

● PSF

Navy Dept.

July - Dec. 1941

PSF Navy Folder

The Personal Confidential

THE WHITE HOUSE
WASHINGTON

July 3, 1941

MEMORANDUM FOR THE PRESIDENT:

Admiral Stark called me at 5.45 P.M., E.D.T., and dictated the following:

Lyle Wilson, head of the U.P. Bureau in Washington, called at 4.10 to inform the Navy Department that Senator Burton K. Wheeler, without any solicitation on the part of the newspapermen, called them in this afternoon and informed them that he had information to the effect that American troops were to embark July 23 or 24 to take over Iceland.

Wilson realizes that such matters fall within the restricted category and is not asking permission to publish the story, which is now being held.

What he desires, however, is guidance from the Navy Department as to the policy to be pursued.

I have been in touch with Sumner Welles, and he agreed to the statement, which I am making, and which is as follows:

"For the past several months the Navy Department has neither confirmed nor denied rumors of ships movements from any sources whatsoever."

Mr. Welles suggested I inform the President of the foregoing so that if the President were questioned, he would be in a position simply to state that he had nothing whatsoever to add to the Navy Department's statement, or that the President might say anything else which he cared to say.

W. D. H.

P.S. Admiral Stark asked me to remind the President that Admiral Ingersoll will be at the Navy Department over Sunday.

W.D.H.

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THE WHITE HOUSE
WASHINGTON

July 7, 1941.

MEMORANDUM FOR

CAPTAIN BEARDALL

Will you prepare a nice letter saying "Dear Sir Roger: Paymaster Captain Woolley has just sent me your letter and I hope to see him in a few days.

I am delighted to hear of your work as Director of Combined Operations. I feel very certain, incidentally, that the words "Combined Operations" are going to mean a great deal more between our two Naval Services".

Will you bring Captain Woolley in to see me for five minutes sometime this week?

F. D. R.

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APPROPRIATE
THE WHITE HOUSE

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Confidential

THE WHITE HOUSE
WASHINGTON

July 10, 1941

MEMORANDUM FOR THE PRESIDENT:

Dear "Boss":

Don't you think it advisable to
eliminate the second sentence of the second
paragraph in the proposed draft of letter
to Sir Roger Keyes?

S.T.E.

THE WHITE HOUSE
WASHINGTON

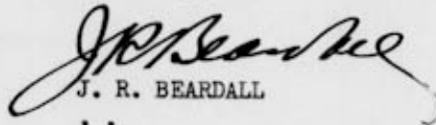
July 8, 1941.

MEMORANDUM FOR THE PRESIDENT

In accordance with the President's memorandum of July 7th, reply to Sir Roger Keyes' letter of June 12th, is attached.

I have made arrangements through General Watson for Captain Woolley to see the President for five minutes just before lunch someday this week.

Respectfully,


J. R. BEARDALL
..

Private

July 9, 1941.

Dear Sir Roger:

Paymaster Captain Woolley has just sent me your letter and I hope to see him in a few days.

I am delighted to hear of your work as Director of Combined Operations. I feel very certain, incidentally, that the words "Combined Operations" are going to mean a great deal more between our two Naval Services.

I am looking forward with pleasure to seeing Captain Woolley, for it will afford me an opportunity to learn more about what you are doing.

With every good wish,

Very sincerely yours,

/s/ FRANKLIN D. ROOSEVELT

Admiral of the Fleet
Sir Roger Keyes
Office of the War Cabinet
Whitehall, S. W. 1

Tel: North 4425

3001 Dent Place
Georgetown

2nd July 1941

Dear Sir,

I have just arrived from England
and enclose a letter Admiral of the Fleet
Sir Roger Keyes gave me for delivery
to the President.

Yours very truly

Hubert Woolley

The Secretary
to the President.

RECEIVED
JUL 5 10 49 AM
WHITE HOUSE



OFFICE OF THE SECRETARY
THE WHITE HOUSE
WASHINGTON

12th June, 1941.

Dear Mr President

I know you will remember coming to Dover in 1918 when I commanded the Dover Patrol, and will not have forgotten my visit to the White House seven years ago when Barney Baruch brought me to see you at your invitation.

I remember I came away with the vivid impression that you meant to bring our two countries together if trouble threatened. The extent to which you have succeeded in doing so is a miracle and we are profoundly grateful.

I venture to introduce to you Paymaster Captain Woolley who was with me in every sort of tight place during the last War - in the Dardanelles, the Dover Straits, and off the Belgian coast in 1918.

He left the Navy some years ago and met a charming American lady, and is now returning to America as I feel that with his knowledge and contacts there he can best serve our Navy with its mission in Washington.

For/

For the last ten months he has been my Secretary
and perhaps you will give him an opportunity of telling
you what I am doing in my appointment as Director of
Combined Operations - which means waging amphibious
warfare - and how I think our two Navies might co-operate
if the occasion arises in the "Battle of the Atlantic".

I am, Mr President,

With great respect,

Yours very truly
Roosevelt

THE WHITE HOUSE
WASHINGTON

*File
copy*

July 15, 1941.

MEMORANDUM FOR THE PRESIDENT

With reference to the President's recent request, there is forwarded herewith a memorandum containing information on current activities at the Naval Torpedo Station, Alexandria.

Respectfully,

J. R. Beardall
J. R. BEARDALL

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO NO.
EE11A3
(Pr8)

NAVY DEPARTMENT
BUREAU OF ORDNANCE
WASHINGTON, D. C.

PST Navy Folder
JUL 14 1941

From: The Chief of the Bureau of Ordnance.
To: The Aide to the President.
Subject: Naval Torpedo Station, Alexandria.

1. The Naval Torpedo Station, Alexandria, has been functioning as a shop of the Naval Gun Factory, but was set up as a separate activity as of 1 July 1941.

2. Alexandria is producing Mark XIV, submarine type, torpedoes. Production was started the latter part of March, 1941. At present there are 1,666 men employed in Alexandria. The torpedoes are ranged for proof at Piney Point. The complement of the barge at Piney Point is 5 officers and 120 enlisted men. No civilians are employed there. Ten houses have been erected at Piney Point for this personnel and more are projected.

3. At present Alexandria is producing $1\frac{1}{2}$ torpedoes per day. A program is under way to increase facilities to enable production of parts and assembly of 4 torpedoes per day. The Naval Torpedo Station, Newport, Rhode Island, is contracting for machining of parts and sub-assemblies for both Newport and Alexandria. Deliveries are just beginning to come in on some machined parts. When this program is under way it is expected that Alexandria will assemble an additional 4 torpedoes per day, making its total output 8 per day. It is expected that Alexandria will reach a production capacity of:

2 per day by December, 1941
3 per day by May, 1942
4 per day by October, 1942
5 per day by March, 1943
6 per day by July, 1943
8 per day by December, 1943.

4. Our principal source of torpedo production, of course, is Newport, which is now producing 5 torpedoes per day, and which by sub-contracting we eventually expect to build up to at least 20 per day.

W. H. P. Blandy
W. H. P. BLANDY.

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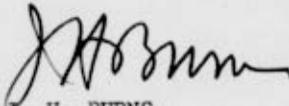
OFFICE FOR EMERGENCY MANAGEMENT
DIVISION OF DEFENSE AID REPORTS
WASHINGTON, D. C.

PSF
Navy
Knox Folder
File
personal

July 17, 1941.

MEMORANDUM FOR THE PRESIDENT:

As requested by you in memorandum of July 15, 1941, there is returned to you letter from Secretary Knox regarding funds obligated by the Navy Department to June 30, 1941. I have read this letter with interest and thank you for sending it to me.



J. H. BURNS,
Major General, U. S. Army,
Executive Officer.

1 inclosure -
Ltr. 7-14-41
to President.

THE SECRETARY OF THE NAVY
WASHINGTON

July 14, 1941

My dear Mr. President:

With reference to your letter of May 29 and to ^{the} reply to you signed by the Under Secretary of June 12, I am now pleased to advise you that this Department had made definite commitments by June 30 for the material and munitions authorized by funds appropriated to it from all sources, exclusive of Lend-Lease funds, except for the amount of \$1,163,631,500. Of this sum it was impracticable to obligate \$912,031,700 by June 30, inasmuch as the large portion of this amount covers material and munitions for ships to be completed from two to four years hence, leaving a net balance of \$251,599,800, which will be obligated shortly.

A total of \$786,438,458 of Lend-Lease funds were made available to the Department by June 30, of which all but \$302,023,806 had been obligated by that time. It was not possible to obligate this balance largely because specific specifications therefor had not been received from the British.

Please be assured, Mr. President, that every effort has been made and will continue to be made by this Department to obligate all available funds as rapidly as possible.

Very sincerely yours,

Frank Knox

The President

The White House

Franklin D. Roosevelt Library
DECLASSIFIED

Not
DOD DIR. 5200.9 (9/27/88)

PSF: Navy

Date- 3 - 21 - 69

Signature: *RNO*
NAVY DEPARTMENT

~~SECRET~~

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

July 17, 1941.

Op-12-djm
(SC) AL6
In reply refer to file #
and No. 14711 062612

~~SECRET~~

From: The Chief of Naval Operations.
To : The Commander in Chief, U.S. Atlantic Fleet.

Subject: Special Instructions concerning U.S. Navy Western Hemisphere Defense Plan No. 4 - (WPL-51).

1. Congress that:
 - (a) The President, in his message to the Congress, notified the communications between the United States and U.S. naval bases on the one side, and Iceland on the other, would be kept open, and
 - (b) that such communications by water would be protected against attack or threat of attack. It is obviously impossible to define "threat of attack" by the presence of a German submarine or surface raider a given number of miles away from a convoyed vessel. It is necessary under the conditions of modern sea warfare to recognize that the words "threat of attack" may extend to reasonably longer distances away from a convoy, ship, or ships.
2. It ~~thks~~ seems clear that the very presence of a German submarine or raider on or near the line of communications, and near to or approaching United States or Iceland ships, constitutes threat of attack.
3. Therefore, the presence of any German submarine or raider under such circumstances, should be dealt with by action looking to the elimination of such "threat of attack."
4. It should be made clear to your command that:
 - (a) The United States and Iceland are in agreement that the United States is engaged in the protection of Iceland against German occupation, for the broad objective of Western Hemisphere defense;
 - (b) That in maintaining this protection, sea and air communications between the United States and Iceland must of necessity be fully protected also.

TOP SECRET
NO FORN DISSEM

Serial 062612

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SECRET

5. The only changes in the plan in other parts of the Atlantic Ocean have to do with the question of darkening ship at night, which is now required, and the avoidance of interference or intervention in belligerent action, which is no longer in force. The Chief of Naval Operations has deemed it necessary to change both these provisions.
6. You are requested to maintain a liaison officer at Halifax and at Bermuda in order to facilitate necessary exchange of information.
7. You are requested to inform the Chief of Naval Operations, by despatch, as soon as the Atlantic Fleet is ready to execute Western Hemisphere Defense Plan No. 4 (WFL-51).

H. H. STARK.

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DECLASSIFIED

FOUO DIR. 5200.9 (9/27/88)

Date- 3-21-69

Signature: *RHR*

PSF Navy Folder

THE WHITE HOUSE
WASHINGTON

July 18, 1941.

MEMORANDUM FOR

ADMIRAL STARK:

I have been very much interested in reading this report. Many thanks for letting me see it.

F.D.R.

Returned report of the recent aerial reconnaissance of the east coast of Greenland, together with a complete set of the photographs taken during the reconnaissance; also a copy of a report with photos, taken on a flight around Iceland by officers of the reconnaissance party.

In reply refer to Initials
and No.

Op-10-MD

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personal*

PSF Navy Folder

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

July 22, 1941

MEMORANDUM FOR THE PRESIDENT

You recall asking me about aircraft on the BISMARCK and the PRINCE EUGEN:- Each ship is believed to have had four planes. Each ship is known to have been equipped with hangars with its aircraft.

