

2.

Spanish border and the Hendaye-Irun Bridge has been reinforced to carry heavy traffic it is reported from a reliable source. Informant "apprehends" these developments presage a Nazi attempt to occupy the coasts of Portugal and Spain in order to obtain submarine and air bases lying beyond the range of the British bombers and simultaneously neutralize Gibraltar as a naval base and close the straits.

Sea and air landing equipment is being assembled by the Nazis at Constanza (Rumania) and in the Danube Delta in preparation for a possible invasion of the southern U.S.S.R. it is reported.

A Peruvian land and sea attack on 27 July is indicated by the latest alleged intercept, the sea attack to be at SALINAS and southward, with bombardment of SALINAS and GUAYQUIL (Ecuador) it is reported.

Intercepted messages from German Secret Agents in Mexico and South America show the following has been reported to Berlin: (1) Plans of the Curtiss-Wright Model 22 Falcon All-Metal Bomber have been copied. (2) there is a Ferro Vanadian shortage in connection with construction of submarines at Manitowoc, Wisc. (3) German Agent OTIC has been offered a new bomb sight by an Argentinian Officer. (4) 9

3.

Boeings have been flown, presumably to England with a British American crew, and that 20 more will follow in coming weeks.

Mr. Batt has called attention to the difficulty involved in securing reliable statistical estimates on the future requirements of the War and Navy Departments of aluminum and magnesium. Army, Navy and OPM officials are consulting on the methods of estimating these requirements. This is most difficult to do with any degree of accuracy because of changing requirements and the decentralization of purchasing. Apparently OPM wants this information by the 20th of each month by the pound for the various uses so as to allocate certain amounts to various groups. It is felt here by some, this cannot be done and that it is not necessary because it would set up another priority system on top of the present one which will work if allowed to adjust needs either by increased production, reallocation, substitutes, elimination or waiting.

O.P.M. is reported to believe Army is giving better information than Navy; however a representative of Bethlehem Steel Company has advised Navy that this Company can get all the information it wants from Navy but can get

nothing from the Army. This applied especially to heavy forgings, 8" howitzers and 155 mm guns. This probably is due to the fact that Navy is operating many things on a project basis while Army is on a fiscal year basis.

Approximately 5,000 man days are estimated to have been lost during the past week in strikes affecting Naval Defense contracts, making a total for this month of July to date of approximately 26,500 man days. Two million man days are estimated to have been lost in plants at which Naval Defense contracts have been involved, of which 90% have been lost since 1 January, 1941. Last week, in strike cases involving Naval Defense contracts 7 were settled, 21 are still open and 7 strikes are pending in which information relative to Naval Defense contracts is not available. The slowdown technique is being used in the strikes at the Federal Mogul Corporation, Detroit, Michigan, and the Mitchell Metal Products Company, Cleveland, it is reported.

All new Bases have been surveyed except Great Exuma (Bahama Islands) which survey will be completed in July. Arrangements will be made to have some survey made in Greenland. New Charts will be made up as the information becomes available to the Hydrographic Office.

THE WHITE HOUSE  
WASHINGTON

*Navy folder*  
*PSF*

June 19, 1941.

MEMORANDUM FOR  
CAPTAIN BEARDALL

Will you be good enough to  
reply to the enclosed letter from  
Mr. Eckford C. De Kay?

F. D. R.

Letter from Eckford C. DeKay, Kaywood,  
Springdale, Conn., 6/13/41 to the President,  
in reference to Mr. Dam's plan for a  
way to destroy submarines.

THE WHITE HOUSE  
WASHINGTON

June 16, 1941.

MEMORANDUM FOR

CAPTAIN BEARDALL

Will you be good enough to  
reply to the enclosed letter from  
Lieutenant Commander Andrew C. Dam?

F. D. R.

THE WHITE HOUSE  
WASHINGTON

June 18, 1941.

*File*

MEMORANDUM FOR

MISS ROBERTA BARROWS

The attached letter from Lieutenant Commander Andrew C. Dam, USNR (Ret.), written from Interlaken, N. J., is identical to the letter which Mr. Dam wrote to the President on the same date, using stationery of the Army and Navy Club, Washington, D. C.

