

● PSF

Navy: Charles Edison

1936-40

file
personal

The Mayflower
Washington, D. C.

PSF
Navy
Edison

District 3000

Mr. President -

I accept - Thank you -

Charles Edison

Nov 14 1936

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Private*

(2)

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Navy

[1937?]

MARITIME COMMISSION SHIPBUILDING

AT

NAVY YARDS.

Maritime Commission type vessels most nearly conforming to the specified displacements of 10,000, 15,000 and 20,000 tons are:

	<u>Cargo</u>	:		:	<u>Passenger and Cargo</u>
Type	G-1	:	P-1	:	P-3
Length	420 Ft.	:	450 Ft.	:	550 Ft.
Beam	59 Ft.	:	62 Ft.	:	76 Ft.
Displacement	12,040 Tons	:	14,420 Tons	:	20,360 Tons
Deadweight	8,000	:	8,700 Tons	:	9,100 Tons

CURRENT AMERICAN SHIPBUILDING.

Seagoing Vessels, 100 Gross Tons and Over.

SHIPYARD	NUMBER AND TYPE OF VESSEL	APPROXIMATE GROSS TONS	OWNER
American Shipbuilding Co., Cleveland, Ohio.	2 freight.	18,000	Pittsburgh Steamship Co. (2).
Bethlehem Shipbuilding Corp., Bethlehem, Pa.	6 tankers.	43,882	Standard Oil Co., of New Jersey (2), Gulf Oil Corp. (2); Texas Co. (1), Socony-Vacuum Oil Co., Ltd. (1).
Bethlehem Steel Co., Bethlehem, Pa.	2 tankers.	14,400	Standard Oil Co. of N.J. (2).
Federal Shipbuilding & Drydock Co. Kearny, N.J.	5 tankers.	37,650	Pan-American Petroleum & Transport Co. (1), Standard Oil Co. of N.J. (4).
Great Lakes Engineering Works, River Rouge, Mich.	2 freight	3,800	Ford Motor Co. (2).
Ingalls Iron Works, Birmingham, Ala.	1 tanker	1,600	American Tankers Corp.
Manitowoc Shipbuilding Corp., Manitowoc, Wis.	do	5,000	Standard Oil Co. of Indiana.
Newport News Shipbuilding & Drydock Co., Newport News, Va.	1 tanker	1,700	Standard Oil Co. of New Jersey.
Pusey & Jones Co. Wilmington, Del.	2 freight.	6,000	Philadelphia & Norfolk Steamship Co (2).
Sun Shipbuilding & Drydock Co., Chester, Pa.	10 tankers.	89,400	Atlantic Refining Co. (2); Standard Oil Co. of N.J. (2); Texas Oil Co. (3); Standard Oil Co. of California (2) Sun Oil Co. (1).
United Shipyards, Inc. New York, N.Y.	3 passenger and ferry, 3 towing and freight.	11,850	City of New York (6).
TOTAL.	38 vessels.	233,282	

NAVY YARD SHIPBUILDING FACILITIES FOR
PRESENT AND CONTEMPLATED SHIPBUILDING PROGRAM

1. The following vessels at Navy Yards are not launched:

Portsmouth	6 submarines	2 building ways
Boston	4 destroyers	1 building way, 1 drydock for 2
New York	1 battleship 2 cruisers	2 building ways
Philadelphia	1 battleship 1 cruiser	3 building ways
Norfolk	2 destroyers 4 destroyers	2 building ways, 1 drydock for 2
Charleston	2 destroyers	2 building ways
Puget Sound	1 destroyer	1 building dock
Mare Island	<u>2</u> submarines	<u>2</u> ways
	26 vessels	15 + 4 = 19 stocks existing

By July, 1938 about 12 of these 26 vessels will have been launched, leaving 14.

To the 14 must be added the 4 destroyers of the 1937 program, plus 3 auxiliary vessels, making 21 laid down or to be laid down by about July, 1938.

So that in July, 1938 the situation will be 21 vessels laid down or to be laid down and 19 places available.

If the Naval Program for the fiscal year 1939 goes through, 12 more vessels to be Navy Yard built will be added on 1 July 1938, the keels of which should be ready for laying by March, 1939.

