	Torp.	2-10		Seriously damaged
BUCKESS	1,375	12/13/39		Collision	4 off. 118 men		
<u>(Submarines)</u>							
OXLEY	1,354	11/7/39?		Accidental explosion.	55		
TRIAD	1,090		11/29/39	Weather			Damage hydro- planes. Ready sea 12/13

BRITISH NAVY LOSSES (Cont.)

Name	Tons	Sunk (date)	Damaged (date)	Cause	Casualties		Remarks
					Killed	Wounded	
<u>(Patrol Vessels)</u>							
KITTIWAKE	530		9/20/39	Mine	5 men	2 men	Bow blown off.
<u>(Training Ship)</u>							
IRON DUKE	21,250		10/17/39	Bomb nearby	?	?	Beached but in use.
<u>(Armed merchant cruiser)</u>							
RAWALPINDI	16,697	11/23/39		Gunfire	265		DEUTSCHLAND
<u>(Trawlers)</u>							
MASTIFF	520	11/21/39		Mine	?	?	
ARAGONITE	315	11/23/39		"	?	?	
NORTHERN ROVER	?	11/ /39		"			
WASHINGTON	209	12/6/39		"	8		
RAY OF HOPE	200	12/10/39		"	9 men		
WILLIAM HALLET	202	12/14/39		"	8		

TELEGRAM

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personal*

*PSE
Navy*

The White House

Washington

The White House
Washington Dec 16, 1939.

The President

Attention Mr. Hassett:

Following is a summary of news reports:

Berlin, Germany sources said today that time allowed the pocket battleship Admiral Graf Spee to remain in Montevideo to effect repairs "must be assumed as fair".

Montevideo reports saying nine hundred officers and men aboard the Graf Spee faced today the alternative of a suicide dash to sea or interment for duration of war. Sunday night six p.m., E.S.T., was said to be the deadline.

Count Ciano, addressing the Chamber of Fascist corporations in Rome today, included the following points in a lengthy address

(1) Italy foresaw the war and tried to stop it but failed because other nations did not understand.

(2) Collective security is a delusion. Guarantees by big states to small ones are dangerous both to the small nations and to peace.

(3) The policy of the Rome-Berlin axis was founded on the battlefields of Spain, not against bolshevism but as a safeguard to European peace and security.

(4) Democracies love war though pretend to represent a peace front.

So-called authorized quarters in Berlin interpreted Ciano's speech "as a clear affirmation of the solidity of the Rome-Berlin axis."

Ciano declared Italy is staying out of European war by agreement with her ally, Germany and reaffirmed Mussolini's readiness to help restore peace.

He disclosed he had informed the Germans that Italy considered three years necessary to "bring preparation of its war means to the desired level, namely the maximum, because of the heavy drain of the Ethiopian and Spanish wars".

TELEGRAM

#2.

The White House Washington

Some officials expressed surprise and disappointment that Ciano did not go more thoroughly into Italy's position toward Russia.

Secretary Hull today indicated concern over prospects of a second naval battle between British and German warships off South America, if and when the German battleship Graf von Spee makes a dash from Montevideo. Hull indicated that American nations would view such a battle as another serious breach of the safety zone set up by the Panama conference. He said consultations were in progress among most of American republics and exchanges are being carried on through regular diplomatic channels to consider what steps the American nations might take to enforce respect for the safety zone.

London dispatches report three small Norwegian steamers struck mines and sank in the North sea yesterday. Exchange Telegraph reports loud and apparently serious firing at sea along Belgian coast today.

Heywood Broun was reported today to have had a restless night with condition unchanged. Previously reported seriously ill.

President Arosemena died of heart attack in Balboa, Panama today.

It was reported but not confirmed that the French battleship Dunkerque arrived at Montevideo and standing by with British ships.

The British battleship Barham also was reported to have arrived in that vicinity.

Battle Cruiser Renown and Aircraft carrier Ark Royal were said to be steaming towards Montevideo at forced draft.

Stephen Early.

2:00 pm/d

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name

THE WHITE HOUSE
WASHINGTON

December 20, 1939.

MEMORANDUM FOR

THE PRESIDENT

With respect to the ARAUCA I have obtained the following information:

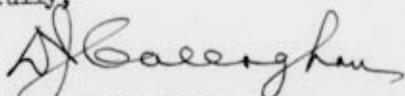
CHARACTERISTICS

430 feet long
5,400 tons
Turbo-Electric Drive
Speed - 15-16 knots
45 in crew plus 7 additional Germans picked up at Vera Cruz from other German ships
Cargo - phosphates and hides.
No cargo oil but has 800 tons of bunker oil sufficient for a voyage to Germany with safe margin
New ship on her first voyage, having left Hamburg in August.

Officers all speak English very well. Crew all young boys, most of them under 20, some even as young as 13-14. Customs search indicates no arms or armament of any kind on board.

Coast Guard believes the vessel to be purely engaged on merchant ship voyage. No indications whatever of un-neutral service contemplated, however, further check is being made as to whether crew are naval reservists, though this seems doubtful in view of youthful age.

Respectfully,


D. J. CALLAGHAN.

TELEGRAM

The White House
Washington

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Dr. McIntyre:

Commander Hinckley telephoned the following in connection
with the Arauco:

"11:20 P.M., the Destroyer Phillips arrived off Ft. Lauderdale
and is standing by."