No German ship-borne aircraft was sighted at any time by the British.

The RODNEY reported specifically that it did not see any aircraft on board; and it will be recalled that the RODNEY closed the BISMARCK to about three thousand yards. Of course, this is no assurance that there were no aircraft on board, as they might have been in the hangars.

Very respectfully,

Betty-

In reply refer to Initials
and No.

Op-10 Hu

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

22 July 1941

MEMORANDUM FOR THE PRESIDENT

This is worth a smile. Yesterday a New Zealander, connected officially with British shipping, asked Ingersoll if a New Zealand ship they had bound for the British Isles via the Canal would be permitted to transit the Canal.

Ingersoll replied that, so far as he knew, the West bound locks were the only ones under repair. Ingersoll said he thought he got it but he did not say anything.

I telephoned Pa Watson to let you know that the "Scharnhorst" had left Brest. You will recall that she is about 27,000 tons, of about 29 knots and carries nine 11" guns in three turrets, four airplanes, and a secondary battery of twelve 6", fourteen 4" anti-aircraft and sixteen anti-aircraft machine guns, 37mm.

The information of her leaving Brest was in a secret despatch from London.

I hope she follows the "Bismarck". ↓

Betty

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confidential

BF

Navy Folder

23 July 1941

PSF-NAVY

The Chief of Naval Operations (Stark) to the Secretary of State, Washington, July 22, 1941, enclosing The Chief of Naval Operations (Stark) to President Roosevelt, [Washington,] July 21, 1941, and The Director of the War Plans Division of the Navy Department (Turner) to the Chief of Naval Operations (Stark), Washington, July 19, 1941.

Discusses his talks with Admiral Nomura and the possibility of embargoes on trade with Japan. Encloses Turner's report to him (Stark) on the effect of an embargo on trade with Japan.

SEE: Foreign Relations of the United States, 1941, Vol. IV, The Far East, pages 835-840.

In reply refer to Initials
and No.

Op-10-MD

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

July 25, 1941

Memorandum for the President

This is too good to keep.

I suggested to the Secretary that if he wanted to have the joke of the age, he would cut out the last two sentences of his letter to Senator Wheeler, which I have enclosed in parentheses. I suppose the Secretary is wise in not pulling this on Senator Wheeler, but I would like to have been sitting there in the gallery if it had been pulled and some other Senator were to ask Senator Wheeler for the dates. I imagine even the Senate would not observe decorum.

I hope you are having a fine week-end.

The carrier with planes for Iceland and her escort departs Sunday. We will keep you informed if anything happens.

If I am all clear with the Secretary and also with State Department, I am going up into our little shanty in the Blue Ridge for a breath of air. I can get away very quickly and, in any case, the Duty Officer, Naval Operations, will have touch with Ingersoll or Brainard.

Very respectfully,

Betty-

PSF; Navy Folder

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personal

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RECEIVED
OFFICE OF THE CHIEF OF BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

COPY

Dear Sir:-

Apparently July 25, 1941 and in your fight for peace by the lack of information from the Administration. I am sure the information that a U. S. Navy destroyer disabled and caused the destruction of a German submarine will interest you.

The German submarine "U-56", under command of Captain Gustav Nebelger, while preparing to torpedo the British merchant ship "Welshman", was forced to submerge by the rapid approach of a convoy escort, the U.S. destroyer "FANNING".

My dear Burton: "Fanning" circled and dropped a series of depth bombs which disabled the control devices of the "U-56" which had no choice but rise. I have your letter of July 23. The engagement between an American combatant ship and a German submarine described in the letter you sent me from Mr. A. Stewart is entirely correct. (The only difficulty is that it occurred in World War I. I am afraid, my dear Senator, someone is spoofing you.)

The crew, 4 officers and 23 men, tumbled out of the conning tower, their hands raised. The crew before leaving the interior opened the sea valves and the submarine slowly sank--scuttled. The "Fanning" approached nearer and picked up all survivors who were swimming in the water. All 27 crew members were saved but one woman, Franz Winter died, efforts at resuscitation having failed, and he was buried at sea.

Incidentally, this information is known to the German Government. Honorable Burton E. Wheeler
United States Senate
Washington, D. C.

Very truly yours,

W. A. Stewart

In reply refer to Initials
and No.

Op-10-MD

*file
personal*

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

July 25, 1941

*Navy Dept
File
2-41*

Dear Mr. President:

I hope this is not bothering you on leave
by giving you a little exercise at your favorite
mental sport.

I have not had time to digest this, as
it just this minute came in and I wanted to catch
your mail.

Admiral Wilcox, as you know, is head of
the Board of Inspection and Survey.

Very respectfully,

Betty.

NAVY DEPARTMENT
BOARD OF INSPECTION AND SURVEY
WASHINGTON

PT/S8(2090-S)

July 25, 1941

Memorandum to Admiral Stark:

Subject: Comparative Service Tests of Motor Torpedo Boats.

As you doubtless remember, you directed the Board of Inspection and Survey to conduct comprehensive tests of all designs of motor torpedo boats available in the United States, and delayed the date of these tests until all competitors could enter. At your request the British presented one of their boats, a Higgins design of 70 ft. The Board conducted these tests at New London, Connecticut, during the period July 21-24, 1941. Due to engine trouble the British design of motor torpedo boat built by Higgins Industries Inc., was not tested.

There were five designs of motor torpedo boats available for trial: the Elco 77', the Higgins Industries Inc. 76', the Higgins Industries Inc. 81', the Huckins Yacht Co. 72', and the Philadelphia Navy Yard 81'.

During the comparative tests all designs, with the exception of the Higgins Industries 76' boat which was late in arriving, were standardized over the measured mile at Block Island under two conditions of armament loading, and tactical diameters were obtained by photographs from an airship.

All types were required to make a 190 mile run in the open sea at maximum sustained speed in order to determine their ability to operate at sea at high speed. This run simulated a search and attack by PTs based on New London against enemy raiders reported to be operating between Block Island and New York. The courses selected were chosen with a view to providing the severest possible test under the favorable weather conditions which prevailed. The run consisted of a leg from New London to the eastern end of Block Island, around Block Island, to and around Fire Island Lightship, thence to Montauk Point Whistling Buoy.

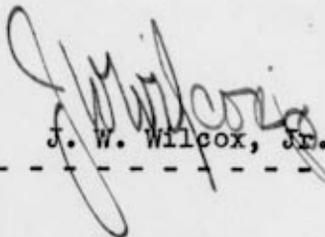
Seven of the nine boats tested in this sea trial completed the entire run. Five of the boats made the entire run without casualty. Special propellers were installed and throttle adjustment made on the PT-20, an Elco boat, by the contractor shortly before the trials. The speeds obtained by these boats are as follows:

PT20 (Elco Boat Company)	39.72 kts.
PT31 (Elco Boat Company)	37.01 kts.
PT69 (Huckins Yacht Company)	33.83 kts.
PT6 (Higgins Industries Inc.)	31.40 kts.
PT8 (Navy Yard, Philadelphia)	30.73 kts.

During this run structural weaknesses appeared which makes it apparent that certain designs are not capable of carrying out a high speed mission at sea. The Higgins Industries 76' boat developed a transverse failure in the main deck with a sheer failure in the web frames in the same general vicinity. In addition to this, there was a separation of the side planking from the frames. The sheer failure and the separation of the side planking from the frames was apparently due to excessive working of the bottom. During the period of the trials two of the Elco 77' boats developed transverse cracks in the main deck opposite the corners of the engineroom trunk. These failures were accompanied by a failure of the longitudinal deck stringers.

Since the primary characteristic of any PT is its ability to operate at sea at high speeds, it is apparent from these tests that a modification in design for strengthening is necessary in the Elco 77' and the Higgins 76' boats.

A complete report of comparative tests will be submitted at a later date.



J. W. Wilcox, Jr.

Published in
Pearl Harbor
Hearings

PART 20 PAGES 4382-4383

Confidential

BULLETIN
25 July 1941.

BF
Navy

Japanese military preparation in Manchuria continues at accelerated rate is indicated by a report from a reliable source. This "seems to portend he (Japs) is preparing in North for Major efforts". On the other hand, Grew reports "there has been a gradual weakening of the ties binding Japan to the Axis over a substantial period of time" and "the Government of Japan is expecting overtures from the Government of U.S.S.R. designed to produce "a general agreement."

- British Members of Parliament have invited some American Senators and Representatives to visit Britain shortly.

Germans are returning to their French owners, all small boats (less than 300 tons) seized at time of the occupation it is reported.

German losses during first two weeks of Russo-German campaign were 640,000 to 700,000 men; 1100 to 1200 tanks; a Navy source reports.

The strike on oil tankers, Great Lakes Area, "is Communist influenced for the purpose of preventing production in the steel industry".

2.

Admiral Towers reports Navy's aviation training program for pilots, flight crews and maintenance personnel, is "ship-shape" and under way ahead of schedule. Today the Navy has four main pilot training stations with a combined student entry of 800 a month -- Pensacola 300, Jacksonville 200, Corpus Christi 300 -- The Naval Station at Miami is providing the advanced carrier type training. The Navy including the Marine Corps had 4,521 aviators and 3,657 under training, 1 July, being 276 more aviators and 981 more students than the 1 January 1941 estimates. The shortage of airplanes of the type required for advanced training is becoming critical. Training capacity now is available for 9,095 aviation enlisted men every four months; by 1 January 1942 this will be increased to 12,000.

Information from an Official source on the Statement by the Carnegie Institution expert (in the 18 July Bulletin) shows that for some months weather reports to the fleet have been transmitted in confidential cipher; that all reports of weather observations made by Naval vessels are confidential. Sabotage of a torpedo has been reported to Bureau of Ordnance. Considerable has been learned about Italian espionage activities in the United States during the past week.

Secretary Knox has appointed Dr. Jerome C. Hunsaker, of M.I.T. as Coordinator of Research and Development for the Navy Department, Chairman of the Naval Research and Development Board and Member of the National Defense Research Committee. Dr. Hunsaker reports he is surveying Navy's research projects in order to determine the extent of the present program.

Approximately 36 Public Relations Officers from the Naval Districts and the two Fleets will be in Washington Monday for a four-day conference and school on Public Relations.

Secretary Knox reports expansion of facilities of the Naval Communications to meet the increased load placed on the system by demands of Navy Department operations under the National Emergency.

The Senate has passed a bill authorizing the Secretary of the Navy to establish a secret detective force to investigate any existing or threatened espionage or sabotage in United States Naval establishments. USN makes a careful check of requests for the dismissal of aliens working in plants having defense production. Before any dismissal is requested, the Federal Bureau of Investigation, Mili-

4.

tary Intelligence and Naval Intelligence's central and field files are checked. 40% of the requests received are "washed out" because no cause for action is found.

The Navy's program for supplying Diesel engines for small boats, together with the special power-plant requirements for the newly developed landing boats, has resulted in the development of a more modern type of Diesel for these small craft. This engine is manufactured by the National Supply Company at the Superior Diesel Engine Plant and has been installed in both the 30-foot Bureau Type Steel and the 36-foot Higgins Type landing boats.

Voluntary Spanish and Portuguese language instruction is progressing both in Washington and the Naval Air Stations at Pensacola, Florida, Jacksonville, Florida and Corpus Christi, Texas. Arrangements are being made to expand the language instruction during the coming year, by using the facilities of a WPA project. It is anticipated that over 5,000 officers and enlisted men of Navy and USMC will undergo special instructions during the current fiscal year.

Puget Sound Naval Hospital is expanding. It has almost reached its limit for the area it serves. For the present, however, it is adequate, the Bureau of Medicine and Surgery reports.

In reply refer to Initials
and No.