1 Destroyer (part of 2)	June, 1938
1 Destroyer Tender, 2000 tons	July, 1938
1 Submarine Tender, 1500 tons	July, 1938
1 Mine Sweeper, 400 tons	Aug., 1938
7 vessels	

Analysis of Naval Building Program

1. Contemplated Total Naval Building Program:

Fiscal Year 1938

8 Destroyers bids open early August, 1937

Auxiliary program, now pending, may pass Congress shortly

1 Seaplane Tender, large	8300 tons
1 Destroyer Tender	9000 tons
1 Mine Sweeper	600 tons
1 Submarine Tender	9000 tons
1 Fleet Tug	1150 tons
<u>1 Oiler</u>	8000 tons

6 vessels

Fiscal Year 1939 in budget now being prepared

2 Battleships	35,000 tons
2 Light Cruisers	7,000 tons
8 Destroyers	
6 Submarines	
1 Mine Sweeper	600 tons
1 Fleet Tug	1,150 tons
1 Mine Layer	5,000 tons
1 Oiler	8,000 tons
<u>1 Seaplane Tender, small</u>	2,300 tons

23 vessels

2. Probable program for Navy Yards:

Calendar Year 1937 (fiscal year 1938)

When lay keel

4 Destroyers (out of 8)	June, 1938
1 Destroyer Tender, 9000 tons	July, 1938
1 Submarine Tender, 9000 tons	July, 1938
<u>1 Mine Sweeper, 600 tons</u>	May, 1938

7 vessels

Calendar Year 1938 (fiscal year 1939)

When lay keel

1 Battleship (out of 2), 35,000 tons	Oct. 1939
1 Light Cruiser (out of 2) 7,000 tons	May, 1939
4 Destroyers (out of 8)	June, 1939
3 Submarines (out of 6)	Jan. 1939
1 Mine Layer (new type), 5,000 tons	May, 1939
1 Mine Sweeper, 600 tons	May, 1939
<u>1</u> Seaplane Tender, small (new type)	May, 1939
12 vessels	
<u>6</u> Maritime Commission vessels	July, 1938
25 vessels total	

BUILDING WAYS AND VESSELS BUILDING

There are probably about 67 building ways in East Coast private shipyards, and about 20 in West Coast private shipyards, now suitable for the contemplated Maritime Commission vessels. The program of the Commission has not been made public, but one estimate is for 95 vessels, - 45 the first year, and the remaining 50 in from 18 months to 3 years.

Private shipyards at present, however, are very slack. Most of them have very little work. The following data is taken from the latest monthly Bulletin of the Bureau of Marine Inspection and Navigation of the U. S. Department of Commerce, dated June, 1937.

SHIPS BUILDING OR UNDER CONTRACT, MAY 1, 1937.
(exclusive of vessels previously launched)

Seagoing steam and motor-steel, 1000 tons and over 38 vessels

Although the Navy Yards are not now working to capacity on shipbuilding, nevertheless the contemplated Naval building program will soon require the use of all available Navy Yard building ways as well as the use of certain dry docks for shipbuilding. Two drydocks are now being used for shipbuilding, but the wisdom of this, or its further extension, is open to question on account of possible emergency need for such docks for dry-docking vessels of the fleet.

On the basis that 50% of the naval vessels will be constructed in Navy Yards, the situation is as indicated in the following table:

Existing Navy Yard building ways	15
2 dry docks used for building destroyers, 2 at a time	<u>4</u>
Total places to build	19
July, 1937, vessels on the ways, or assigned and not laid down	26
July, 1938, estimated vessels on the ways, or assigned and not laid down	21
July 1, 1938, vessels of contemplated 1939 Naval program to be built at Navy Yards, if the program passes Congress	12

AVAILABLE SHIPBUILDING WAYS AT PRIVATE SHIPYARDS

1. The determination of the actual number of shipbuilding ways suitable for use at any given time is not simple on account of the fact that private shipyards have in a number of instances dismantled their plants, gone into other business, or have otherwise made the buildingways unavailable.

2. About two years ago the Chief of the Bureau of Construction and Repair testified that there were 67 suitable buildingways in the private shipyards of the United States, exclusive of the Great Lakes region. This number referred to buildingways in active shipyards. About June, 1937, Mr. Joseph Kennedy, the Chairman of the Maritime Commission used this same figure. It has also been used during the past year or so by the Council of American Shipbuilders.

3. This figure, 67 buildingways, was questioned, and a review of the situation some months ago, by Commander Vickery of the Bureau of Construction and Repair, Navy Department, developed the following figures:

64 ways on the East Coast

23 ways on the West Coast

But all of these were not in good condition.