* * * *

1125PM-mc

*file
personal*

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON

nam
THE WHITE HOUSE
DEC 26 10 27 AM '39
RECEIVED

20 December 1939

My dear Mr. President:

The following is furnished in reply to your memorandum of 13 December requesting information on World War stock of shoes, clothing and similar articles still on hand in the Navy, or other supplies and equipment which may have deteriorated to the point where they should not be retained.

There are no old or obsolete items of shoes or clothing in the Navy. There are on hand, however, approximately 90,000 olive drab blankets, the balance of a stock of 130,000 that were transferred from the Army immediately after the World War. These blankets were retained as a reserve stock by the Navy, and upon declaration of the limited emergency, their issue was authorized as part of the recruits' outfits. This stock of blankets is being reduced at the rate of about 8,500 monthly.

Of "similar articles", there is no World War stock now on hand. There was on hand at the beginning of the limited emergency a remnant stock of non-standard special winter clothing procured after the World War. This, however, is being utilized by issue to vessels on neutrality patrol.

Other supplies or equipment which have been on hand since the World War will consist almost entirely of equipment held for recommissioning vessels placed out of commission; or of original spares for vessels of World War age which have remained in commission; or of equipment removed from vessels and found by test or inspection to be serviceable for use on other vessels.

In response to a letter from the Paymaster General, on 4 August 1939 I directed the Bureaus to take action to ensure a re-examination and review of all obsolete material in storage and take prompt action in the disposal of material for which there is no reasonable expectancy of utilizing to advantage. While the Bureaus are not required to make complete reports before 1 March 1940, prompt action was taken and progress has been made.

The following action has been taken with respect to anchor chain:

Subsequent to the Yarnall incident, the Forces Afloat were directed to inspect the wrought iron close link chains on recommissioned destroyers and in the absence of records request heat treatment.

The Navy Yard, Philadelphia, and the Destroyer Base, San Diego, have been directed to inspect and heat treat all wrought iron chain on Priority II destroyers shortly to be commissioned.

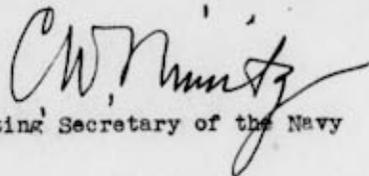
Similarly the same activities have been directed to inspect and heat treat all chain on all destroyers being raised to Priority I.

Also, it has been directed that the 1" wrought iron chain cables now aboard vessels in commission be removed and replaced with inspected and heat treated chain from stock. Where sufficient heat treated chain is not in stock, the chains will be removed, inspected, heat treated and returned to the vessels as time and availability permit. In order to provide replacement chain in proper condition, all Navy Yards have been directed to inspect and heat treat all wrought iron close link chain now in stock.

The Department is proceeding with the procurement of sufficient die lock chain to replace all wrought iron chain on destroyers.

As die lock chain and operating destroyers become available replacement will be made.

Sincerely yours,


Acting Secretary of the Navy

The President,
The White House.

BSF
Navy

File
Personal
Navy

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

29 December 1939

MEMORANDUM FOR THE PRESIDENT

The following I believe will answer your questions brought up in Cabinet a week ago and which I had expected to have given you before this. The medical gang have asserted their authority and I have temporarily transferred the scene of my activities to the house, otherwise carrying on about as usual:

7,000 gross ton freighter will carry about
20,000 bales of high density cotton

7,000 net ton freighter will carry about
25,000 bales of high density cotton

The above depends upon structural conditions, i.e. a vessel with numerous stanchions, etc. will not be able to stow cotton as well as one with free spaces.

The British Harrison Line Ships of about 7,000 gross tons carry 20,000 bales.

The average American Hog Island ships of 8,000 deadweight tons (4,000 net tons) carry a maximum of 16,000 bales.

The displacement of a 7,000 gross ton ship is about 16,000 tons.

The displacement of a 7,000 net ton ship is about 23,000 tons.