Op-10-MD

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

July 28, 1941

file
Confidential PSF: Navy Folder

My dear Mr. President:

The authorization for the light draft ships for the Iceland job has been gladly received.

I suppose you are expecting a "comeback" from us in connection with the suggestion that we give up about equivalent tonnage to the Maritime Commission. From our position, this Iceland task is just additional to previous tasks; we have to run these additional ships even if they sail in ballast, in order to have the required ships' convoys sail on schedules.

If we are to have a force of 25,000 troops, trained in amphibious work, ready to move when and as directed, we will need all the tonnage we now have. In fact, I am being continually pressed by all concerned for additional tonnage for such a movement. As you know, to date, I have made no such request. I am keenly aware of the shipping problem, and Jerry has my sympathies in the splendid job he is doing. I have tried to keep our requests down to a minimum.

May I assume that, for the moment at least, Jerry and I have your permission to try and work out present problems without our having to surrender any of the tonnage which you have thus far given us? You may feel assured that I will help Jerry in this regard to the utmost. As an item of interest, the attached sheet shows some of our efforts in that direction.

Jerry has seen this letter and is willing to try out on the above lines.

Sincerely,

Betty

In reply refer to Initials
and No.

OP-38-SMR

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

28 July 1941

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS

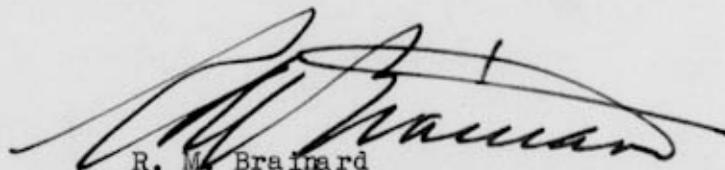
GUADALUPE (Ao32) is making two lifts of oil this month (July) from Gulf Coast and delivering same at Bay Way, New Jersey; other lifts are expected to be made in August.

MERCURY (AK42) now in the Canal Zone, will depart 30 July for Iquique, Chili, for a load of Salt Peter.

HERCULES (AK41) now enroute to the Far East, due Manila about 10 August is to load and return with a cargo of hemp and chrome.

Other cargo vessels are expected to be available, upon completion of training exercises, to make cargo lifts.

WEST POINT (AP23) was available for a cargo of cork on her current return voyage from Lisbon, but the taking of such cargo while on this mission was objected to by the State Department.



R. M. Brainard
Rear Admiral, USN
Director, Ship Movements Division

Published in
Pearl Harbor
Hearings

PART 20 PAGES 4400 - 4405

~~Confidential~~

BULLETIN
6 August 1941

PSF.
Navy

Materials are being accumulated and plans made for a big German offensive against the Soviet on or about August 10, it is reported.

Morris reports the German people are not "cheered" by the silence which covers German losses particularly in view of the slow progress on the Eastern Front.

Precarious position of Axis forces in Libya has been confirmed by reports received by the Consul at Tunis.

A large number of Nazi Marines are in Constanta and preparations are being made to recondition various Rumanian Ships which are to be used either as troop transports or as auxiliary cruisers in the Black Sea it is reported.

The Japanese mobilized 500,000 men during the period June and July it is reported. The majority of this force is believed to have been sent to Manchuria. (Russians reported to have 500,000 in Far East.)

Troops defending Tobruk have 30 days food supply, 60 days ammunition supply and very limited water supply.

The fleet is unable to continue supplying this force.

2.

40 ships sunk in the port and 5 destroyers sunk outside the port show the extent of Axis air control over Tobruk. Relief must be effected by fall or Tobruk will have to surrender it is reported.

British sources do not believe that the Russians will undertake an offensive on the Finnish Front.

Stalin's Decree that civilian population be armed has been followed effectively. Irregulars also reported cooperating with OGPU in laying waste to the country in the path of the invaders it is reported.

Two Hundred Officers of the Columbian Army have been arrested and are being held incommunicado on charge of conspiracy against the Government.

Ecuador political situation is very delicate and an imminent change of Government is possible, it is reported.

Recruiting activities for week ending 25 July, 1941.

Accepted for first enlistment	2228
First enlistments	1423
Reenlistments, continuous service	42
Reenlistments, under broken service	17
Total	1482

While violation of the regulations of the Civil Aeronautics Authority by Naval aircraft occurs at such infrequent intervals as to occasion an infinitesimal portion

of the total hazards to commercial operations, the importance of this problem is recognized. The Civil Aeronautics Authority has not approved the recommendations of the Navy (and Army?) to establish a permanent board to participate in planning to control violations of Civil Aeronautics Authority regulations which are caused by lack of segregation, zoning of airports, communication facilities between aircraft and aircraft to ground, and of authority of any agency - Army, Navy or commercial - to ascertain its own priority in a given area.

The Bureau of Ordnance appreciates the cooperation that is being given by the Army in furnishing machine gun ammunition. For the first half of the year, about 40% of the Navy's allotment was received and all special tasks were taken care of. At present, if necessary, the Bureau will be supplied with sufficient ammunition for any special task and up to 60% of its allotment. By September or October, the War Department will have sufficient small arms ammunition capacity available to take care of the Bureau 100%.

Typhoon damage in Guam is \$20,000 according to reported preliminary estimates.

Solicitation by Jehova's Witnesses in Independence, Kansas, effectively stopped by joint police and American Legion plan to send a policeman with the solicitor to open each interview by saying the canvasser represented "this organization that does not believe in saluting the American Flag, and I am just along to help prevent riots such as this organization has precipitated in other communities", Navy Domestic Intelligence reports.

Permission for news correspondents to proceed from London to Iceland has been withheld and no stories on Iceland are to be released without Navy Department approval except press stories by approved correspondents when these stories are authorized by Comtaskfor. nineteen and reference to following items has been deleted: Identification of units participating, strength of force, ships involved, defenses, names of individuals, future plans or movements, amount and type of equipment.

Contract has been awarded the Naval Reserve Training School at Navy Pier, Chicago, Illinois, of \$222,000.00 by Bureau of Yards and Docks.

The Navy ration "shall" include canned, powdered, or concentrated fruit juices under the terms of HR4757.

~~CONFIDENTIAL~~

B U L L E T I N

7 August, 1941

Only a very determined attitude by the United States, Britain and the Netherlands East Indies can now deter Japanese military from pushing things to extremes; the British Ambassador at Tokyo reports.

"An expected triumph over the Red Army by October and an invasion of the Persian Gulf Area and India by Spring are two events on Hitler's calendar" reports to the British indicate.

Eden reports Turkish friendship still affords huge advantages to the British and "desires" the United States to aid Britain in supplying military supplies and equipment to Turkey as promptly as possible.

MacMurray (Ankara, Turkey) reports "The opinion that there is no military threat to Turkey is shared by the British Military Officials here but they feel that it is not impossible or even unlikely that in time the situation may change abruptly."

Ships laden with Nazi soldiers reported transiting Swedish territorial waters.

Port Said (Suez Canal) now handling a great volume of

tonnage with speed and dispatch and ships of United States Registry and British Troop transports are not using Suez at present a reliable source reports.

Situation in Ecuador reported to be rapidly deteriorating; Anti-American sentiment is increasing; faith in Pan-Americanism is lost and Ecuadorans feel that the days of their country's life as an independent nation are numbered unless prompt action is taken by the United States.

Canary Islands Garrison increased from 12,000 to 53,050 in past three months. Because of topography, bad roads and fortifications built or to be built, an attack and seizure of the Canary Islands would be a difficult task in the face of the Garrison as reinforced it is reported.

Germans continue to evince interest in the Sabana Bay and the Sabana del Guabatico Area, Dominica, a natural air landing area 50 miles from the Bay, it is reported.

Nazi planes flying over Iceland 30 July made a detailed reconnaissance, a reliable source reports.

All future sailings of Japanese ships for United States will be postponed indefinitely, (the Japanese Foreign

Office "admitted", it is reported.

Production of synthetic gasoline in Italy is at a minimum due to the lack of coal. Italians now using oil reserves and are having great difficulty in getting

replenishments it is reported. German synthetic gasoline factories reported seriously damaged by the R.A.F. but new ones have been built are operating near Berlin.

WPA Projects in the Navy program. Emergency Relief Act

for the fiscal year 1942 was approved 1 July 1941. In

contrast to the 1941 act, new bill does not earmark

a sum of money for use on Federal Agency projects of

the type approved in previous years. Instead the

\$5,000,000 set aside for all federal agencies will be

retained by WPA and allocated to specific projects,

that cannot be operated in the state program, when

those projects are individually approved by the WPA.

Therefore, with but few exceptions, Navy projects that

are put in operation will be in state programs under

the direction of the State Administrators. The new

act authorizes the operation of federal construction

projects in the fiscal year 1942 approved under the

act of the fiscal year 1941.

4.

Director of Personnel reports a survey of civilian supervisory positions in the Navy Department looking toward obtaining higher grades is just being completed and a large number of new allocations have been secured. Price of red salmon is up 10 cents a pound over last year so the Bureau of Supplies and Accounts is ordering an increased amount of medium-reds which have advanced about 2 cents a pound for the same period. The demand for salmon from the Army and under lease-lend is heavy but 20% of this year's pack will be used for these purposes without undue dislocation of the civilian market. Bureau of Ordnance reports 23,280,000 rounds of 40 mm Bofors and 57,200,000 rounds of 20 mm Oerlikon Ammunition have been ordered. The present program contemplates increasing the orders to a total of 30,480,000 40 mm and 72,200,000 20 mm all for production within the next twelve months. The steel, brass, gilding metal and aluminum required presents a serious problem. This is just a start as the contemplated production of Oerlikon guns practically decided upon is 31,000 guns requiring 360,000,000 rounds of ammunition. Eire Government reported considering seeking U.S. Protection of Ireland.

~~Confidential~~

BULLETIN
8 August 1941

Japanese Officers in civilian clothes are arriving in Thai accompanied by a flood of "tourists" a reliable source reports. Thai Officials feel their nation is in serious immediate peril from Japan.

Japanese call up more retired Japanese personnel.

Several large groups of transports were observed off Kojo (Korea) heading North during the latter part of July.

Japanese ships reported to be purchasing large amounts of petroleum products in Rio de Janeiro.

The Japanese Naval Inspector's Office New York City was officially closed 7 August.

Fighting on the Eastern Front is characterized by an increased use of flame throwers and radio as a means of communication. Nightly bombing of Moscow reported "light but accurate".

Occupied Thrace has been completely stripped, even to removal of windows and doors it is reported.

All Spanish military leave in the Tangier (North Morocco) Zone was cancelled 4 August, it is reported.

2.

Aranha is "most indignant" over British demands concerning Ships Warrant Agreement and declares it will be necessary to close the ports of Brazil to British ships.

Evidence that operations will be undertaken against Iran

no matter what answer is given to the British ultimatum (in re: tourists) is reported. However, United States Minister at Bagdad reports British for the time being at least will not move into Iran since it is intimated that their forces there are inadequate.

Greek refugees fleeing into Turkey because of "onset of famine conditions" causing Turks to feel the democracies have left Greece to her fate after serving their purposes. Some are asking what the Turkish people might expect in similar circumstances it is reported.

Threat against Egypt has been removed by Russian War and consequent change of Nazi plans a reliable source reports.

Relief of Tobruk (Libya) may be possible if 300 tanks above scheduled deliveries can be attained by 15 September. Australian Troops are in Tobruk.

Crude oil is Germany's real need it is reported. That's why they want Baku (City on Caspian Sea). They are reported to have enough oil refined and in production to carry them through until next year.

Acting Secretary Bard stated today it is hoped the strike at the Kearney, New Jersey, Shipbuilding plant can be settled at once, but if management and labor cannot arrive at a settlement, steps must be taken which will in one way or another put this huge shipbuilding plant back into production at the earliest possible moment.

The Judge Advocate General is being asked to secure legislation to enable Navy personnel to use taxis on Official business between the Navy and other Governmental Departments.