4. Another recent investigation by Captain H. T. Wright, (C.C.), U.S.N., showed the following:

<u>East Coast</u>		<u>West Coast</u>	
50	now in condition	7	now in condition
19	need 6 months	14	need 6 months
<u>38</u>	need 7-12 months	<u>28</u>	need 7-12 months, some only having ground available.
107		49	

Based on data obtain^d by the Navy Department as of 19 May 1936, the following analysis has been made of buildingways in private shipyards now in condition to construct merchant ships of lengths 435 ft. or more:

<u>EAST COAST</u>	:	<u>WEST COAST</u>
Bath Iron Works	4	: Bethlehem Union about 6
Bethlehem Fore River	6	: Moore, Oakland 4
Federal S. B.	10	: Seattle Const. 5
New York Shipbuilding	13	: Los Angeles 5
Sun	8	:
Newport News about	4	:
Beth. Sparrow's Pt. about	6	:
Tampa S. B.	4	:
Merchant, Chester	7	:
Todd, Mobile	2	:
Maryland D.D. Co.	2	:
	<hr/>	
	67	:
		:

I think this was in praise
of the President's message
which he delivered in person
to the Congress on Jan.
3, 1937.

Charles E. ...

2. 1931.
To the Commission on the
of the Department of the
I have the honor to

Naval
Jan 3/37 BF Edison

Lin Lark

file
journal

"Supurb"

But that is no customer,
with you that the remark
seems flat.

Charles Edison

THE WHITE HOUSE
WASHINGTON

Hill
Edison
Psf
Edison
Navy

~~CONFIDENTIAL~~

January 25, 1937.

MEMORANDUM FOR

THE ASSISTANT SECRETARY OF THE NAVY

Will you please speak to
me about this? I do not like
pleas in avoidance -- do you?

F. D. R.

Enclosure - Memorandum from Bureau
of Construction and Repair, Navy
Department on Shipbuilding - various
causes of delays in construction.

PSF Navy
file
Edison

Jan. 11, 1938

Memo for Asst Sec. of War
and
Asst. Sec of Navy

In re-Smokeless Powder Production Possibilities

SEE--War Dept folder-Drawer 1--1938

ASF Navy 75
File ~~confidential~~
Edison

THE ASSISTANT SECRETARY OF THE NAVY

WASHINGTON

23 February 1938

MEMORANDUM FOR THE PRESIDENT.

If attacked on both oceans at once we are inadequately prepared.

If, in addition, the canal is blocked we are crippled.

A ship like the proposed new design recently shown you, in picture form, might go a long way in rectifying this condition. Like Belgium in the World War, it might be just enough to change history.

Under traditional Navy organization, any attempt to construct such a ship for the United States Navy would result in an emasculation of design and a bastard final product. A single point of authority is required if tradition is not to overwhelm imagination and the experimental viewpoint in this "blue chip" enterprise.

I propose for your consideration:-

1. The Russians should not get this design but, rather, something less advanced.
2. That part of the 15 million requested in the Vinson Bill be used to purchase from the designer the plans for this ship and that he be engaged to complete them.
3. That the "escalator clause" be invoked on account of Japan's non-cooperation.
4. The Vinson Bill specifies tonnage, not numbers. Build 2 instead of 3 battleships, one of which would be the subject design - I call it Ship X.
5. Under the direction of the President and the Secretary of the Navy, place full responsibility for all matters connected with Ship X--from start to finish--squarely on the Assistant Secretary of the Navy and clothe him with the necessary authority.
6. Implement the foregoing by a Presidential directive.

NOTE: Should it be felt unwise to actually construct Ship X, the plan work should be carried through just the same.

Respectfully

Charles Edison

Charles Edison

THE ASSISTANT SECRETARY OF THE NAVY
WASHINGTON

23 February 1938

PSF Navy 74

File
Confidential
Edson

MEMORANDUM FOR THE PRESIDENT.

Re: Russian Battleship Situation.

For your information it is reported to me that:

(a) Moscow has preemptorily summoned to Russia, Mr. Carp, who has been in charge of the negotiations in this country, for the purpose of explaining in person the reasons for delay in getting something started.

(b) The Russian Ambassador has made or will make efforts to see you for a "show down" as to who is blocking the transaction and why.

(c) To the Russians the mystery is that visits to the State Department resulted in something like: "We have no objections - swell - go ahead you have our blessing". That the President voiced much the same idea to the Ambassador at a conference some time ago; that the Navy Department has nodded approval subject to that of the State Department, but that, in spite of all this, Gibbs & Cox and Bethlehem Ship say they are not satisfied to go ahead yet. Why? That is as reported.

The "low down" on the situation, of course, is that Gibbs and Bethlehem refuse to take the risk of being man-handled by a Congressional investigation at some future date and pictured to the public as mercenary vultures who sold out the United States to Russia for "dirty" money. They want to have something for the record from some Governmental authority whether it be the State Department, the Navy Department, Congress or the President that it is the desire of the Government to have them cooperate with Russia in this matter. They feel that a mere negative statement that the Government has "no objection" is not sufficient protection for them. This need not be in the form of a written statement. The loan of Navy personnel or other evidence of this kind, as suggested by you during the conference, at which Gibbs was present, would answer.