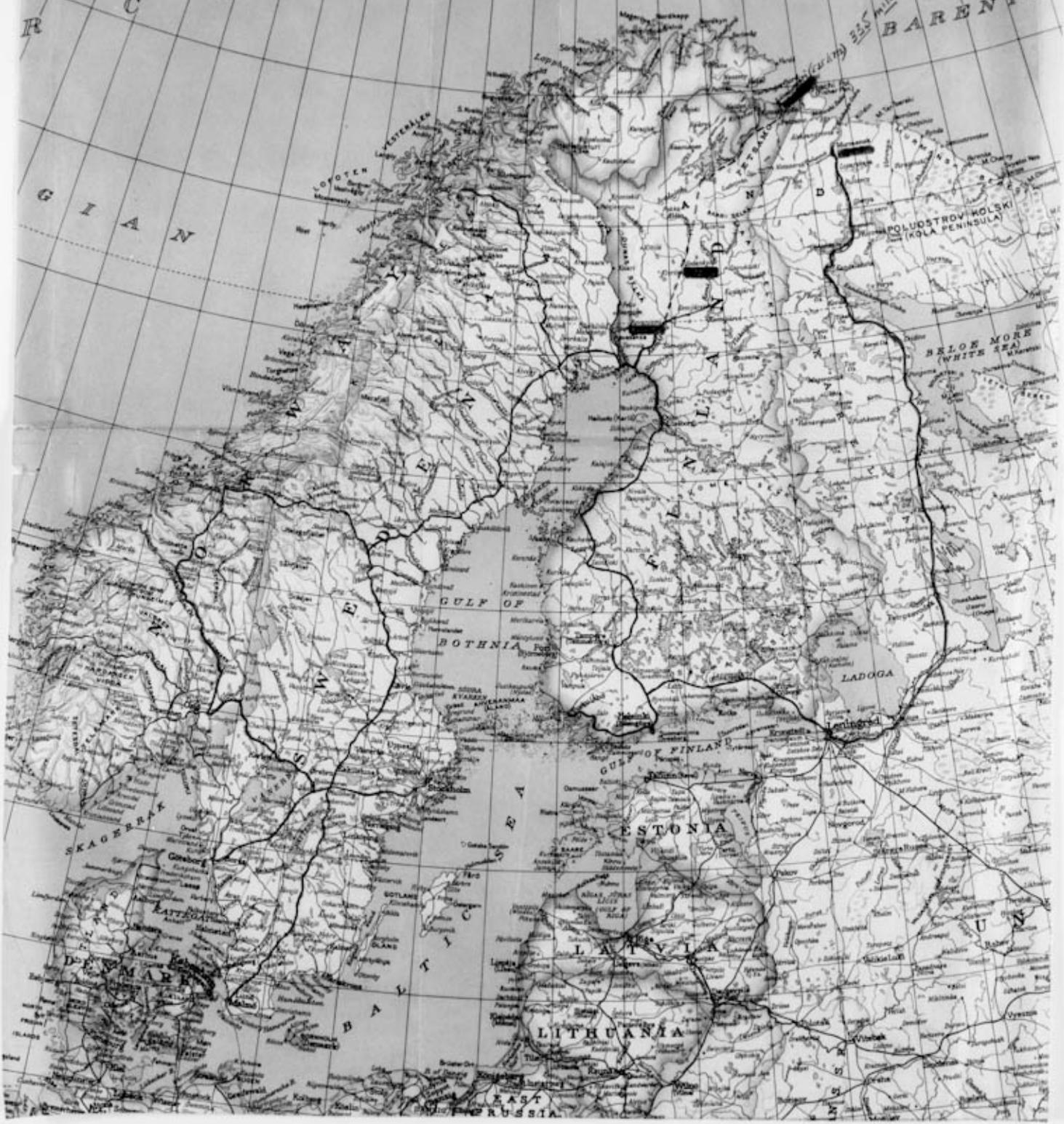
May the best year ever for your family and yourself and for our "Uncle Sam" be just ahead.

Betty.

ARCTIC OCEAN

GIANN

55 Miles BARENTS



GULF OF BOTHNIA

LADOGA

ESTONIA

LATVIA

LITHUANIA

EAST RUSSIA

PSF: Navy

OFFICE OF THE SECRETARY OF THE NAVY

Admiral

1939[?]

file
Confidential
Navy
1

Admiral Anderson reports having received a report that the British have captured the BREMEN. This report has not been confirmed, however, Admiral Anderson believed this information to be sufficiently important to be gotten to you right away.

Swedick

[1939?]

ESTIMATE OF NAVAL REQUIREMENTS AND FUNDS FOR ENFORCEMENT OF NEUTRALITY
IN PLACING THE U.S. FLEET IN A STATE OF READINESS

*This is
entirely
Deferred*

<u>A - NAVAL PERSONNEL</u>	<u>Immediately required</u>	<u>Deferred</u>
✓ Employment on active duty of 1,000 retired naval officers	3,883,000	
✓ Pay subsistence and transportation for raising naval enlisted strength from 116,000 to 155,000 men in the current year	31,250,000	
✓ Active duty pay for 150 retired warrant officers @ 4,000	600,000	
Outfits for new recruits (C&R)	280,000	
✓ Active duty pay for 3,000 sixteen and twenty year men of the Fleet Reserve for general service afloat and ashore	3,091,000	
Training Station increased maintenance for new men	1,000,000	
Active duty pay for 1,458 Reserve Officers for US Fleet officer complement		5,160,000
Establishment of 1 new ROTc unit (Authorized by law)	20,000	
Maintenance S&A to support above personnel	2,637,000	
Medical Department	70,450	
<u>B- RESERVES</u>		
* Active duty pay for 208 officers and 6448 men		5,700,000

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as*

*PSF
Navy*

* This sum has been met by the addition of regulars in Item A to man
36 destroyers, ~~4~~ minelayers, 2 destroyer tenders and 8 oilers no
out of commission.