25 Officers and 72 Enlisted men have been ordered to a course of RADAR instructions in Canada, beginning 16 August, 1941.

Deliveries of propellers are not satisfactory to meet the needs of airplane production. At the present time, a quantity of completed fighting airplanes are awaiting propeller deliveries. The Navy has on contract 100 training airplanes which are to be equipped with wooden propellers. In addition, the Navy contemplated securing 100 additional wooden propellers from the Army, the Bureau of Aeronautics reports.

The Bureau of Ordnance is making special efforts to con-

serve aluminum and other critical raw materials without interfering with military efficiency of the product.

The manufacture of torpedoes is being delayed by inability to obtain required quantities of steel as soon as needed. Practically all needed steel is under contract with various firms, and deliveries can only be improved by obtaining higher priority, which has been requested. Requisitions were originally made and proposals advertised for this steel late in 1940 in the usual form. Owing to the fact that most quantities required were small, no bids were received under then existing conditions. When necessity for the material was explained to various companies, bids were finally obtained, the Steel Section of OPM being particularly helpful in this matter, the Bureau of Ordnance reports.

A meeting of a select committee to investigate air accidents, headed by Mr. Nichols of the Office of Production Management, held on 7 August, was attended by Army, Navy, OPM, CAA, and Commerce Officials, for a discussion of measures to be taken to insure the general health and prospects of the commercial air carriers of the United States. The subject will be gone into in greater detail later.

~~CONFIDENTIAL~~
B U L L E T I N
11 August, 1941

The Nazi time-table for defeating the Russian Army and occupying European Russia has been upset by stubborn Russian resistance. The new time-table of the German Army calls for breaking Russian resistance in the area the Germans expect to occupy during the coming winter, this includes territory west of the Volga River, it is reported.

Considerable uneasiness is reported among the German people. Attempts are being made to direct public opinion to the West by an attack on the United States in the Press.

Hitler and his henchmen greatly apprehend a British attack on their unprotected Norwegian flank and Western rear because they are unable at the present time to withdraw either material or men from the Eastern Front, it is reported.

German high command is reported proposing to resume offensive operation in North Africa during the month of September, if the British don't attack before then.
Combined Nazi and Spanish drive on Gibraltar "and else-

2.

where" is reported temporarily abandoned because of the situation on the Eastern Front.

Clashes between Germany and Italian forces in Russia are reported

Germans are said to be pleased with the 5 August Decree for Weygand to deal directly with Admiral Darlan since they suspect the motives of Weygand.

Nazi Activities in Brazil are being intensified. "Something is brewing" in the Southern part of Brazil and it is believed Argentina is connected with it, it is reported.

Germans are taking active steps to prevent Dakar from falling into the hands of the United States. Measures are under consideration to forestall an Anglo-United States attempt to get Portuguese Bases it is reported.

The Japanese do not expect the Thais to resist occupation it is reported. It is reported Burma will be attacked by combined French and Japanese forces when enough Japanese forces arrive in Indo-China.

Japanese ships are reported to have orders to avoid United States ports and to paint out their flags.

Wholesale Price Index for all Commodities for the week ending 2 August, 1941, - 89.2.

Naval strength of:	Germany	Italy	France	Total
Old Battleships	2		1	3
Battleships	2	5	1	8
Heavy cruisers	4	4	4	12
Light cruisers	4	12	10	26
Destroyers	56	97	49	202
Submarines	150	76	59	285
Aircraft carriers	1		1	2

Approximately 100,000 man days were lost last week in strikes affecting Naval Defense contracts. 6 cases affecting 2810 workers were settled. 28 cases are still open and 16 strikes are pending in which Navy production may be involved. Conferences on the Kearney strike were held over the week end - no change has been reported.

An early settlement is hoped for.

AA preference ratings are being given material and machinery necessary for RADAR manufacture.

Typical substitution and conservation of materials which may be necessary include: (1) 10% reduction in chlorine for bleaching paper; (2) palmetto fibre for palmyra fibre used in deck scrubbers; (3) paint cans of terne instead of tin plate; (4) various substitutes for corrosion resisting steel; (5) fibre stock tags instead of zinc.

Research is under way on plane-to-plane gun-fire. The problem is to secure effective fire control in order to take advantage of the full-range of the guns carried.

Complete coordination and cooperation is being secured from all Government, British and Private Agencies, it is reported.

The obvious logical uses for lighter-than-air ships are in the detection of - and attack on - mines and submarines, and in the escort, when desirable, of convoys through the coastal shipping lanes. Steps are being taken to determine the value of under-water photography from airships; this would appear to hold potentialities at least under some conditions. Another important project now underway is the development of sweeping equipment to be towed by airships for the destruction of magnetic mines. Corresponding equipment to be used against acoustic mines is also in the picture. This equipment tows on the surface and is energized from the airship. It has been necessary to start from scratch in the design and construction of this equipment but the project is considered to have good prospects for successful achievement.

The average number of Naval Military personnel on the rolls during June 1941 and the payments to retired and reserve personnel are estimated to have been as follows:

	Number	Cost
Personnel, regular - active	218,904	\$18,649,680
Personnel, regular - retired	17,581	2,520,263
Personnel, reserve - all categories	51,807	6,846,131
Total	288,292	\$28,016,074

~~Confidential~~

BULLETIN
12 August, 1941

Communist Party in the United States reported split with a militant group, believing Russia will be defeated, wanting to "headquarter" the party in United States or South America.

Leahy reports Marshall Petain as saying "that Europe would suffer from famine and plague was already in evidence" and that the United States "was quick to criticize but slow to act."

Leahy reports that the French do not believe Japan will attack Russia.

Reports of big Japanese troop concentrations on Siberian front coincide with a statement by Japanese military quarters that Japan expects a "decisive turn" in Russo-German war within the next two weeks.

There is no clear evidence that the Russians intend to weaken their Far Eastern Forces by transfer of troops to the West, it is reported from Harbin (Manchuria).

Between 18 and 24 Nazi submarines are reported to have recently reached Japan.

Underwater objects dangerous to navigation probably

mines have been placed in the Bako Harbor (Pescadores) area, Japan.

Japanese Naval vessels reported at Cape St. Jacques, Saigon (Cochin-China) "or in the river between" are: 1 heavy cruiser, 1 light cruiser, 1 aircraft carrier, 8 destroyers, 6 torpedo boats and 9 small minelayers or sweepers.

Japanese aircraft factories in the Tokyo-Nagoya areas now working 24 hours per day, seven days a week, estimated total of 500 per month plane production.

Nazis Circles are reported losing faith in ultimate victory.

Finland will be rewarded by Germans with strips of Sweden and Norway, it is reported.

100 light armored scouting cars and about 2,000 Nazi "tourists" are reported near or in Algiers.

The Vatican "apparently believes" that the tension between Ecuador and Peru is only temporarily relaxed and that hostilities "must" be expected to be resumed unless outside economic or military pressure is employed in order to enforce peace.

British reported to have taken 10 or 12 Finnish ships (totaling about 30,000 tons) detained in British ports.

Advanced progress is reported on a research project involving the use of properly colored lights on bridges and exposed gun-mounts which do not create "light-blindness" and which are not discernible from a distance. In addition to contracts awarded for the Fiscal Year 1941, amounting to \$2,196,969,630.45, Letters of Intent have been issued to a total of \$950,026,300.00. These Letters of Intent ultimately will be superseded by contracts it is reported by the Bureau of Supplies and Accounts.

The raw material situation continues to become more critical and it may be that the problem may be more serious than has been the case with machine tools. The Office of Production Management is following the problem very closely and has been of considerable assistance to the Bureau of Ordnance in making distribution to more important contractors, the Bureau of Ordnance reports.

A survey of airplane plants covering the segregation of magnesium and aluminum scrap, is reported under way.

A special mission has been sent to London to study for the Navy and Maritime Commission, all matters relating to navigation, storage and distribution of petroleum products in the United Kingdom.

Modern influence mines and degaussing are new. At one

time during World War II until countermeasures were perfected, mines were accounting for more shipping losses than submarines or aircraft. Constant application to countermeasures is necessary to deal with existing types and new types as they appear. Studies now are under way on offensive and defensive operations including (1) various ship influences that can be used to fire a mine (2) surveying technique (3) mine recovery (4) degaussing (5) mine firing mechanism. A proving ground (Magic Carpet) will be completed shortly. Survey ranges, deperming stations and wiping and flashing stations are in operation. Temporary degaussing now is giving way to permanent degaussing under instructions from the Bureau of Ordnance and Ships and while the major studies of degaussing are expected to be completed by the end of this year, "degaussing will be with us always".

A Coordinator and Supervisor for all duplicating in the Navy Department is under consideration. Savings in cost and amount of space are expected.

Admiral Towers reports as far as the Navy is concerned there is no shortage of high octane gasoline.

800,000 men are estimated to be in the Turkish Army.

file personal

Mary Fisher

WASHINGTON:

SENATE MANAGERS OF THE ARMY TERM EXTENSION BILL SAID TODAY THEY WOULD SEEK SPEEDY SENATE CONFIRMATION OF HOUSE AMENDMENTS TO THE ADMINISTRATION PROPOSAL FOR REQUIRING SELECTEES AND NATIONAL GUARDSMEN TO SERVE A POSSIBLE MAXIMUM TERM OF TWO AND A HALF YEARS.

SENATOR THOMAS OF UTAH, WHO IS IN CHARGE OF THE BILL IN THE UPPER CHAMBER, INDICATED HE WOULD ASK THE SENATE TO APPROVE THE HOUSE CHANGES IN THE TERM EXTENSION PROPOSAL

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Admiral	Chief of Staff	Flag Secretary	Operations	War Plans	Asst. for Operations	Flag Lieutenant	Communi-cations	Material	Marine	Gunnery	Aviation	Staff Duty	Special	CWO	

PSF Navy Folder

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

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August 20, 1941.

MEMORANDUM FOR THE PRESIDENT

With reference to the President's desire for further information about the reconnaissance over Iceland, the Department has been informed that a non-British plane, assumed to be German, was over Iceland on July 5th, July 19th, and August 5th. Antiaircraft guns were manned, but no shots were fired and no other action taken. Our pursuit planes did not arrive Iceland until 6 August.

I note from news flashes today that another plane was sighted over Iceland, and that fighter planes took off in pursuit, but it escaped in the clouds.

From the dates noted above, it would appear that the Germans are reconnoitering approximately on a fortnightly schedule.

Respectfully,

J. R. Beardall
J. R. BEARDALL

Navy Folder
PSF [PSN]

THE SECRETARY OF THE NAVY
WASHINGTON

Serial 095012
(SC) EF22-2
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August 21, 1941.

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Memorandum for THE PRESIDENT.

A dispatch was received today, 21 August, 1941, from the Commander, Northeast Greenland Patrol, stating that no belligerent activity has been found to date. The Northeast Greenland Patrol, which consists of the NORTHLAND, BEAR and NORTH STAR, is operating in the Scoresby Sound - Hudsonland region.

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DOD Dir. 5200.9 (9/27/58)

Date- 3-3-59

Signature- *Carl S. Spicer*

BUT IN MIDDLE DRAWER OF THE
PRESIDENT'S DESK IN
THE OFFICE

BF: Navy folder 1941

DEPARTMENT OF STATE

THE LEGAL ADVISER

August 21, 1941.

EXTENT TO WHICH THE PRESIDENT MAY USE THE NAVY IN THE PROTECTION OF AMERICAN INTERESTS

I

The Constitution declares that the President "shall be Commander in Chief of the Army and Navy of the United States". (Art. 2, sec. 2.)

The Supreme Court, in United States v. Sweeney, stated that the object of this provision is "evidently to vest in the President the supreme command over all the military forces,--such supreme and undivided command as would be necessary to the prosecution of a successful war." (157 U.S. (1895) 281, 284.)