As I have already replied to the Washington, D. C. letter, at General Watson's request, copy of my reply also attached, I think that these papers should now be filed with the other papers which I sent back to you a few days ago.

*J. R. Beardall*  
J. R. BEARDALL,  
Captain, U. S. Navy,  
Naval Aide to the President.

THE WHITE HOUSE  
WASHINGTON

June 4, 1941.

My dear Mr. Dam:

The President has asked me to acknowledge your letter of 2 June and to say that owing to the press of affairs, it is not possible to grant you an interview to discuss the matter of your anti-submarine boat, at this time.

I am fully cognizant of the interest the President has shown in the development of your ideas, therefore I am bringing the subject matter of your letter to the attention of the Secretary of the Navy.

Your kind reference to the President's recent speech was greatly appreciated.

Sincerely yours,

J. R. BEARDALL,  
Captain, U. S. Navy,  
Naval Aide to the President.

Lt. Com. Andrew C. Dam, USNR, (Ret.),  
107 Grassmere Avenue,  
Interlaken, New Jersey.

107 Grassmere Avenue  
Interlaken, New Jersey

2 June 1941

Honorable Franklin D. Roosevelt  
The White House  
Washington, D.C.

My dear Mr. President:

I am advised that you are acquainted with my proposal for a new type of Submarine Destroyer, and am deeply appreciative of the interest you have taken in it since it was brought to your attention by our mutual friend, Hekford DeKey.

I have been working with the Navy Department on the project for over a year. It has received favorable comment after intensive study, by the Naval Research Laboratory and the Office of Inventions and Research of the Office of the Secretary of the Navy. The Naval Research Laboratory has conducted tests of the most important principle involved, that of the "silent boat", which tests proved successful.

I am convinced that these departments, on the basis of the studies they have made, would agree that the construction of the Submarine Destroyer would be fully justified.

I feel very keenly that any further delay in the development of a more efficient technique of submarine destruction would be most unfortunate in the present national defense emergency.

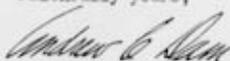
If my proposal has merit, the need for its adoption will never be greater than it is at this moment.

However, the Bureau of Ships of the Navy Department is insisting upon conducting a series of tests of the separate features of my proposal which might consume months of time. These tests relate to matters upon which there is already available data, and the completion of them would neither prove nor disprove the merits of my Submarine Destroyer as a whole, which can only be demonstrated by the construction of a vessel embodying all of the features.

Being keenly aware of the many great burdens you are carrying, I have hesitated a long time before writing you. I know of no other way of overcoming the delay, and so I hope I am justified in appealing to you for a brief interview in order that I may present a plan which I believe will meet with your approval.

In closing, may I tell you how deeply moved and impressed I was by your inspiring radio talk on Tuesday evening. I feel sure it is going to have a great and salutary influence on the country.

Faithfully yours,



Andrew C. Dun  
Lieut. Commander,  
U.S.N., R., Ret.

ENL-9 JEM/LB

THE WHITE HOUSE  
WASHINGTON

PSF  
Navy Folder

June 20, 1941.

My dear Mr. De Kay:

Your letter of 13 June 1941 to President Roosevelt, regarding the proposal of Lieut. Comdr. A. C. Dam, U.S.N.R. (ret.), was referred to me for consideration and reply.

I have personally interviewed Lieut. Comdr. Dam and have received reports from the officers who are familiar with this project, and as a result of this investigation I can assure you that the matter is being properly handled.

The Bureau of Ships has assigned a new boat to conduct tests, and has gone to considerable expense to remodel and equip this boat to meet the necessary requirements. This installation is nearly completed and tests will begin in about two weeks. The Bureau of Ships has kept Lieut. Comdr. Dam fully informed regarding this project and has authorized him to witness all preliminary preparations and to be present during all of the tests.

Both the President and the Secretary of the Navy have had this matter brought to their personal attention and I can assure you that they are awaiting the results of these tests with much interest.

In view of the above, no further action is considered warranted until these tests have been completed and an analysis of the results has been made. At that time, if further action is considered necessary, Lieut. Comdr. Dam will be properly informed.

Assuring you of the President's appreciation for your keen interest in national defense, I remain

Sincerely yours,

J. R. BEARDALL,  
Captain, U. S. Navy.  
Naval Aide to the President of the United States.

Mr. Eckford C. De Kay,  
Kaywood,  
Springdale, Connecticut.