C

	<u>Immediately Required</u>	<u>Deferred</u>
Repairs and commissioning equipment for the vessels listed in "B"		
Bureau of C&R	3,217,000	
" " Eng	5,545,000	
" " Ord	1,650,000	
Fuel and transportation	3,272,600	
Bureau of Medicine and Surgery	<u>133,300</u>	
	TOTAL	13,817,900

D

Repairs and equipment for placing all other out-of-commission Destroyers in Priority ONE readiness:		
C&R	2,210,000	
Eng	6,550,000	
Ord	<u>1,700,000</u>	
		10,460,000

E

Naval Aviation Cadets and active duty pay for Reservists who volunteer for duty in Naval Districts for the Patrol organization necessary to patrol coastal sea lanes during enforcement of neutrality

✓ 1500 Cadets at Pensacola at reduced short course	5,514,000	
** Reserve personnel, 1277 officers and 6652 men, for Naval Districts and section bases	5,000,000	10,600,000
	<u>Officers</u>	<u>Men</u>
** (a) Local Defense Force	555	5425
(b) Naval Communication Service	93	575
(c) Naval Intelligence		
exclusive of censorship	629	652
	<u>1277</u>	<u>6652</u>

The \$15,600,000 for Reserve Personnel, includes 1279 officers at \$4,184,000. 6652 men, \$7,117,000 and \$4,191,000 for plane crews for aircraft in F,- 192 intermediate range patrol planes, 24 outer patrol planes, 300 Training planes for Pensacola and Corpus Christi.

FIMMEDIATELY REQUIRED DEFERRED

Material requirements for District patrol organizations of "E":

Bureau of C&R	2,663,000	
Bureau of Eng	3,175,000	
Bureau of Ord	246,300	
* Bureau of Aero (procurement of 192 intermediate range patrol planes and 24 patrol planes for the Outer Patrol) 300 training planes)	33,564,000 *	
Bureau of Ord. Ordnance and ammunition for above aircraft	2,437,700	
Communications - Salaries for Telegraphers		61,920
Mine loading and Net Assembly	1,306,000	
? Reestablish the 7th Naval District and administration facilities at Key West and Miami		
Bureau of C&R	250,000	Tentative
Eng.	100,000	
Convert 4 small vessels as patrol plane tenders		
C&R	1,250,000	Possibly
Eng	100,000	Destroyers
Convert 4 small tankers to tend patrol planes		
C&R (procure		3,000,000
(Conversion		1,200,000
Eng (Conversion		100,000

* 27,000,000 of this to be taken as contract authorization.

F (Cont)

Shore facilities for sea plane operations Atlantic Seaboard and at Puerto Rico and 2 other places in West Indies for advance base operations

Immediately
Required

Deferred

500,000

4,000,000

will use ten-
ders and tankers

G

Active duty pay for employment of 100 Volunteers (Officers) of the reserve in the Department and in the Field for nucleus for censorship

400,000

6,000,000

Naval Intelligence Activities

H - Communications

Necessary funds for teletype, cable, telephone and telegraph to support the foregoing requirements

200,000

I

Program of procurement of new patrol craft for District organizations for war.

25 SC

147 YP, 32 SC

C&R

2,875,000

6,400,000

Eng

750,000

6,500,000

J

New training center for aircraft pilots at Corpus Christi

Y&D

16,000,000

Eng

800,000

Aeronautics

19,050,000

Naval Reserve, Cadets instructors, plane crews

5,255,400

K - Public Works

Authorized public works

Trade school building Destroyer Base, San Diego
Supply pier, San Diego
Parris Island items
Quantico items

<u>IMMEDIATELY REQUIRED</u>	<u>DEFERRED</u>
	3,850,000
	1,600,000
	2,000,000
	7,250,000

L - Marine Corps Items

For increasing Marine Corps enlisted strength by 9,000 men and 245 officers, and calling to active duty 266 retired officers.

Pay
General expenses
Training facilities

5,266,000
4,617,000
1,560,000
<hr/>
11,443,000

Ordnance and ordnance stores- Artillery and ammunition for Fleet Marine Force and defense battalions

10,000,000	20,000,000
------------	------------

Miscellaneous

✓ Moving floating drydock from New Orleans and construction one floating drydock

2,000,000

Convert 900 3 inch mounts to A/A mounts for merchant auxiliary

10,260,000

Projectiles for same

2,600,000

Powder for same

3,000,000

Engineering

Naval Communications

1,425,000

22,733

Department and Field

Civilian Salaries

414,000

167,157,350

125,975,093

ESTIMATE OF NAVAL REQUIREMENTS AND FUNDS FOR ENFORCEMENT OF NEUTRALITY

*file
slaw*

IN PLACING THE U.S. FLEET IN A STATE OF READINESS.

	<u>Immediately required</u>	<u>Referred</u>
<u>A - NAVAL PERSONNEL</u>		
Employment on active duty of 100 retired naval officers	\$353,000	
Pay subsistence and transportation for raising naval enlisted strength from 116,000 to 145,000 men in the current year	25,000,000	
Outfits for new recruits (C&R) (30,000)	210,000	
Active duty pay for 3,000 sixteen and twenty year men of the Fleet Reserve for general service afloat and ashore	3,091,000	
Active duty pay for 1,458 Reserve Officers for US Fleet officer compliment		5,160,000
Establishment of 1 new ROTC unit (Authorized by law)	20,000	
Expenses for Maintenance S&A to support above personnel	2,387,000	
Expenses for Bureau of Medicine and Surgery-(Medical Dept) to support increases in active Navy Personnel above.	57,450	
<u>B- RESERVES</u>		
* Active duty pay for 208 officers and 6448 men, Volunteers of Reserve Force, for service on 36 destroyers and 4 fast mine layers, 2 destroyers tenders, and 8 oilers now out of commission (1 reserve division each except destroyer tenders 2 divisions each - divisions 4 officers and 124 men each.	5,700,000	

* Volunteers, otherwise Regulars.