The provision in the Constitution making the President the commander in chief of the Army and Navy does not seem to have provoked any debate in the Constitutional Convention. (Charles Warren, The Making of the Constitution (1937) 530.)

The power of the President as commander in chief is no less extensive than those of the Congress "To declare war . . .; To raise and support Armies . . .; To provide and maintain a Navy" etc. (Art. 1, sec. 8.)

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The President may use the Navy in any manner that to him seems proper. He may act wisely or unwisely in so doing but the only way by which Congress can control his actions is through the withholding of appropriations or by impeachment.

Mr. Taft in his book on Our Chief Magistrate and His Powers, published in 1916, states:

"The President is made Commander-in-Chief of the army and navy by the Constitution evidently for the purpose of enabling him to defend the country against invasion, to suppress insurrection and to take care that the laws be faithfully executed. If Congress were to attempt to prevent his use of the army for any of these purposes, the action would be void. . . . Again, in the carrying on of war as Commander-in-Chief, it is he who is to determine the movements of the army and of the navy. Congress could not take away from him that discretion and place it beyond his control in any of his subordinates, nor could they themselves, as the people of Athens attempted to, carry on campaigns by votes in the market-place." (pp. 128-129.)

In an address delivered before the American Bar Association in 1917 on the "War Powers Under the Constitution", Mr. Hughes stated that "There is no limitation upon the authority of Congress to create an army and it is for the President as Commander-in-Chief to direct the campaigns of that army wherever he may think they should be carried on." He referred to a statement by Chief Justice Taney in Fleming v. Page (9 How. 615) in which the Chief Justice said that as commander in chief the President "is authorized to direct the movements of the naval and military forces placed by law at his command".

(S. Doc. 105, 65th Cong., 1st sess., p. 7.)

In the case of Ex parte Milligan (4 Wall. (1866)

2) Chief Justice Chase stated that the power of Congress

" . . . extends to all legislation essential to the prosecution of war with vigor and success, except such as interferes with the command of the forces and the conduct of campaigns. That power and duty belong to the President as commander-in-chief. Both these powers are derived from the Constitution, but neither is defined by that instrument. Their extent must be determined by their nature, and by the principles of our institutions.

" . . . Congress cannot direct the conduct of campaigns, . . ." (Ibid. 139.)

Theodore Roosevelt states in his autobiography that in his judgment the most important service that he rendered to peace was the voyage of the fleet around the world. He explains that the chairman of the Senate Committee on Naval Affairs had announced that the fleet should not and could not go because Congress would refuse to appropriate the money, and adds:

" . . . However, I announced in response that I had enough money to take the fleet around to the Pacific anyhow, that the fleet would certainly go, and that if Congress did not choose to appropriate enough money to get the fleet back, why, it would stay in the Pacific. There was no further difficulty about the money." (Roosevelt, An Autobiography (1913) 592, 598.)

At the time the approval of the Treaty of Versailles was under consideration in the Senate, there was under discussion a reservation to article 10, presented by

Senator

Senator Lodge, to the effect that "Congress . . . under the Constitution, has the sole power to declare war or authorize the employment of the military or naval forces of the United States". Senator Walsh of Montana stated in debate on November 10, 1919 that the statement was a recital of "what is asserted to be a principle of constitutional law." He said that if--

". . . any declaration of that character should ever be made by the Senate of the United States, it would be singularly unfortunate. It is not true. It is not sound. It is fraught with the most momentous consequences, and may involve disasters the extent of which it is hardly possible to conceive.

"The whole course of our history has been a refutation of such a declaration, namely, that the President of the United States, the Chief Executive of the United States, the Commander in Chief of the Army of the United States, has no power to employ the land or naval forces without any express authorization upon the part of Congress. Since the beginning of our Government, our Navy has been sent over the seven seas and to every port in the world. Was there ever any congressional act authorizing the President to do anything of that kind?"

He stated that our Navy travels the sea "in order to safeguard and protect the rights of American citizens in foreign lands. Who can doubt that the President has authority thus to utilize the naval and land forces of the United States?"

Mr. Borah stated:

"I agree fully with the legal or constitutional proposition which the Senator states,

and

and I hope this [reservation] will be stricken out. It is an act of supererogation to put it in. It does not amount to anything. It is a recital which is not true. It can not change the Constitution, and it ought not to be there. . . . It would simply be vain and futile and, if I may say so, with due respect to those who drew it, the doing of an inconsequential thing." (58 Cong. Rec., pt. 8, p. 8195, Nov. 10, 1919, 66th Cong., 1st sess.)

Mathews, in his treatise on American Foreign Relations (1928), states in connection with the incident just referred to that "it is not true that, after raising forces and providing for their support, Congress can restrict the discretion of the President, as commander-in-chief, in directing their movements and in otherwise disposing of them." (p. 553.)

Not only is the President commander in chief of the Army and Navy, but he is also charged with the duty of conducting the foreign relations of the United States and in this field he "alone has the power to speak or listen as a representative of the nation." (United States v. Curtiss-Wright Export Corp. et al., 299 U.S. (1936) 304, 319.)

There are situations in which these two powers of the President complement each other. The convoying of American vessels by United States cruisers may well be an instance wherein the President may rely upon both his power as commander in chief of the Navy and as the supreme authority in the conduct of our foreign relations.

II

Instances of the Employment of the United States Navy by the President

In times past the President has used the Navy in various ways and for various purposes short of war and without involving us in war. More than a hundred instances involving the use of land and naval forces could be mentioned. A tabulation of 85 such instances was incorporated in the Congressional Record for July 10, 1941, at pages 6056-6057, in connection with the discussion of the landing of troops in Iceland. See also a mimeographed compilation by Captain Ellsworth of the United States Marine Corps of "One Hundred Eighty Landings of United States Marines, 1800 - 1934"; and "Right to Protect Citizens in Foreign Countries by Landing Forces", published by the Department of State, third revised edition, 1934.

A few outstanding examples of the use of the Navy by the President independently of Congress, follow.

In 1815 President Madison, after reciting the difficulties experienced with Algiers during our war of 1812 with Great Britain, recommended to Congress that war be declared against the Dey of Algiers. The committee to which the message was referred reported that war existed and was then being waged by the Dey against

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the United States. There does not seem to have been any declaration of war by the United States but the President despatched a naval force to Algiers and an Algerine frigate and brig were captured en route. The squadron arrived off Algiers on the 28th of June, and on the 29th opened communications with the Government. The next day the Dey proposed a treaty. The American negotiators replied by forwarding a draft for a treaty and by declaring that "the United States would never stipulate for paying tribute under any form whatever." "The Dey and his officers asked for time, but it was refused. They even pleaded for three hours. The reply was, 'not a minute,' and the treaty was signed and the prisoners released." (V Moore's Dig. 395.)

In his annual message to Congress, on December 8, 1825, President John Quincy Adams explained that it had been necessary to keep a small squadron in the Mediterranean because of the Barbary pirates and because of war raging between the Greeks and Turks and that it had also been necessary to keep a like force on the Pacific coast off Peru and Chile because of intermittent warfare between those countries and Spain. He said:

"The constant maintenance of a small squadron in the Mediterranean is a necessary substitute for the humiliating alternative of paying tribute for the security of our commerce in that sea, and for a precarious peace, at the mercy of every caprice of four Barbary States, by whom it was liable to be violated."

He added that an additional motive for keeping a respectable force stationed there was found "in the maritime war raging between the Greeks and Turks, and in which the neutral navigation of this Union is always in danger of outrage and depredation." He explained that similar motives had rendered it expedient to keep a like force on the coasts of Peru and Chile. (VII Moore's Dig. 107-108.)

When, in 1852, the Japanese authorities refused to protect American citizens visiting or cast ashore in Japan, "it was held proper . . . to display at Japan an imposing naval force, and to inform the Japanese Government that the Government of the United States will insist upon the protection and hospitality asked for being given." (Ibid. 108.)

In 1853, Commander George N. Hollins of the sloop-of-war Cyane was instructed to obtain redress from the Nicaraguan authorities for certain depredations committed against American property and affronts to the American Minister. His demands were not complied with, whereupon he bombarded and destroyed Greytown. (Ibid. 112-116.)

In the same year, 1853, the Hungarian, Martin Koszta, who had taken part in an unsuccessful rebellion and fled to the United States where he declared his intention

intention to become a citizen, was seized by Austrian officials upon the streets of the city of Smyrna, in Turkey, and taken aboard an Austrian war vessel. Captain Ingraham of the United States war vessel St. Louis appeared in the harbor of Smyrna and demanded that Koszta be surrendered to him by 4 o'clock of that day, stating that otherwise he would be taken away by force. An agreement was reached by which Koszta was placed in the charge of the French Consul and was subsequently released. (III Moore's Dig. 820, et seq.)

In 1858, the Secretary of State requested the Secretary of the Navy to order the commanding officer of the squadron in the Mediterranean to communicate with the American Minister at Constantinople, and after receiving such information as he might require concerning the massacre of several citizens of the United States at Jaffa, to repair to Jaffa and "to take such measures as may be in his power to induce the Turkish authorities to inflict upon the criminals referred to the punishment which they so richly deserve."
(VII Moore's Dig. 108.)

In 1863, a small American steamer, the Pembroke, laden with merchandise and bound from Yokohama to Nagasaki, in attempting to pass through the Straits of Shimonoseki, was fired upon by shore batteries and
by

by an armed brig belonging to the Prince of Nagato. The vessel abandoned her voyage. The American Minister demanded redress for the insult to the American flag, and by his direction Commander McDougall of the U.S.S. Wyoming proceeded to retaliate by sinking a brig and blowing up another vessel. A claim for \$10,000 for the loss sustained by those interested in the Pembroke was promptly paid by the Japanese Government.

Later, in September 1864, the so-called treaty powers, including the United States, made a hostile demonstration against the Prince of Nagato, destroyed the batteries of Chosu, commanding the Straits of Shimonoseki, and compelled an unconditional surrender. The Japanese authorities were required to express ^{of the action} their disapproval/ of the Prince of Nagato and to provide for the payment of the expenses of the expedition or to open more ports to commerce. The Japanese Government chose the former, paying \$3,000,000 to the four powers, the United States, Great Britain, France and the Netherlands. (Ibid. 116-117.)

In 1888, the American vessel Haytian Republic, while departing from the Bay of St. Marc, was taken possession of by a Haitian man-of-war on a charge of breach of blockade. She was taken to Port-au-Prince and condemned as prize. The United States protested
and

and Admiral Luce was sent with the Galena and the Yantic to Port-au-Prince to take the vessel in case Haiti should refuse to give her up. He arrived on December 20, 1888 and, through the American Minister, requested the Haitian authorities to withdraw their guard from the Haitian Republic in order to avoid the possibility of a collision between the guard and the officer whom he would shortly send to the vessel. He asked that the steamer be taken to the anchorage in the outer harbor before sunset. The vessel was surrendered and an indemnity was subsequently paid for her arrest and detention. (Ibid. 117-118.)

In 1904, the semi-bandit Rais Uli kidnaped for ransom a naturalized American citizen, Ion Perdicaris, in Morocco. Secretary of State Hay arranged that a naval squadron should be despatched at once bearing a demand for "Perdicaris alive or Rais Uli dead!" Perdicaris was soon released. (II Foster, American Foreign Relations 350-351.)

III

Convoy of Merchant Vessels

The right of a neutral state to convoy its merchant vessels is generally recognized in international law. It was specifically provided for in the unrati-
fied

fied Declaration of London of 1909 and in the instructions issued to the United States Navy June 30, 1917. The Declaration of London states in article 61 that neutral vessels under national convoy are exempt from search ^{but} and that the commander of the convoy is expected, upon request of the commander of a belligerent warship, to give information as to the character of the vessels and their cargoes. Article 62 states that if the commander of the belligerent warship has reason to believe that the confidence of the commander of the convoy has been abused, he may communicate his suspicions to the latter, who is expected to investigate and report his findings to the commander of the warship; that if in the opinion of the commander of the convoy the facts shown by his investigation ^{would be} justified the capture of one or more of the vessels, he must withdraw his protection from such vessels. Practically identical wording was used in the instructions to the Navy.