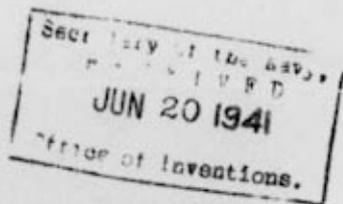
THE WHITE HOUSE  
WASHINGTON

June 19, 1941.

MEMORANDUM FOR  
CAPTAIN BEARDALL

Will you be good enough to  
reply to the enclosed letter from  
Mr. Eckford C. De Kay?

F. D. R.



June 13. 41.

Kaywood  
SPRINGDALE, CONNECTICUT

Dear Franklin:

I bet you say Damn, when you hear of another ship sunk by submarines -

But - did you ever say DAM without the N - as a possible way to sink submarines - I don't think so -

I should think you would at least send for Andrew Dam, listen to his original plan - learn how the Czarist Bureau of Ships has deliberately blocked him and withheld from both you and the Secretary the truth about things -

There be tough words, but they can be proved in every detail -

If you don't send for A.C.D. and get at the truth, I for one will consider that you have failed in a most serious situation, which you could have greatly minimized a year ago.

Sincerely yours,

Edmund W. Kay.

*file personal*

*PSF Many Folder*

THE WHITE HOUSE  
WASHINGTON

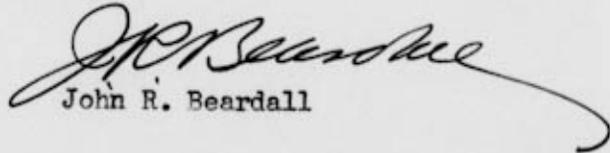
June 21, 1941

MEMORANDUM FOR: THE PRESIDENT

Admiral Stark, after careful estimate of the situation at this end, has given up hope for the submarine O-9. He is awaiting confirmation of this from Admiral Wainright at the other end.

Also, M.I.D. has a message to effect Germany will attack Russia tomorrow. Reliability of source given as Classification "B".

Respectfully,

  
John R. Beardall

*PSF Navy Dept.*

To: The President of the United States  
From: The Watch Officer, Office of Public Relations, Navy Department, by direction of  
Admiral H.R. Stark

*file  
personal*

NAVY DEPARTMENT

IMMEDIATE RELEASE

June 21, 1941

TENTH ADD - O-9

The following message was received from Portsmouth today at 5:45 A.M.:  
It is believed that the O-9 has been definitely located in 440 feet of water,  
position, 43°0'18" lat., 70°20'36" long., about 17 miles from Portsmouth.  
The rescue vessel FALCON has two grapnels on the object believed to be the O-9  
and there is a large quantity of oil, cork, and bits of grating on the surface.  
There is red lead and white paint on some of the cork indicating that it is  
from the inside of the submarine. No evidence of life has been noted and no  
communication has been effected. The CHEWINK, from New London with the rescue  
chamber, should be on the scene by now and diving operations will commence at  
once. The sea is calm. About 60 newsmen will be sent out to the scene at  
7 A.M., E.S.T.

( Confidential information is that little hope is held out by the Navy for  
the men aboard the O-9. This on the basis of a telephone communication  
from Rear Admiral J.D. Wainwright, Commandant, Portsmouth Navy Yard,  
this morning. Secretary Knox was notified at his home in New Hampshire  
late last night, but it is unknown at this time whether he will come to  
the scene this morning. A number of Navy scouting planes are at the spot,  
and Admiral Edwards, Commander, Submarines, U.S. Atlantic Fleet, has  
arrived.)

*file  
personal*

*PSF Navy Folder*

THE WHITE HOUSE  
WASHINGTON

June 21, 1941

MEMO FOR

THE PRESIDENT:

11:52 PM. Germany declares war  
on Russia. Reports seem to be  
authenticated.

Admiral Stark.

June 23, 1941

*file  
confidential**Navy files.***PSF**Memorandum for the President

The following may be of interest to you in connection with vessels of the "Sea Train" class. As you may know, we are acquiring two of them.