The information they need is apparently of less concern to them than the mere assurance that it is desired that they should have it - within limits.

My position is that, with the Secretary definitely opposed and most of the Bureau Chiefs opposed or lukewarm, it will take some pretty definite expression from The Commander-in-Chief to those concerned as to policy in this regard. Otherwise, I visualize endless

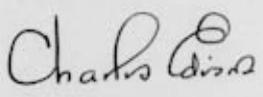
THE VERGIL SECRETARY OF THE STATE
WASHINGTON
NOV 1917

discussions as to how many angels can dance on the point of a needle.

Not being present at the conference between The President, the Secretary and the Bureau Chiefs, held shortly after your conference with Gibbs and myself, I do not know what you said, but if the Russian battleship situation was "clarified" I do know it did not "take". Matters stand now as they did a month ago.

Quo Vadis?

Respectfully



Charles Edison

25 February 1937

PSF
Edison

File Navy
JAR

MEMORANDUM FOR: The President of the United States.

The Vinson-Trammell Act (Public No. 135) directs that the composition of the United States Navy with respect to the categories of vessels limited by the treaties of Washington and London be established at the limit prescribed by those treaties.

The President's memorandum of January 4, 1937 indicates "there is every reason why we should expedite our own construction time" and directs that "you (The Assistant Secretary of the Navy) will make this one of your first studies and see if we can speed things up."

It is the considered judgment of the Navy Department that an orderly, continuous, economical and expeditious operation of the present new construction program is impossible unless the Navy Department can control and be assured of a continuous flow of materials and equipment. These materials and equipment must be available for prompt delivery in accordance with pre-arranged time schedules and be available in sufficient quantity and of a proper quality to assure the ultimate production of effective, combatant units.

The procurement of the necessary supply of essential basic materials (steel and copper) has now been delayed more than two months because the manufacturers have refused to bid under the terms of the Walsh-Healey Act. Other manufacturers of material and equipment have taken the same position and there is indication that more will follow. Unless the manufacturers recede from the position which they have taken and bid under the terms of the act, there then appears to be only one other immediate legal solution which might meet the situation from the standpoint of the Navy Department.

Section 6 of the Walsh-Healey Act provides for legal relief for this situation. The Navy Department contends that the use of the word "shall" in the first sentence of Section 6 of the act makes the granting of exceptions mandatory by the Secretary of Labor, because the fact of the public interest is definitely established by Congress and the President in directing the building of the United States Fleet to treaty strength.

The Navy Department, therefore, requests and recommends that the President obtain a legal interpretation from the Attorney General concerning the intent of Congress as expressed by the verbage used in Section 6 of Public No. 846, for the guidance of the Navy Department and of the Labor Department in meeting what now appears to be an impasse.

Charles Edison
Charles Edison

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G. P.
Mr. FDR's
private file
MM

Mr. President

Navy

March 3/35

Edison

If the escalator clause is to be invoked and battleships of greater than 35,000 tons are to be permitted, the two we are building now (55-56) will be obsolete the day they are launched. (In my opinion)

The Advisory Board on BB Plans has made certain recommendations - the two principle ones being increased speed & better protection.

Navy says we have gone too far to change - Plans made - some material ordered - long delay - increased cost etc. Speed requires duplication of present design in next 2 or 4 to be built - in most things.

To me - whether or not the lid is off on limitations - appears to be the most vitally important concern of Navy today - It affects everything -

Can you give me any light on the subject?

C.E.

THE HOTEL OCCIDENTAL
1000 BROADWAY
NEW YORK 10001

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Edison

THE WHITE HOUSE
WASHINGTON

file
journal

August 17, 1938.

MEMORANDUM FOR

THE ASSISTANT SECRETARY OF THE NAVY

The noble State of Woodrow Wilson, Charles Edison and Frank Hague will get a battleship just as soon as the dates allow it.

In selecting the names of the next four, I went strictly according to this rule. South Dakota has never had a battleship named for it; the old Massachusetts and the old Indiana were sold in 1920; the old Alabama was sold in 1921, and it is my recollection that the old New Jersey was sold very soon thereafter.

I am glad you are sentimental!

Been disappointed.
Sentimental F. D. R.



THE ASSISTANT SECRETARY OF THE NAVY
WASHINGTON

Aug 16 1938

Dear Mr. President

I had my heart set
on having one of the
Battleships constructed
during my "Tour of duty"
named "New Jersey"

Some real part of
me would have been built
into it.

I can't help a feeling
of keen disappointment.