American vessels carrying cargoes ~~for~~ ^{for} ~~subject~~ to Vladivostok would be subject to interference on the high seas by powers at war with Soviet Russia. If they were under convoy by American war vessels, the rules laid down in the Declaration of London and in our instructions to our Navy would be applicable, that is to say, if the vessels were carrying contraband the

commander

commander of the convoy, upon request, would be under the necessity of surrendering them to the belligerent man-of-war. Oil is generally regarded as contraband.

On the other hand, Japan, not being at war with Soviet Russia, would have no right under international law to interfere with American vessels carrying cargoes to Vladivostok, unless it were conceded that Japan is at war with some other country and entitled to exercise belligerent rights on the high seas on the theory that the vessels are carrying contraband having an ultimate destination to Japan's enemy. Up to this time we have not recognized the right of Japan to visit and search American vessels on the high seas even when they are destined to Chinese ports. There would be even less reason for recognizing her right to interfere with vessels going to other ports. It is hardly to be supposed that the continuous voyage doctrine could be invoked by Japan with respect to goods destined to Soviet Russia, a country which is itself a belligerent in a war in which Japan is not a belligerent and in which war the goods are urgently needed.

To avoid any such contemplated interference with American vessels carrying cargoes to Vladivostok, the President would be within his rights in placing them
under

under a convoy of American warships. If such American vessels were under an American convoy the commander of the convoy would in these circumstances ^eby amply warranted in resisting any effort on the part of Japanese men-of-war to interfere with the convoyed ships.

Whether any effort to interfere or any resistance on the part of the commander of the convoy might result in hostilities is purely problematical, but the fact that hostilities might conceivably result would not deprive the President of his authority to afford such protection as against nonbelligerent powers, if, in his judgment, such action should be deemed to be warranted.

I have ascertained from the Maritime Commission that the tankers under charter to the Soviet Government are owned by private American companies; that the charters are voyage charters as distinguished from bare boat charters; and that the vessels are manned by American crews under the American flag. These vessels would be entitled to the same treatment as regards convoy as any other American vessel carrying contraband.


Green H. Hackworth

Le GHH:MKS

Navy Folder
2

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

August 26, 1941.

file →

MEMORANDUM FOR THE PRESIDENT

The attached memorandum report from Admiral Jacobs, Commander Train, Atlantic Fleet, to Admiral Stark, on the recent landing exercises in the New River Area, is forwarded as of possible interest to the President.

Respectfully,


J. R. BEARDALL

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Date- 3-3-59

August 22, 1941 Signature- *Carl S. Spicer*

MEMORANDUM FOR ADMIRAL STARK

In accordance with your verbal instructions to me, the following is a brief memorandum on the highlights of the landing exercises in the New River Area from 4 August to 12 August, 1941:

A copy of the more detailed report which was made to the Commander-in-Chief of the Atlantic Fleet, dated August 14, has been furnished your office.

Ten large and six small transports participated in the exercises.

Ships arrived in their assigned positions shortly after daylight on August 4th and troops landed at the zero hour and carried out their advance according to schedule. In the initial assault, 4000 troops were landed. A total of 6220 Army and Marine troops were landed during that day, together with provisions, water and other impedimenta.

On August 5th, 3940 troops were landed in the morning and additional impedimenta in the afternoon.

On August 6th, 4704 troops were landed, together with supplies and other gear.

On August 7th, the Army landed 759 troops; more supplies and impedimenta were moved from ship to shore and the advance continued inland.

The total number of troops landed on these four days was 15,623; of which 10,219 officers and men were Army and 5404 Marines.

On the night of August 8 approximately 8000 Army and Marine troops were withdrawn from the beach and returned to their ships, under ideal weather conditions, between 2100 and 0100. On the next night about 2000 men were successfully withdrawn from the beach in a choppy sea with a 25 knot wind.

Remaining troops were evacuated on the next two days.

8/22/41

CONFIDENTIAL.

Health conditions were excellent. There were no serious casualties connected with the exercises.

At the beginning of the exercises there were 264 landing boats and 26 tank lighters in operating condition. At the end, there were 249 landing boats and 20 tank lighters operative. A number of these were repaired during the exercises.

All hands carried out these exercises from start to finish with great enthusiasm and energy under conditions which tried men and material considerably.

Upon the return of the troops on board their ships, many of the uniforms were badly torn and worn, men were wet and in many cases, completely exhausted.

It is my belief, which is shared by the Commanders of the various landing units, that the large number of troops landed through the surf, their advance inland through swampy and unfamiliar country, their continued maintenance by the ship to shore movement of supplies, and their forced withdrawal under cover of night, has permitted the testing of theory in a manner never before attempted in any peacetime exercises in this country.

Many valuable lessons were learned, a number of weaknesses discovered and some excellent methods developed. However, before any future exercises are conducted or any overseas operations attempted sufficient time should be allowed to correct the weaknesses in personnel and material developed by these exercises.

The lessons learned fully justify the considerable effort involved.

RANDALL JACOBS.

Threatened 20th of 1941

Navy Folder

file
personal

In reply refer to Initials
and No.

Op-10-MD

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

August 28, 1941

Dear Mr. President:

Here is a good one if you haven't heard it.

There were three passengers in a plane: an Englishman, a German, and a Greek. The plane was flying at high altitude, and the wings began to ice badly. The pilot turned around to the three, who, incidentally, were aviators, and said, "My wings are icing badly. I am beginning to lose altitude, and you know what that means."

The German got up, threw out his hand in salute, said "Heil Hitler", and jumped out.

A little later, the pilot again turned and said, "I am still unable to maintain altitude. The load is too heavy."

The Britisher got up and said:-

"There will always be an England," and threw the Greek out!

The above is one of Mr. Currie's and caused a great laugh last night at a small gathering at Dr. Soong's.

FRS

THE WHITE HOUSE
WASHINGTON

August 30, 1941

~~CONFIDENTIAL~~

MEMORANDUM FOR

THE DIRECTOR OF THE BUDGET

For recommendation.

F. D. R.

Enclosure

(SC) N4-1/NDS-

CONFIDENTIAL

Navy Folder
7-41

The accommodations are summarized as follows:

- 250 - Guest rooms with twin beds and private baths.
- 18 - Housekeeping apartments with one and two bedrooms.
- 1 - Dormitory for 100 single guests.
- 2 - Large dining rooms.
- 7 - Public rooms.
- 2 - Swimming pools.
- 1 - Servants' quarters - Capacity 40.

In other words, we could accommodate between 500 and 600 people without trouble.

I believe that it would be inadvisable to seek Congressional authority for the purchase of this hotel since it would arouse a great deal of discussion of an undesirable character. I believe that the most expedient way to acquire the hotel would be to purchase it with funds allocated from the President's Emergency Fund. If you can see your way clear to approving an allocation for this purpose, I believe that it would be money well spent and the investment would unquestionably liquidate itself and prove profitable.

Frank Knox

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 3-3-59

Signature- *Carl L. Spicer*

NAVY DEPARTMENT
WASHINGTON

CONFIDENTIAL

AUG 29 1941

MEMORANDUM TO THE PRESIDENT.

Subject: Acquisition of Chamberlin Hotel.

A situation has developed in the Norfolk area which I believe should be called to your attention with a suggested plan of action. The New Chamberlin Hotel, constructed in 1928 is now filled to capacity by Army and Navy personnel and many civilians. Investigation by proper Army and Navy authorities indicates that a number of the civilians are people of questionable patriotism and probable subversive connections. They are thrown into intimate contact with Army and Navy personnel and have opportunities to observe the movements of ships and the activities at Langley Field, Fortress Monroe and the Naval stations in the Norfolk area. It would be highly desirable to clean this element out of this locality.

Incident to the Army activities at Langley Field and Fortress Monroe and the basing of a large number of Naval vessels at Norfolk as a home port, there is a heavy concentration of service families, both Army and Navy, in this area. It is practically impossible for these families to obtain suitable living accommodations and many of the junior officers are living under most undesirable conditions.

The plan which I propose is for the Navy to purchase the Chamberlin Hotel and lease it to a hotel operating company, the terms of the lease to prescribe the rates to be charged and control of the clientele by the Army and Navy. I have had this matter up informally with the General Accounting Office and I am informed that it is a workable proposition.

As stated above, the hotel was constructed in 1928 and at the present time the total investment in buildings, furniture and fittings is approximately \$1,670,000. It is of fire proof construction. The hotel has never paid any interest on its bonds and this year for the first time it is "in the black". Undercover inquiry indicates that we should be able to buy the hotel, complete with furniture and fittings "as is", for approximately \$600,000 or considerably less than half of the total investment. The hotel is located on land which belongs to the Government and has a lease for a period of fifty years, or thirty five more to run as of today.

*file
journal*

*BF Navy Folder
2-41*

THE WHITE HOUSE
WASHINGTON

August 30, 1941.

MEMORANDUM FOR

THE PRESIDENT

Admiral Stark telephoned the following message:

"I have been in conference with Marshall and the Army has issued the usual orders to support us in our operations which might eventuate any time in the Atlantic or the Pacific". He said you would understand that that meant their Air Force, etc.

He also said that Admiral Bowen reports that production is splendid and everything is going smoothly in the Kearney plant.

He will talk with you about Mr. Harriman's request for a Naval Officer to accompany him on his trip. This can wait until next week.

He will be at home over the weekend and his telephone number is Tunkhannock, Pa., 3241

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 533-48 - 26.00
 537-578 - 2,000
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BT Navy Folder 2-41

THE WHITE HOUSE
WASHINGTON

September 2, 1941

file →

~~CONFIDENTIAL~~
MEMORANDUM FOR THE PRESIDENT

CNO has furnished the following information:

The British recalled the RODNEY Sunday night. Admiral King recalled his search Monday night. The belief now is that the vessel reported as a German raider, possibly HIPPER class, was a British vessel.

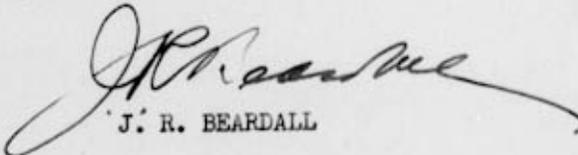
The despatch from the Army observer in Paramaribo regarding a German raider was third-hand information, and not very reliable. Likewise the British report that they now consider their previous estimate that two submarines were heading for Curacao and Aruba was in error, as we thought at the time.

The Army has issued orders to support the Navy, where possible, in any action which may be required by recent despatches to Admiral King and Admiral Kimmel in regard to Axis vessels entering our neutral zones.

OpNav is informed of the President's decision that the operations in Dutch Guiana are an Army problem.

The plane transporting Captain Picking overseas is reported missing, and it is feared he may be lost.

Respectfully,


J. R. BEARDALL

*file
confidential*

*PSF: Navy Folder
2-41*

DEPARTMENT OF THE NAVY

OFFICE OF THE SECRETARY

WASHINGTON

MM/P16-1(410903)

September 3, 1941

Memorandum for the President:

Subject: Report on Enlisted Personnel, United States Navy.

1. The number of enlisted men in active service on August 30, 1941, is as indicated below. For basis of comparison, figures for June 30 and July 31, 1941, are included:

	<u>Aug. 30, 1941</u>	<u>July 31, 1941</u>	<u>June 30, 1941</u>	<u>Net Gain for August</u>
Regulars	214,990	210,487	206,018	4,503
Retired Men	1,970	1,381	941	589
Fleet Reserves	9,494	9,317	9,142	177
Other Reserves	<u>34,935</u>	<u>32,288</u>	<u>28,505</u>	<u>2,647</u>
TOTAL	261,389	253,473	244,606	7,916

Very respectfully,

Fourestal

Acting Secretary of the Navy.