C

	<u>IMMEDIATELY REQUIRED</u>	<u>DEFERRED</u>
Repairs and commissioning equipment for the vessels listed in "B"		
Bureau of C&R	3,217,000	
" " Eng.	5,545,000	
" " Ord.	1,650,000	
Fuel and transportation	3,272,600	
Bureau of Medicine and Surgery	133,300	
	<u>TOTAL</u>	

D

Repairs and equipment for placing all other out-of-commission Destroyers in Priority ONE readiness:

C. & R.	2,210,000	
Eng.	6,550,000	
Ord.	1,700,000	

E

Active duty pay for Reservists who volunteer for duty in Naval Districts for the Patrol organization necessary to patrol coastal sea lanes during enforcement of neutrality.

1500 Cadets at Pensacola at reduced short course	5,514,000	
** Reserve personnel for Naval districts and section bases	1,000,000	14,600,000

** The \$15,600,000 for Reserve Personnel, includes 1279 Officers at \$4,184,000. 6652 men, \$7,117,000 and \$4,191,000 for plane crews for aircraft in F,-
192 intermediate range patrol planes
24 outer patrol planes
300 Training planes for Pensacola and Corpus Christi.

PHL
in
Rebs

F

IMMEDIATELY REQUIRED

DEFERRED

Material requirements for District patrol organizations of "E":

Bureau of C & R	2,663,000	
Bureau of Eng.	3,175,000	
Bureau of Ord.	246,300	
Bureau of Aero. (procurement of 192 intermediate range patrol planes and 24 patrol planes for the Outer Patrol) 300 training planes	33,564,000	
Bureau of Ordnance, ordnance and ammunition for above aircraft	2,437,700	
Communications - Salaries for Telegraphers		61,920

Facilities for ocean patrol in West Indies and on the Atlantic Coast for long range patrolling with existing aircraft

Existing facilities and tenders will be used.

Mine loading and Net assembly	1,306,000	
Reestablish the 7th Naval district and administration facilities at Key West and Miami		

C & R	250,000...Tentative
Eng.	100,000

Convert 4 small vessels as patrol plane tenders

C & R	1,250,000...Possibly Destroyers.
Eng	100,000

Convert 4 small tankers to tend patrol planes

C & R (procure	3,000,000
Eng (Conversion	1,200,000
Eng (Conversion	100,000

SECRET

F (Cont)

IMMEDIATELY REQUIRED

DEFERRED

Shore facilities for sea plane operations at Puerto Rico and 2 other places in West Indies for advance base operations.

4,000,000

will use tenders and tankers.

G

Active duty pay for employment of 100 Volunteers (Officers) of the reserve in the Department and in the Field for nucleus for censorship. 400,000

Naval Intelligence Activities

6,000,000

H - Communications

Necessary funds for teletype, cable, telephone and telegraph to support the foregoing requirements 200,000

I

Program of procurement of new patrol craft for District organizations for war.

25 SC

147 YP, 32 SC

C & R
Eng.

2,875,000
750,000

6,400,000
6,500,000

J

New training center for aircraft pilots at Corpus Christi

Y & D
Eng.

Aeronautics
Naval Reserve, Cadets instructors, plane crews

16,000,000
800,000
19,050,000
5,255,400

K - Public Works

Authorized public works .

IMMEDIATELY REQUIRED

DEFERRED

Trade school building Destroyer base San Diego
Supply Pier, San Diego
Parris Island items
Quantico items

3,850,000
1,600,000
2,000,000
7,250,000

L- Marine corps items

For increasing Marine Corp enlisted strength by 9,000 men
and 245 Officers, and calling to active duty 266 retired
Officers.

Pay 5,266,000
General expenses 4,617,000
Training Facilities 1,560,000

Ordnance and ordnance stores - Artillery and ammunition
for Fleet marine force and defense battalions