"Sentimental Charke"

full
confidential

Dec 16/38

PSF
Navy.
Edison

Dear Mr. President

It is one of the misfortunes of "Business" that top executives don't contact those under them sufficiently often to form conclusive opinions of them except over a long period of time.

When you asked me to (Confidentially) submit 3 names I thought it would be an easy matter. But in trying to do so I am struck with how little I actually know about the men on the list there.

personal observation & contact.

As you imposed the seal of confidence on me I have not of course discussed the matter with anyone - including the Secretary - except Lewis Compton (who can be relied on 100% to keep the confidence)

Of the 3 names submitted herewith only 1 do I know well enough to appraise authoritatively - Capt Fisher.

Van Kuren was selected to go to Phila. to build the Battleship after considerable discussion and has

been doing well there from all reports. But I have not had day to day contact with him of course.

Richey was at the N.Y. Yard when the Battleship was awarded. From all accounts he is doing well there under Capt. Dunn. I knew Richey at N.Y.T. but have seen practically nothing of him since and my dealings with N.Y. Yard are mainly with Dunn. Adm. Bowen is talking about something else said he thought

Comdr. Osborne a much better man. Bowen however is a little prone to having proteges.

In considering this subject please remember that I have not been able to consult anyone or even send for the man's records as this would be bound to arouse somebody's suspicion.

Also. Sec Swanson thinks well of the man in question & so does Lenky.

Any change such as this will of course raise merry hell. It would

be unfortunate for future
cooperation and my own
conscience if I were to
be placed in the light
of having double crossed
my boss by imitating
the execution without
his knowledge or consent.

Is there any way of
guarding against this
"before the fact."?

Charles Dixon

PSI: NAT: Edison
[C. 12-14-35]

Captain Charles Willis Fisher (CC) USN

Number in grade #10 out of 24

Naval Architecture M.S.T.

Date of Rank 28 Nov 1925

Present duty - Shore Establishments 17 Sept 1935

Born 27 Oct 1880 - Age 58

Born New York State - Appointed from

Captain Alexander Hamilton Van Kester

Number in grade #12 out of 24

Naval Architecture M.S.T. Naval War

College Senior course.

Date of Rank 28 Nov 1925

Present Duty - Manager Philadelphia N.Y.

Born 9 Mar 1881 Age 57 Michigan

Appointed from Michigan

Captain Thomas Beall Richey
Number in grade 23 out of 24.
Naval Architecture M. S. T.

Date of rank 1 June 1987

Present duty ^{Production officer} Navy yard New York

Born 24 Nov 1887 Age 51 Virginia
Appointed from Virginia.

of labor management system

has done a great amount of

work in this area

(a) Has had considerable

yard experience including management

responsibilities

(b) Six months in appearance with

considerable experience

(c) Co-operated in execution of

Captain Charles W. Fisher

(a) Present duty involves handling labor relation matters where he has evidenced a liberal view point, patience, firmness and fairness. Has taken pains to make a study of labor management problems and keep himself informed concerning modern trends.

(b) Has had considerable Navy Yard experience involving managerial responsibilities.

(c) Is forthright in expressing well considered opinions.

(d) Co-operates in execution of

decisions and policies emanating from higher authority.

(4.) For one trained in the Navy, has civilian point of view to a marked degree.

(5.) Temperate in habits and seems to enjoy very good health.

(6.) Works well with others, uses discretion and is well liked.

(7.) Has earned my confidence.

(8.) Do hard work, has initiative & is very thorough.

MEMORANDUM

OFFICE OF THE ASSISTANT SECRETARY

Frederick E. Hasboken
is # 21 on list of Commanders
It is 45 years old & is now at
New York New York. Graduate of
P. S. M. S. T.

NAVAL CONSTRUCTORS (132)