The President,
The White House.

PSF Navy Folder
2-41

THE WHITE HOUSE
WASHINGTON

September 6, 1941

MEMORANDUM FOR

ADMIRAL STARK

I hope you will check with the War Department and get a copy of their instructions to their air force in Greenland and Iceland; see whether these instructions conform to Navy instructions and arrange that they be identical.

F. D. R.

THE WHITE HOUSE
WASHINGTON

September 5, 1941

MEMORANDUM FOR MISS TULLY:

THE PRESIDENT IS ANXIOUS
THAT I REMIND HIM OF THIS
TODAY. HE WANTS TO FIND OUT
ABOUT IT BEFORE HE GOES TO
HYDE PARK.

HARRY L. HOPKINS

THE WHITE HOUSE
WASHINGTON

September 5, 1941

MEMORANDUM FOR THE PRESIDENT:

You were going to ask the War Department for a copy of their instructions to the Air Force in Greenland and Iceland to see whether these instructions conform to the Navy instructions to the Atlantic Fleet.

HARRY L. HOPKINS

Sept 9-41,

SUGGESTED STATEMENT ON THE GREER INCIDENT
FOR USE BY THE PRESIDENT

1. The recent attack on a United States naval vessel by a foreign submarine, admittedly German, is a clear indication of Nazi aggression against the United States.

2. The United States Destroyer GREER was enroute from this country to Iceland with mail for the United States Garrison. When in a position latitude 62°-43'N longitude 27°-22' W, 175 miles from her destination, a torpedo was fired at the GREER by a submerged submarine from very close aboard. There is no question as to the facts in the case. Through her instruments, the GREER had picked up the submarine in advance of the attack, had detected a sudden change of course of the submarine to get into a firing position, saw the large bubble within a few yards of her bridge caused when the torpedo was fired, and also saw the swirl made by the propellers of the aggressor.

3. The GREER went to top speed, reversed her course, headed for the position of the submarine, and then saw approaching her the wake of a second torpedo, which she avoided. Then, twelve minutes after the first submarine torpedo was fired, and six minutes after the second submarine torpedo was

(Suggested Statement on the Greer Incident - Continued)

fired, the GREER dropped her first depth charges in a counter attack.

4. The United States Destroyer GREER continued to search the vicinity with her instruments, rediscovered the submarine about one hour and fifteen minutes later, and again counter attacked with depth charges. The GREER proceeded on her way to Iceland after an additional ineffective search of about four and one-half hours.

PBF

Navy Folder
2-41

September 13, 1941.

MEMORANDUM FOR THE SECRETARY OF THE NAVY:

I have your memorandum in regard to a second increment of the non-rigid airship program, including 3 new stations, 21 more non-rigid airships, and 5 stations outside continental limits.

I interrogated the Russian officers in regard to the subject non-rigids, today. All three of them said that they considered them useful for patrol purposes in times of peace, and of some slight use in time of war for coastal protection on coasts not liable to hostile aircraft attack. However, they made it clear that under existing conditions, they would infinitely rather put the materials and labor into heavier-than-air planes.

Furthermore, it occurs to me that it might be the part of wisdom to test out the blimps already ordered before we build any more. I think you might have this studied by Operations and perhaps by the General Board. Perhaps we could put the money and effort to better use.

F.D.R.

NAL4/M4-2(410418)

NAVY DEPARTMENT
WASHINGTON

MEMORANDUM FOR THE PRESIDENT

THE WHITE HOUSE
SEP 12 9 14 AM '41
RECEIVED

Subject: NONRIGID AIRSHIP PROGRAM.

1. Presidential approval of the first increment of the nonrigid airship program was obtained on April 22, 1941, and this much of the program is now underway. In view of the time required to obtain necessary authorization and funds, to lay necessary advance plans and to avoid a break in the production and training programs, it is now time to obtain approval of the second increment of the program.
2. The second increment of the Department's nonrigid airship program involves 21 more blimps to complete the authorized 48, and three new naval air stations, one in each of the following general areas: Puget Sound, Southern California, Florida.
3. In addition, the Chief of Naval Operations considers it advisable to have authority, to be exercised at appropriate times, for five (5) additional nonrigid airship stations outside the continental limits in such locations as the Secretary of the Navy may deem advisable. Wherever practicable, effort would be made to locate these in conjunction with other naval facilities.
4. Presidential approval at this time is therefore recommended for the following:
 - (a) Authorization and funds for the lighter-than-air stations in the Puget Sound, Southern California and Florida areas.
 - (b) Funds for 21 more nonrigid airships.
 - (c) Authorization for five lighter-than-air stations outside the continental limits.

Frank Knox

PSF Navy Folder
2-41

THE WHITE HOUSE
WASHINGTON

September 16, 1941.

MEMORANDUM FOR
ADMIRAL STARK

The enclosed three volumes were given to me by Mr. Churchill at Argentia, Newfoundland, on August tenth. They are special British Navy confidential charts and are extremely interesting. I do not think we have anything exactly like them.

These volumes are my personal property, and I am depositing them in the new government Library at Hyde Park. However, if the hydrographic office wishes to photostat them or get information, I am entirely willing -- requesting only that they be returned to me to take to Hyde Park when the Navy is through with them.

F. D. R.

PSF Navy Folder

THE WHITE HOUSE
WASHINGTON

PRIVATE AND
CONFIDENTIAL

September 17, 1941.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

FOR PREPARATION OF REPLY

FOR MY SIGNATURE.

F. D. R.

Memorandum to the President from
Adolf Berle, dated September 15th, in re
the "Sessa" and the "Montana" re protect-
ing our ships in the Atlantic.

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

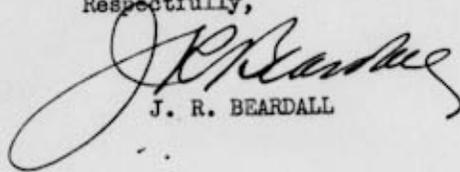
October 8, 1941

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confidential*
PSF

MEMORANDUM FOR THE PRESIDENT

The attached statistical summary
of progress prepared from information
supplied by the Bureau of Aeronautics
is forwarded as being of possible
interest to the President.

Respectfully,


J. R. BEARDALL

CONFIDENTIAL

AERONAUTICS
STATISTICAL SUMMARY OF PROGRESS
15 SEPTEMBER 1941

Capt. Beardall
Franklin D. Roosevelt Lib.
DECLASSIFIED
DOD DIR. 5200.9 (9/27/58)
Date- 3-3-59
Signature- *Carl S. Spicer*

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DIVISION OF REPORTS
OFFICE OF THE SECRETARY

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NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL
OF THE SECRETARY OF THE NAVY**

AIRPLANES ON HAND - 15 SEPTEMBER 1941

Class of Airplane	Total Planned Program	Authorized Complement 30 Sep	On Hand 8 Sep	Delivered 9-15 Sep	On Hand 15 Sep
Scout Bomber	3,077	992	664	1	664(a)
Torpedo Bomber	1,277	222	101	0	101
Bomber (2 engine)	78	0	1	0	1
Patrol Bomber (2 engine)	1,450	595	398	1	399
Patrol Bomber (4 engine)	505	6	5	0	5
Observation Scout	2,079	1,217	434	11	442(c)
Fighter	2,907	704	439	13	450(b)
Utility (1 engine)	349	214	101	0	101
Utility (2 engine)	198	103	57	2	58(a)
Transport (1 engine)	79	15	23	1	24
Transport (2 engine)	139	34	19	0	19
Trainer (primary)	1,920	1,740	1,504	20	1,521(d)
Trainer (advanced)	942	520	396	3	399
All Classes	15,000	6,362	4,142	52	4,184

- (a) One plane stricken from this class during week.
- (b) Two planes stricken from this class during week.
- (c) Three planes stricken from this class during week.
- (d) Four planes stricken from this class during week.

AIRPLANE ENGINES ON HAND - 15 SEPTEMBER 1941

Class of Airplane To Which Allocated	Total Planned Program	Authorized Complement 30 Sep	On Hand 8 Sep	Delivered 9-15 Sep	On Hand 15 Sep
Scout Bomber	4,231	1,364	1,320	0	1,320
Torpedo Bomber	1,756	306	272	2	274
Bomber (2 engine)	273	0	2	1	3
Patrol Bomber (2 engine)	5,075	2,083	1,377	0	1,377
Patrol Bomber (4 engine)	3,535	42	42	0	42
Observation Scout	2,859	1,674	1,182	1	1,183
Fighter	3,998	968	869	13	882
Utility (1 engine)	524	321	251	0	251
Utility (2 engine)	594	309	293	0	293
Transport (1 engine)	119	23	41	1	42
Transport (2 engine)	417	102	141	10	151
Trainer (primary)	2,560	2,320	2,051	42	2,093
Trainer (advanced)	1,256	694	661	6	667
All Classes	27,197	10,206	8,502	76	8,578

All figures are for "useful" planes, the required installation and spare engines.

"Authorized Complement" is based on the needs of existing ship and shore facilities, including spares.

Class of Airplane	Procurement Inspectors 31 August 1941														
	Total	Un-allocated	Allocat				1 9 4 3						Undis-tributed		
			Manufacturer	Model	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr		May	Jun
Scout Bomber	3,625	1,902	Brewster Curtiss-Wright	SB2A SBC SB2C	85	85	85	85	85	38					
			Douglas N.A.F. Vought-Sikorsky	SBD SBN SB2U	85	85	85	85	85	38					
Torpedo Bomber	1,430	753	Grumman	TBF	30	30	30	30	30	30	23				
Bomber (2 engine)	* 85	0	Douglas Martin	BD B2M											
Patrol Bomber (2 engine)	1,555	328	Boeing Consolidated	PBB PB5 PB5A PB6	60	46	46	46	46	16	46	46	46	46	110
			Martin N.A.F.	PBM PBN	40	40	40	40	40	10	40	40	40	40	20
					6	6	6	6	6	6	6	6	6	6	90
Patrol Bomber (4 engine)	540	281	Consolidated	PB2Y		3	6	9	12	15	18	21	21	38	110
Observation Scout	2,644	926	Curtiss-Wright N.A.F. Vought-Sikorsky	SO3C OS2N OS2U											
Fighter	3,470	1,343	Brewster	F2A	85	85	85	56	45	45	45	66	45	45	20
			Grumman	F3A F4F F6F	40	40	40	11				21			
			Vought-Sikorsky	F4U	45	45	45	45	45	45	45	45	45	45	20
Utility (1 engine)	425	281	Grumman	J2F											
Utility (2 engine)	205	154	Beech Grumman	JRB JRF											
Transport (1 engine)	90	67	Beech	GB											
Transport (2 engine)	145	59	Douglas	R3D R4D	6										
					6										
Trainer (primary)	2,235	568	N.A.F. Ryan Spartan Stearman	N3N NR NP N2S											
Trainer (advanced)	1,001	150	Curtiss-Wright North American Vultee	SNC SNJ SNV			30	50	50	76					
							30	50	50	76					
Miscellaneous						2	2								2
Total	17,450	6,812			266	251	284	276	268	220	132	133	112	129	242