Ships: SS NEW YORK - Delivery at New York, N. Y. - June 26, 1941  
SS HAVANA - - Delivery at New York, N. Y. - July 3, 1941

Characteristics: Length - 460 feet      Beam - 63 feet  
Depth - 38 feet                      Draft - 26 feet  
Speed - 16 knots                      Radius - 7500 miles  
Built - 1932                              Propulsion - Turbine - single screw

Conversion: The conversion of these ships to permit them to carry assembled aircraft will take about four months. The Bureau of Ships hopes to anticipate this time. The limiting jobs are:

1. An additional flat must be installed between decks for crews' living spaces.

2. A great many stanchions must be removed to permit of carrying the assembled planes. Equivalent strengthening material must be added in place of the stanchions so removed.

Another item of importance - but not a limiting job - is the installation of suitable cranes to handle the aircraft. These will be commercial items.

During conversion, arrangements will be made to install large cranes at a later date, when they can be obtained. When equipped with these cranes, the ships will be able to carry 5 tank lighters and 50-36' landing boats.

Capacity: Upon completion of conversion, the ships will be able to carry approximately the following numbers and types of assembled aircraft.

45 Pursuits of the Curtiss-Wright, Bell, Grauman, Valtee, and Army P-40 types;

Or, 29 Light bombers of the Martin or Lockheed type;

Or, 18 Pursuits, Lockheed type (This low number because in this type the wings cannot be folded back.) Other types of course can be carried, but the numbers here given are significant of the numbers and types that can be carried.

Very respectfully,

*JRS*

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

*File  
Confidential*

June 25, 1941

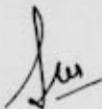
"Hurricane" about 335 miles per hour -- not as good as the "Spitfire" which makes about 365.

"Gladiator" is considered an obsolete plane which the British use only in the Far East. It is a biplane and distinctly inferior to the German fighters.

The Blenheim light bomber is not obsolete but is obsolescent.

The Russian heavy bombers are slower and not as good as the German and British bombers.

Very respectfully,



PSF: Navy Folder

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

In reply refer to No.  
Op-16-F-5/tl

~~CONFIDENTIAL~~

June 24, 1941

SUBJECT: Estimated Strength and Disposition of  
the Russian Air Force.

1. The estimated strength and disposition of the Russian air  
force is as follows:

In the Vladivostok area..... 1,600  
Along the Western Front ..... 4,800

Ratio of Bombers to Fighters about 2 to 3.

Most of Fighters of British "Gladiator" type.

Of "Hurricane" class, about 1,000.

Naval aircraft, about 200.

Most of the Russian Bombers, known as SB's, are  
similar to the "Blenheim", with a speed of 250  
m.p.h.

The Russian long-range Bomber, known as the DB-3,  
has a range of 1,600 miles and carries 3,000  
pounds of bombs.

The reserve of planes of the Russian air force is  
estimated at 30 per cent. ( *Additional to the 6400 above* )

Morale of pilots good, but not well trained. Most  
of training concerned with defensive operations.

*Back*

~~CONFIDENTIAL~~

Franklin D. Roosevelt Library  
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DDO DIR. 5200.9 (9/27/59)

Date- 3-21-69

Signature- *RHP*

THE WHITE HOUSE  
WASHINGTON

June 26, 1941

MEMORANDUM FOR ADMIRAL STARK

In regard to Vincent Astor's place in Bermuda, there are various reasons why, quite frankly, I could not suggest it and, equally frankly, I think it would be a bit of gall on our part to ask him. Strictly between ourselves, he has no home of his own at the present time except the apartment in New York and this house in Bermuda.

I should think that somewhere in or near St. George's we could rent one of the small hotels -- for two or three years perhaps. In these days the tourist travel to Bermuda has greatly fallen off. Also, at the end of two or three years we shall know far better than we do now just where and what our needs will be in the Islands.

F. D. R.

*File  
personal Confidential*

In reply refer to Initials  
and No.

Op-10 Hu

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

17 June 1941

MEMORANDUM FOR THE PRESIDENT

I hesitate to send this to you, particularly because of your friendship for Vincent Astor, so if it is the slightest bit difficult, just pass it up.