No. in rank	Signal no.	Name	Special courses and qualifications	Date of rank	Present duty or station
		<i>Name constructor, with rank of rear admiral (J)</i>			
	8781	William Gannett Du Bose (C) **	06	1 Aug. 27	Chief Const. and Chief of Bur. of Const. and Repair.
		<i>With rank of captain (Lt)</i>			
	8786	Henry Williams	20 07	31 Dec. 31	Assistant to Chief, Bu. of C. and R.
	8787	Henry Tutwiler Wright	5-a 87	do	Shipping Board, Department of Commerce.
	8788	Julius Augustus Furer (C)	08	do	Gen. Insp. for Bur. of Construction and Repair.
	8789	Lewis Bowen McBride (C)	08	6 Feb. 22	Dir. of Exp. Model Basin, Navy Yard, Wash. (ord.).
	8790	Clayton Miller Simmons (E)	08	do	Supt. Constr. Bethlehem Shipbuilding Corp., Quincy.
	8791	William McEntee (E)	5-b 08	11 July 22	Inspector naval material, Philadelphia.
	8792	Isaac Irving Yates	08	18 Oct. 22	Manager, Navy Yard, Mare Island.
	8793	Ross Pelton Schlabach	08	30 June 23	Engr. Contr., Newport News S. B. and D. D. Co., Newport News.
	8794	John Williams Woodruff	08	23 Jan. 26	Manager, Navy Yard, Boston.
	8795	Charles Willis Fisher, Jr. (C)	08	23 Nov. 25	Secretary's Office (shore establishments div.).
	8796	Edwin Graham Kintner	08	do	Bureau of Construction and Repair.
	8797	Alexander Hamilton Van Keuren (E)	5-a 18 08	do	Manager, Navy Yard, Philadelphia.
	8798	Roy Warren Hyden (E)	5-b 18 20	2 June 27	Manager, Norfolk Navy Yard, Portsmouth.
	8799	Herbert Seymour Howard	18 08	1 July 28	Mbr. Board Inspection and Survey, Washington.
	8800	Lee Scott Border	08	do	Bd. of Ins. and Sur., Pac. Coast Sec., Long Beach.
	8801	James Cyril Gwynn	08	11 May 30	Bureau of Construction and Repair.
	8802	Allan "J" Chaney, Jr.	15 08	1 Feb. 32	Do.
	8803	Alva Brooker Court	08	1 July 29	Supt. Constr., United Shipyards, Inc.; Mariner's Harbor, Staten Island & Federal Shipbldg. & Dry Dock Co., Kearney.
	8804	Lew Marton Atkins (E)	08	7 Jan. 30	Manager, Navy Yard, Cavite, P. I.
	8805	Phillip Oatsh Lauman	08	1 Dec. 31	Navy Yard, Portsmouth, N. H.
	8806	Ralph Trowbridge Hanson	5-a b d 08	1 Jan. 32	Insp., nav. material, Pittsburgh dist., Munhall.
	8807	Edmond Randall Norton	08	1 July 33	Panama Canal, Balboa Heights, C. Z.
	8808	Thomas Beall Ritchey	08	1 June 37	Navy Yard, New York.
	8809	Charles Lees Brand	08	23 June 38	Navy Yard, Philadelphia.
		<i>With rank of commander (LT)</i>			
	8811	Ernest Jewellyn Patch	08	18 Sept. 22	Army Indus. Col., Washington (instr.) (ord.).
	8812	Harold Eugene Saunders (E)	22 08	15 Oct. 23	Navy Yard, Washington.
	8813	Everett Le Roy Gayhart	15 08	30 June 24	Navy Yard, Cavite, P. I.
	8814	Earl Francis Enright	08	11 Sept. 25	Bureau of Construction and Repair.
	8815	Frederick Grafton Crisp	08	23 Jan. 26	Do.
	8816	Reirne Saunders Bullard	22 08	1 Sept. 33	Navy Yard, Puget Sound.
	8817	Edward Lull Cochrane	08	30 June 34	Bureau of Construction and Repair.
	8818	Adrian Raphael Marron	08	do	Do. (ordered).
	8819	Gordon Whympre Nelson	14 08	do	Asst. Naval Attaché, London, England; Paris, France; Rome, Italy; The Hague, The Netherlands; and Berlin, Germany.
	8820	Joseph Loyd McGuigan	14 08	1 Aug. 34	Navy Yard, Mare Island.
	8821	Fred Martin Earle	08	30 June 34	Supt. constr., N. Y. S. B. Corp., Camden.
	8822	John Isaac Hale	08	8 Sept. 34	Norfolk Navy Yard, Portsmouth.
	8823	Robert Nicholson Scott Baker	18 08	30 June 35	Do. (ordered).
	8824	Claude Owen Kell	08	do	Navy Yard, Boston.
	8825	Melville William Powers	08	1 July 35	Advisor to Min. of Marine for const. and rep., Peru.
	8826	Howard Leroy Victory	30 08	do	U. S. Maritime Commission, Washington.
	8827	Charles Francis Osborn (Q)	31 08	1 Aug. 35	Navy Yard, New York.
	8828	Russell Snow Hitchcock	08	30 June 35	Do.
	8829	Sidney Everett Dunley	17 08	do	Navy Yard, Philadelphia.
	8830	Grover Cleveland Klein	08	do	Do.