Note: The "Miscellaneous" category includes all

* Total determined prior to allocation of pl

Source of Information: Bureau of Aeronautics

SO (B & R)
 REPORTS

AIRPLANE
AND ENGINE
DELIVERIES
BY CLASS

AIRPLANE DELIVERIES BY CLASS - 15 SEPTEMBER 1941

Class of Airplane	Total Procurement Program	Total Contracted to 15 Sep	Total Due to 30 Sep	Total Delivered to 15 Sep	Delivered			Estimated		
					Jul	Aug	Sep 1-15	Sep	Oct	Nov
Scout Bomber	3,625	1,236	442	380	24	20	1	23	17	34
Torpedo Bomber	1,430	326	1	0	0	0	0	0	0	0
Bomber (2)	85	9	5	1	0	0	0	0	0	0
Patrol Bomber (2)	1,555	1,025	200	186	35	31	4	5	2	16
Patrol Bomber (4)	540	259	5	5	1	0	0	0	0	0
Observation Scout	2,644	1,518	578	294	13	55	20	65	70	79
Fighter	3,470	1,643	349	371	33	53	27	99	64	40
Utility (1)	425	144	20	1	0	1	0	10	15	15
Utility (2)	205	51	43	34	0	9	5	10	7	4
Transport (1)	90	26	19	9	2	3	1	7	7	4
Transport (2)	145	45	28	15	2	1	0	0	0	0
Trainer (primary)	2,235	1,667	1,372	1,308	157	141	27	60	70	77
Trainer (advanced)	1,001	851	268	313	48	118	11	75	78	82
Miscellaneous		29	18	11	0	0	0	2	3	0
All Classes	17,450	8,829	3,348	2,928	315	432	96	356	333	351

AIRPLANE ENGINE DELIVERIES BY CLASS - 15 SEPTEMBER 1941

Class of Airplane to which Allocated	Total Procurement Program	Total Contracted to 15 Sep	Total Due to 30 Sep	Total Delivered to 15 Sep	Delivered			Estimated		
					Jul	Aug	Sep 1-15	Sep	Oct	Nov
Scout Bomber	4,985	1,307	454	513	19	27	5	19	7	0
Torpedo Bomber	1,967	741	126	98	20	17	3	43	45	41
Bomber (2)	298	28	10	2	0	0	0	10	0	0
Patrol Bomber (2)	5,443	2,153	813	674	55	3	3	105	175	75
Patrol Bomber (4)	3,780	1,810	36	36	0	4	0	0	0	0
Observation Scout	3,636	2,032	799	615	63	56	51	99	90	125
Fighter	4,772	1,322	598	546	50	65	13	100	130	126
Utility (1)	638	216	0	49	23	17	0	33	12	16
Utility (2)	615	141	141	141	18	11	12	12	0	0
Transport (1)	135	33	26	16	2	3	1	7	7	4
Transport (2)	435	172	70	85	5	7	10	25	0	0
Trainer (primary)	2,980	2,318	1,466	1,744	139	194	58	103	100	100
Trainer (advanced)	1,335	1,117	497	560	36	115	36	70	107	55
Miscellaneous		87	68	59	2	2	2	6	4	0
All Classes	31,019	13,477	5,104	5,138	432	521	194	632	677	542

"Total Procurement Program" represents the number of planes and engines required to meet the 15,000 plane program.

Engines allocated to the various classes of planes can, in some instances, be allocated to other types.

Delivery estimates represent latest reports of naval inspectors at manufacturers' plants.

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REPORTS

Source of Information: Bureau of Aeronautics

AIRPLANE DELIVERIES BY MANUFACTURER - 15 SEPTEMBER 1941

Manufacturer and Class	Model Series	Total Contracted to 15 Sep	Total Due to 30 Sep	Total Delivered to 15 Sep	Delivered			Estimated		
					Jul	Aug	Sep 1-15	Sep	Oct	Nov
Brewster:										
Scout Bomber	SB2A	203	5	0	0	0	0	0	0	0
Fighter	F2A	162	162	97	1	24	18	59	24	0
Consolidated:										
Patrol Bomber (2)	PBY	290	180	166	35	31	4	5	2	15
Patrol Bomber (4)	PB2Y	259	5	5	1	0	0	0	0	0
Curtiss-Wright:										
Scout Bomber	SBC	628	50	50	0	0	0	0	0	0
	SB2C									
Observation Scout	SO3C	300	2	0	0	0	0	0	0	0
Trainer (advanced)	SNC	150	120	51	25	20	5	30	30	30
Douglas:										
Scout Bomber	SBD, BD	327	305	251	19	20	1	16	17	34
Transport (2)	R3D,R4D	38	21	8	0	0	0	0	0	0
Grumman:										
Torpedo Bomber	TBF	326	1	0	0	0	0	0	0	0
Fighter	F4F	897	187	274	32	29	9	40	40	40
Utility (1)	J2F	144	20	1	0	1	0	10	15	15
Utility (2)	JRF	25	22	15	1	3	1	3	3	4
Martin:										
Patrol Bomber (2)	PBM	579	20	20	0	0	0	0	0	1
N.A.F.:										
Scout Bomber	SBN	30	30	23	4	0	0	7	0	0
Observation Scout	OS2N	300	0	0	0	0	0	0	0	0
Patrol Bomber	PBN	156	0	0	0	0	0	0	0	0
Trainer (primary)	N3N	766	558	602	50	50	20	50	50	50
North American:										
Trainer (advanced)	SNJ	501	48	187	23	23	6	20	23	27
Ryan:										
Trainer (primary)	NR	100	100	98	41	56	1	3	0	0
Spartan:										
Trainer (primary)	NP	201	134	9	0	2	6	6	20	27
Stearman:										
Trainer (primary)	N2S	600	580	599	66	33	0	1	0	0
Vought-Sikorsky:										
Fighter	F4U	584	0	0	0	0	0	0	0	0
Scout Bomber	SB2U	57	57	57	1	0	0	0	0	0
Observation Scout	OS2U	918	576	294	13	55	20	65	70	79
Vultee:										
Trainer (advanced)	SNV	200	100	75	0	75	0	25	25	25
Miscellaneous		88	65	46	3	10	5	16	14	4
Total		8,829	3,348	2,928	315	432	96	356	333	351

The "Miscellaneous" category includes all experimental types, and miscellaneous types manufactured under various contracts with the following: Beech Aircraft Corporation, Fairchild Engine and Airplane Corporation, and Lockheed Aircraft Corporation.

Delivery estimates are as of 31 August 1941, and represent latest reports of naval inspectors at the manufacturers' plants.

Figure in parentheses next to class of plane indicates number of engines.

SO (B & R)
REPORTS

Source of Information: Bureau of Aeronautics

AIRPLANE ENGINE
 DELIVERIES
 BY MANUFACTURER

AIRPLANE ENGINE DELIVERIES BY MANUFACTURER - 15 SEPTEMBER 1941

Manufacturer and Class of Airplane To Which Allocated	Total Contracted to 15 Sep	Total Due to 30 Sep	Total Delivered to 15 Sep	Delivered			Estimated		
				Jul	Aug	Sep 1-15	Sep	Oct	Nov
Continental:									
Trainer (primary)	633	500	633	0	0	0	0	0	0
Lycoming:									
Trainer (primary)	433	255	278	40	40	30	40	40	40
N.A.F.:									
Trainer (primary)	968	461	552	58	64	28	60	60	60
Pratt & Whitney:									
Scout Bomber	76	76	76	0	0	0	0	0	0
Patrol Bomber (2)	1,032	676	587	14	0	0	40	140	40
Patrol Bomber (4)	1,432	36	36	0	4	0	0	0	0
Observation Scout	1,632	614	614	63	56	50	89	70	95
Fighter	1,111	454	361	40	55	13	90	120	120
Utility (2)	141	141	141	18	11	12	12	0	0
Transport (1)	30	23	13	2	3	1	7	7	4
Transport (2)	143	41	56	33	7	10	25	0	0
Trainer (advanced)	717	253	346	30	30	30	30	30	30
Total P & W	6,314	2,314	2,230	200	166	116	293	367	289
Ranger:									
Observation Scout	400	185	1	0	0	1	10	20	30
Ryan: *									
Trainer (primary)	134	100	75	41	90	0	3	0	0
Vultee: **									
Trainer (advanced)	200	100	131	0	75	0	25	25	25
Wright:									
Scout Bomber	1,231	378	437	19	19	5	19	7	0
Torpedo Bomber	741	126	98	20	25	3	43	45	41
Bomber (2)	10	0	0	0	0	0	10	0	0
Patrol Bomber (2)	1,118	134	87	11	2	3	62	35	35
Patrol Bomber (4)	378	0	0	0	0	0	0	0	0
Fighter	211	144	185	10	10	0	10	10	6
Utility (1)	216	0	49	23	17	0	33	12	16
Transport (2)	9	9	9	2	0	0	0	0	0
Trainer (primary)	150	150	150	0	0	0	0	0	0
Trainer (advanced)	200	144	139	0	6	6	15	52	0
Total Wright	4,264	1,085	1,154	85	79	17	192	161	98
Miscellaneous	131	104	84	8	4	2	9	4	0
TOTAL	13,477	5,104	5,138	432	518	194	632	677	542

The "Miscellaneous" category includes experimental engines, and test types, as well as engines for L.T.A. craft.

Delivery estimates are as of 31 August 1941, and represent latest reports of the naval inspectors at the engine manufacturers' plants.

Engines allocated to the various classes of planes can, in some instances, be allocated to other types.

Figure in parentheses next to class of plane indicates number of engines.

* Kirner engines supplied by Ryan. ** Pratt & Whitney engines supplied by Vultee.

Source of Information: Bureau of Aeronautics.

SO (B & R)
 REPORTS

STATUS OF AVIATION PERSONNEL - 1 SEPTEMBER 1941

Type of Personnel	Active Personnel Required for 15,000 Planes	Total Number in Service		New Pilots			In Training 1 Sept 1941
		1 July 1940	1 Sept 1941	7/1/40-8/31/41	July 1941	Aug 1941	
<u>NAVY</u>	172,136	29,245	63,275	1,722	211	302	4,049
<u>Flight Personnel</u>	<u>47,795</u>	<u>5,952</u>	<u>12,037</u>	<u>1,722</u>	<u>211</u>	<u>302</u>	<u>4,049</u>
Pilots							
Officers, Regular	4,089	1,099	1,596	175	8	8	61
Officers, Reserve	9,056	1,050	2,259	1,430	177	272	-
Enlisted	3,340	587	649	117	26	22	261
Cadets (a)	-	-	-	-	-	-	3,727
Total Pilots	16,485	2,736	4,504	1,722	211	302	4,049
Non-Pilots							
Officers	110	28	58	-	-	-	-
Enlisted	31,200	3,188	7,475(b)	-	-	-	-
Total Non-Pilots	31,310	3,216	7,533	-	-	-	-
<u>Non-Flying Personnel</u>	<u>124,341</u>	<u>23,293</u>	<u>51,238</u>	-	-	-	-
Officers	3,808	790	2,971	-	-	-	-
Enlisted	120,533	22,503	48,267(b)	-	-	-	-
<u>U. S. MARINE CORPS</u>	34,112	1,947	4,416	159	22	18	271
<u>Flight Personnel</u>	<u>6,854</u>	<u>676</u>	<u>1,282</u>	<u>159</u>	<u>22</u>	<u>18</u>	<u>271</u>
Pilots							
Officers, Regular	1,100	200	296	30	0	0	10
Officers, Reserve	2,061	104	188	114	21	18	-
Enlisted	945	45	52	15	1	0	18
Cadets (a)	-	-	-	-	-	-	243
Total Pilots	4,106	349	536	159	22	18	271
Non-Pilots							
Officers	0	1	2	-	-	-	-
Enlisted	2,748	326	744	-	-	-	-
Total Non-Pilots	2,748	327	746	-	-	-	-
<u>Non-Flying Personnel</u>	<u>27,258</u>	<u>1,271</u>	<u>3,134</u>	-	-	-	-
Officers	218	16	25	-	-	-	-
Enlisted	27,040	1,255	3,109	-	-	-	-
GRAND TOTAL NAVY & USMC	206,248	31,192	67,691	1,881	233	320	4,320

(a) Cadets who have completed training are included under "Officers, Reserve".

(b) As of 1 August 1941.