I rather assume, though I don't know, that the suggestion of Admiral Cook was inspired. Vincent Astor may have said something about this and from personal experience I know his willingness and initiative to do the fine thing, but it strikes me, unless he did volunteer it, that the suggestion contains a good deal of gaul on our part --- asking a man to give up his home. You know what the wear and tear might be.

*Betty*

PSF  
Navy Folder

Excerpts from Rear Admiral Cook's letter of May 31, 1941:

"Very briefly, this is the situation. The Department has authorized the rental of the Riddle's Bay Golf Club for recreation purposes. This will fix up the men at the southern end of the island and that was a crying need. This having been done, I think something should be done for officers, especially those ships which will have to anchor in Murray Bay, which is 14 miles by boat from Hamilton and the water usually bad for boating. Vincent Astor has a large house (estate) here on the water on the southern end of St. George's Island. It is marked with a red arrow on the enclosed piece of chart. Its position is ideal and boats from ships at Murray anchorage can reach it by entering through the passage to the south of St. George's Island marked with a red cross. The boat channel leads right by Astor's boat house and landing. Here is the proposition - get the President to ask Astor to turn over his place for the "duration" as an officer's club. It would be a God send to all hands, especially the younger officers, as everything ashore in the way of amusement is pretty expensive. It would also serve the purpose of a common meeting place and can be used by the officers attached the ships using St. George's Harbor as a base; this includes the submarines and eventually the mine sweepers. There should be an additional men's recreation area at this end of the island, but James said he would look out for this. The Army is pretty well dug in in this northern area and if we don't get the Astor place soon, I am afraid they will, maybe trying to do so now. . . . I haven't seen Astor's place or gone over it; there hasn't been time. However, I have looked at it from the air, and it is very large and extensive as far as buildings go, but I don't know how much ground he owns. It may be possible to make a combination recreation center out of it for both officers and men. Hope you agree and Astor comes across."

Admiral King's comments of June 13 on the foregoing:

"Something was said to me about this general matter when I was in Bermuda - I told Cook and James (and Reichmuth) that I'd back up any reasonable proposal.

"Bermuda is a permanent U. S. Establishment.

"It is bound to be used as a base - owing to its strategic location - by a considerable number of U. S. Ships. Such U. S. Ships will likely only see U. S. for overhaul

or damage. There is no "recreation" except what we ourselves provide.

"While I do not know Mr. Astor (except to speak to) it is apparent that the loan (or lease) of his place (located as it is) would meet a very real and pressing need."

*Navy Folder*

THE WHITE HOUSE  
WASHINGTON

June 26, 1941

MEMORANDUM FOR

CAPTAIN BEARDALL

To speak to me about this  
morning before I leave.

F. D. R.

**E nclosures**

Let to FDR from SecNav 6/19/41 enclosing memo 6/18/41 from A. J. Hepburn (Admiral) to SecNav re George Marvin of Charlottesville, Va. His services could be used in the Office of Public Relations if some means could be found of providing him with funds. One method of approach would be to enter into a contract with Marvin for social work at the top rate allowed ie \$5,000 per year. Suggests appropriation could be gotten from the President's private funds.

*file  
confidential*

*PST Navy Folder*

THE WHITE HOUSE  
WASHINGTON

June 29, 1941

MEMORANDUM FOR THE PRESIDENT:

Commander Sherman, at the direction of Admiral Stark, at six o'clock telephoned that one American officer and ten American Marines were in the Dutch steamer Maasdam when she was torpedoed on June 27th, in longitude 60 north -- 30-40 west.

The Navy Department has received the following dispatch from Admiral Ghormley in London:

"Admiralty informs us that H.M.S. Ripley was due to reach Iceland at Midnight, 28-29 June, escorting steamship Ramda, on board which are 34 survivors from Maasdam. Among survivors are six American Red Cross nurses and nine American strategic staff (the Navy assumes these are Marines). Four of the party are injured. Other Marine contingent due in Clyde in steamship Indrapoe on one July."

The Navy has sent a dispatch to the U.S.S. Goldsborough in Iceland waters, asking for names of all American survivors, and to determine definitely the names of missing Marines. According to reports now at the Navy Department, Commander Sherman says at least two American Marines are missing.

The Navy Department has not made this information public and hopes it can withhold it until the names of the survivors and the missing have been ascertained.

W. D. H.