No.	Commencement of cruise	Year of sea service	1st			2d			3d			Date	State	Date	State
			Yr.	Mo.	Day	Yr.	Mo.	Day	Yr.	Mo.	Day				
8	9 Feb. 27	June 24	2	6	2	2					12 Apr. 96	Pa.	21 Dec. 26	Ohio	
	— Apr. 28	Apr. 28	1	7	2	11	* 6	3	14		11 July 96	Ill.	12 July 27	Ill.	
	31 May 24	Nov. 31	1	10	2	11					17 May 93	Md.	1 July 26	Md.	
	10 June 25	Dec. 22	2	0	6	1					4 Dec. 96	Ohio	20 Oct. 29	Pa.	
10	13 Mar. 28	Mar. 28	1	3	1	1					9 Jan. 96	Pa.	18 Oct. 20	Pa.	
	1 July 28	Jan. 20	0	0	2	2					1 Apr. 96	N. Y.	do	N. Y.	
	23 Jan. 28	July 20	0	6	2	8	* 1	0	19		20 Sept. 99	Pa.	18 Oct. 20	Pa.	
	21 Aug. 27	Aug. 20	0	10	4	2					15 May 90	Va.	17 Oct. 20	Va.	
13	1 July 28	June 28	0	0	2	10					20 Aug. 04	Mass.	18 July 21	Iowa	
	2 Feb. 28	Jan. 28	0	8	1	7					6 Dec. 99	Ga.	17 June 22	Ga.	
	20 June 26	June 26	0	0	2	1					27 July 02	W. Va.	21 Jan. 23	D. C.	
	— June 28	do	0	0	2	8					1 Dec. 99	Iowa	28 Apr. 22	Iowa	
15	9 June 27	June 27	0	0	2	4					22 Oct. 02	Tex.	19 June 23	Tex.	
	28 June 27	May 27	0	0	2	8					18 Feb. 99	Ill.	22 June 23	Ind.	
	1 July 26	May 28	0	10	2	2					2 Feb. 00	Ohio	10 Feb. 21	Ohio	
	19 Jan. 28	Jan. 28	0	7	2	1					28 Mar. 97	Md.	21 Mar. 21	Md.	

ACTING CHAPLAINS APPOINTED UNDER THE PROVISIONS OF AN ACT OF CONGRESS APPROVED JUNE 30, 1914 (18)

No.	Cruise	Year of sea service	1st			2d			Date	State	Date	State		
			Yr.	Mo.	Day	Yr.	Mo.	Day						
5	16 Apr. 26	1st cruise	2	2	2	2				12 June 02	Pa.	10 Feb. 26	Pa.	
	19 Aug. 27	do	0	10	0	10				4 Mar. 02	N. Y.	26 Oct. 26	N. Y.	
	4 Jan. 27	do	1	8	1	8				18 Jan. 06	Ohio	20 Oct. 26	Ohio	
	28 May 27	do	1	1	1	1	* 8	11	22		22 Aug. 02	Ill.	2 Nov. 26	Ill.
10	4 Jan. 27	do	1	8	1	8				6 Sept. 00	N. C.	28 Oct. 26	N. C.	
	7 Jan. 27	do	1	8	1	8				21 Mar. 04	Va.	21 Oct. 26	Va.	
	18 Apr. 27	do	1	2	1	2				7 Sept. 05	N. Y.	22 Mar. 27	N. Y.	
	4 June 27	do	1	1	1	1				6 May 06	Calif.	21 Mar. 27	Calif.	
15	4 Sept. 27	do	0	10	0	10	* 9	11	28		24 Sept. 03	W. Va.	9 June 27	Nebr.
	20 Oct. 27	do	0	8	0	8				2 Feb. 03	Pa.	20 Aug. 27	Pa.	
	do	do	0	8	0	8				1 Sept. 07	Tex.	25 Aug. 27	Ia.	
	4 Jan. 28	do	0	6	0	6				2 Jan. 08	Iowa	24 Sept. 27	Iowa	
18	20 Jan. 28	do	0	5	0	5				20 Mar. 07	Iowa	15 Sept. 27	Iowa	
	do	do	0	2	0	2				25 Apr. 07	Miss.	28 Oct. 27	Miss.	
	30 Oct. 27	do	0	8	0	8				18 Feb. 06	Ohio	20 Aug. 27	Calif.	
	15 Jan. 28	do	0	8	0	8				18 June 06	S. Dak.	15 Oct. 27	S. Dak.	
19	24 Feb. 28	do	0	0	0	0				1 Jan. 09	Mass.	21 Feb. 28	Mass.	
	— May 28	1st cruise	0	1	0	1				12 Aug. 07	Mich.	20 Feb. 28	Va.	

file
personal
d-1

PSF Edison
Navy

DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

March
eighth
1939

My dear Mr. President:

Yesterday you mentioned that the Philadelphia battleship was ten months late.