10,000,000 20,000,000

Miscellaneous

Moving floating drydock from New Orleans and construction
one floating drydock

2,000,000

Convert 900 3 inch mounts to A/A mounts for merchant
auxillaries

Projectiles for same
Powder for same

10,260,000
2,600,000
3,000,000

Engineering
Naval Communications

1,425,000
22,733

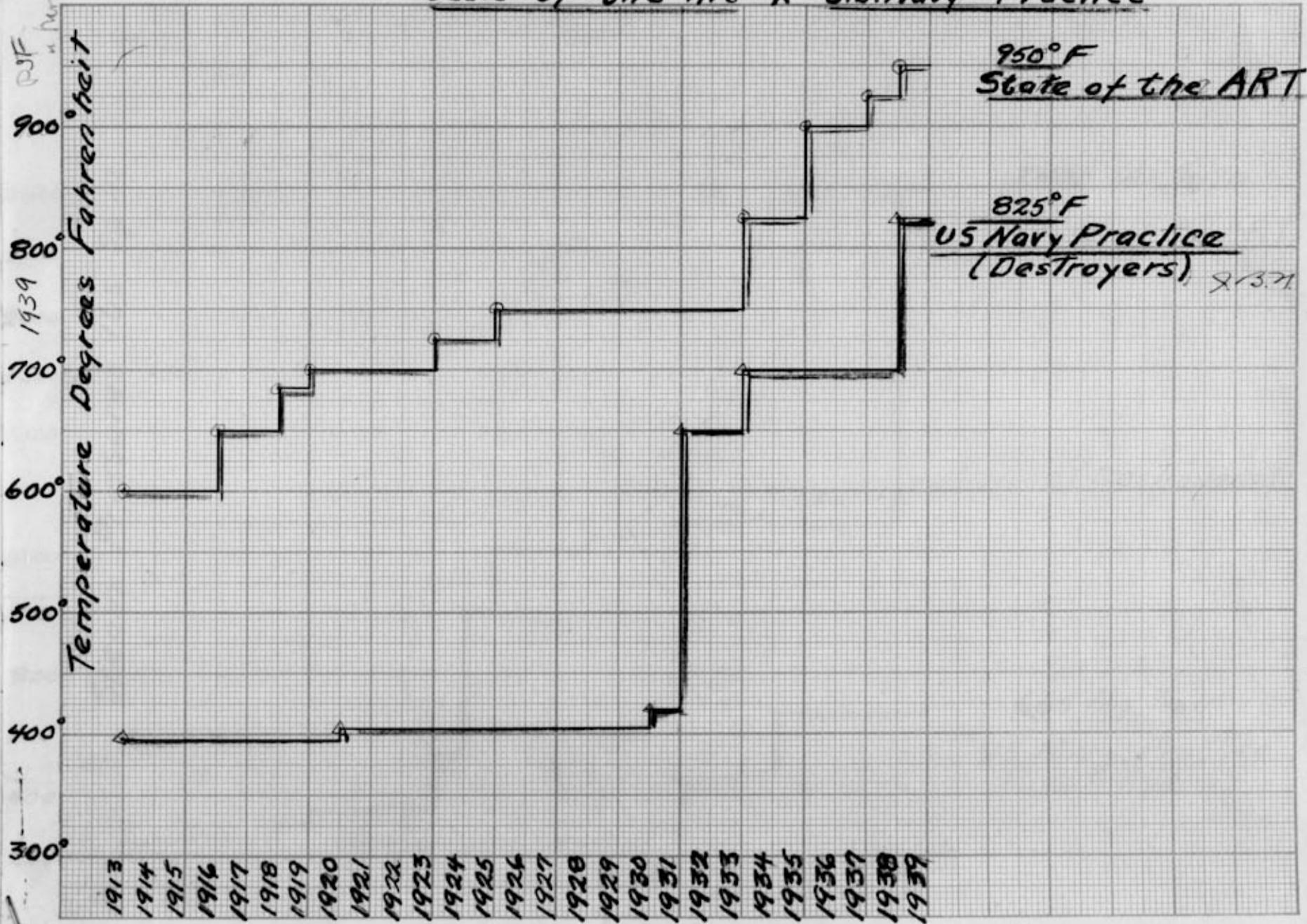
Civilian Salaries

Department and Field

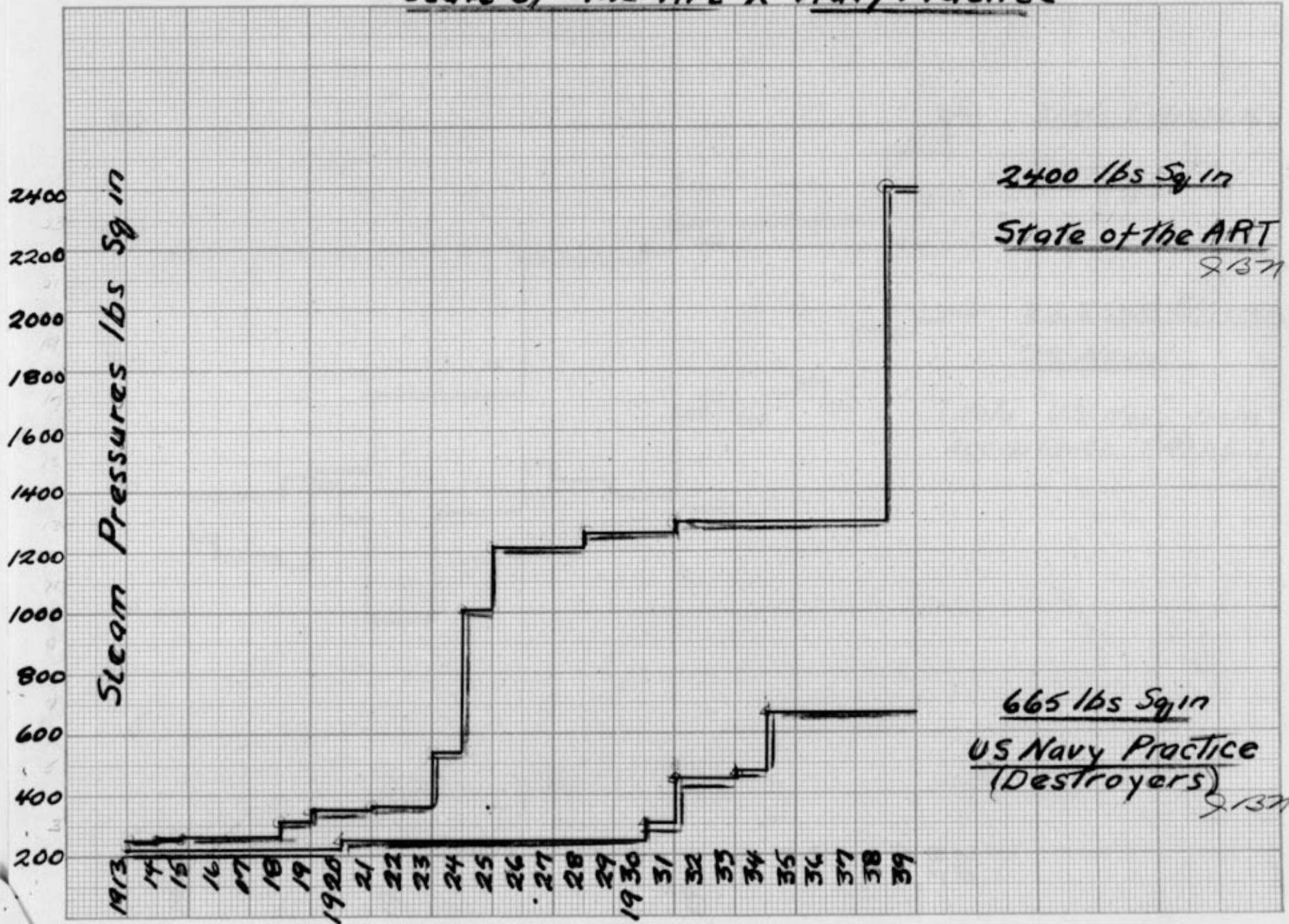
414,000

160,824,450 119,975,053

Comparison of Steam Temperatures
State of the Art X U.S. Navy Practice



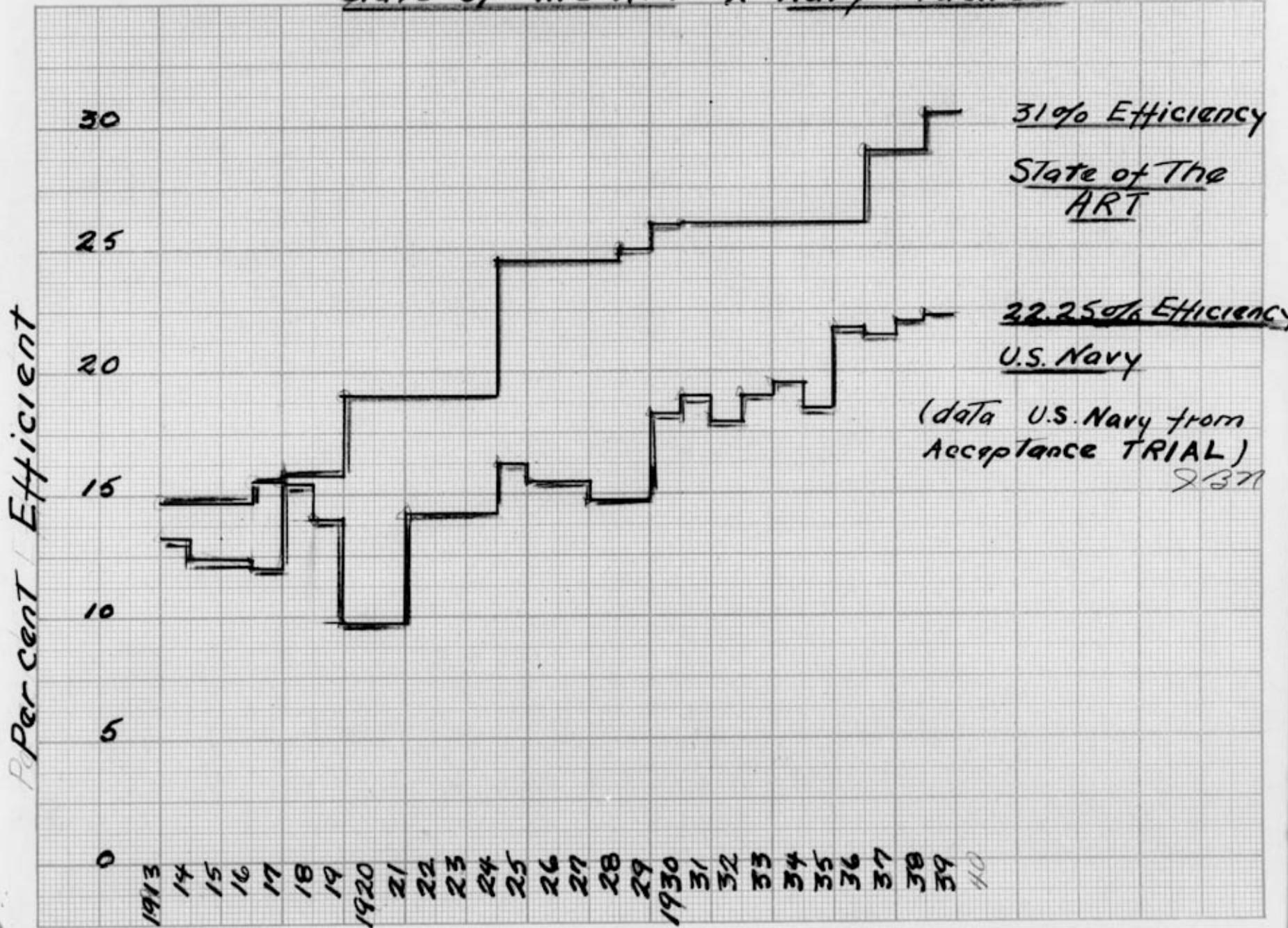
Comparison of Steam Pressures State of the Art X Navy Practice



2400 lbs Sq in
State of the ART
9/37

665 lbs Sq in
US Navy Practice
(Destroyers)
9/37

Comparison of Efficiencies State of the Art X Navy Practice



*file
confidential*

*navy
1*

My dear Mr. Secretary:

The enforcement of the laws of the United States pertaining to the neutrality and foreign relations of this country requires an immediate expansion of the active naval personnel. In the circumstances, I have accordingly decided and hereby declare that a national emergency exists within the meaning of existing statutes which provide for temporarily increasing the enlisted strength of the Navy and Marine Corps and the employment of retired officers of the Navy and Marine Corps, and of members of the Naval and Marine Corps Reserves.

Please take the necessary action.

Respectfully,

The Acting Secretary of the Navy

*Woodson says this is
the "absolute minimum"*

HRS

1939 [P.]

PSF: Navy Files

SECRET. NAVAL AND AIR FORCES IN THE FAR EAST.

China - Japan - Philippine - Singapore - Australasian Areas.

Type	United States	Great Britain	Nether-lands	Total
Heavy Cruisers	1	1	0	2 CA
Light Cruisers	1	7	3	11 CL
Armed Merchant Cruisers	0	2	0	2 ECL
Destroyers	13	5	8	26 DD
Escort Vessels	0	2	0	2
Gunboats	7	9	0	16 PG
Submarines	17	0	16	33 SS
Auxiliaries	11	0	0	11
Planes	85 (24 VP 61 Army)	247	156	488
Patrol Craft	1	0	6	7
Mine Sweepers	2	23	0	25
AVD	2			

~~SECRET~~

Franklin D. Roosevelt Library

DECLASSIFIED

EOO OIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature: *J. P. [unclear]*

~~SECRET.~~

file

Grace:

Was this used for anything?

P

no - excerpt from a
book which someone
thought interesting

WORLD WAR OF 1914 PREDICTED BY GERMAN ADMIRAL IN 1898.

(From the World Book, Volume 8, page 6152)

In the archives of the United States Navy Department, Record 38, Volume 52, page 558, is a report by Commodore (later Admiral) Dewey soon after the Battle of Manila (1898). He reported a conversation with the German Admiral Von Goetzen, after a German attempt to profit from Dewey's exploit, in which the admiral said:

"About fifteen years from now my country will start a great war. She will be in Paris in about two months after the commencement of hostilities. Her move on Paris will be but a step to her real object -- the crushing of England.*** Some months after we finish our work in Europe we will take New York and probably Washington and hold them for some time. We will put your country in its place with reference to Germany.

"We do not propose to take any of your territory, but we do intend to take a billion or so of your dollars from New York and other places. The Monroe Doctrine will be taken charge of by us, as we will then have to put you in your place, and we will take charge of South America as we wish to. * * * Don't forget this -- about fifteen years from now remember it, and it will interest you."

This authentic record commands admiration for the exactness of its prophecy; it is startling, also, in the light of later events. The impression persists that the intended victims of this threat either believed it to be the bombastic utterance of a disappointed officer or they thought it would be possible to avert a world calamity. Certain it is that the United States and England were not seriously stirred, and France made no defensive move until in 1913 increased military activity in the open in Germany forced it to provide for additions to its army.

1939

PSF Navy

Re-Reports from Army and Navy Munitions Board
(which forms part of General Board)
Subject: Foreign Inquiries for Production of Munitions
outlined by Col Chas Hines, Chairman, Clearance Comm.

See: Louis Johnson folder-Drawer 1-1939

1939

PSF

General Board
Navy folder

**Re-Reports from Army and Navy Munitions Board
(which forms part of General Board)
Subject: Foreign Inquiries for Production of Munitions
outlined by Col Chas Hines, Chairman, Clearance Comm.**

See: ~~Louis Johnson folder - Drawer 1 - 1939~~

Raw file (War Dept folder) Drawer 4 - 1939

1939 [?]

PSF
Navy
1

Memo to the President
From Louis Johnson--Asst Sec of War

Encloses chart showing immediate measures planned
to be initiated by the War Dept in the event of War
in Europe.

See War folder-Raw file

1939

BSF
Navy

300 134-29

ARMY AND NAVY MUNITIONS BOARD

For reports prepared by Colonel Hines for Asst Sec
Johnson on FOREIGN INQUIRIES FOR PRODUCTION OF MUNITIONS
BY VARIOUS COUNTRIES.

See:Raw file--Drawer 4-1939(War Dept folder)

1939

PSP

Navy
1

Strategic Chart (Map) of the Atlantic Ocean

Sent from Navy Dept and marked (No. 5050, Strategic Plotting
Chart No. 26)

See: Drawer 4--1939 for chart