You must have been misinformed on this, the facts in the case are outlined in the attached.

Respectfully

Charles Edison
Charles Edison

The President
The White House
Washington, D. C.

NAVY DEPARTMENT
WASHINGTON

ATC:Kr

7 March 1939.

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY

Subject: Battleship WASHINGTON at Philadelphia - Alleged delay of ten months.

1. You may recall that the building period asked for the leading battleship was fifty-six months with an interval of three or four months for the following ship. At your insistence it was cut to forty-eight and fifty-one months. My impression was that you did not expect these dates to be met but that you were using them as a means to speed up new construction.

2. To date one change involving a delay of one month has been given to these ships due to a general arrangement to obtain a satisfactory trim. Plan progress has been most satisfactory, is up to date, and in some cases ahead of schedule. The procurement of material has been satisfactory. The outside contractors for machinery are ahead of their schedule and actual construction indicates that the date of completion as now set will be met.

3. The building yards have not indicated that any such extension as ten months will be necessary. For record purposes they have predicted a delay of one and one-half months due to change in thickness of armor and I recommended that this delay not be granted. Report received in this office today from the New York Navy Yard states that this estimated delay is not now considered to be any longer of serious importance in view of the steps taken by the Bureaus to secure the earlier deliveries of the materials involved.

4. Work is progressing so satisfactorily on the WASHINGTON at the Philadelphia Navy Yard that I am still convinced that most of the overlap will be overcome and the New York Yard realizes that they are being crowded, a healthy situation.

5. From my observation and contacts with these two yards, it is my opinion that we could well commend them for the progress up to date.

A. T. Church

A. T. Church.

PSF
Navy.
Edison

*File
Personal*

May 16 1939

d-1

THE WHITE HOUSE
MAY 18 8 58 AM '39
RECEIVED

Dear Mr. President

It has been a long drag but I am gradually getting there.

Most of the things that make me tick are back in pretty fair shape and Dr. Howe is willing to parole me in Ten days or so providing I go somewhere for ten cents worth of sunshine and fresh air before getting back in harness. That would make a tentative time-table about like this-

- May 27-31 Back home
- June 1 Washington (one day)
- June 2-17 White Sulphur Springs
- June 19 (Mon) Back to work.

It seems to me that if I am in good enough shape to be out around at White Sulphur I am in good enough shape to be out around Washington if necessary.

*Sincerely,
Charles Edison*

All you have to do is to say the word and I'll be there - However - Dr Howe had a talk with Dr. McIntire yesterday and I think the two medicos agreed that the White Sulphur junket was important. To me it is just a question of which is - the more important.

It will always be a matter of extreme regret to me that I had to blow up and let you down during this trying period and I appreciate greatly your patience and understanding.

It is my earnest hope that I will be in condition to make up for lost time when I finally get back on the job.

Sincerely

Charles C. Sims

1
File
Private & Confidential

CHARLES EDISON
HAY-ADAMS HOUSE
WASHINGTON, D.C.

PSF Edison

Navy 1

July 9 1939

Dear Mr. President

The passing of Secretary Swanson places on you the important responsibility of selecting his successor in the near future.

In this period of international uncertainty, it seems to me doubly important that the two civilian heads of the Navy must be men who can work together disinterestedly, in harmony, and solely for the best interests of the National Defense.

The two jobs seem to me to be so intimately intermeshed that neither can be considered singly without regard to the other.

CHARLES EDISON
HAY-ADAMS HOUSE
WASHINGTON, D. C.

It is a team that is needed, not two star players, no matter how capable individually, whose views might be divergent.

Believing this, I cannot help but feel that you should not be hampered in making your choice by considerations of the existing set up. It may be easier for you to accomplish the desired end by choosing two men instead of one.

For this reason - and this reason only - I offer you my resignation to take effect at your pleasure just to clear the decks, should you think it was in the interest of National Defense and The Navy to do so.

Sincerely
Charles Edison

File
personal
1 Aug 24/39

Dear Mr. President

PSF
NAVY
Edison

Welcome back!

War and rumors of
war should not interfere
with my telling you
that I completed raising
the New Jersey Quota for
the Franklin D Roosevelt
Library yesterday.

We can talk over various
Navy matters later when
you have a chance
to see me.

Sincerely
Charles Edison

August 25, 1939

P.S.F.
Edison
1
Navy

Memorandum for the Secretary of War and the Acting Sec of Navy

President asks them to speak to him about the enclosed joint letter to the President 8-14-39 from the above secretaries.

Re-draft of precipt for the Presidents approval to establish methods of administration and procedure necessary to bring the operations of the Joint Army and Navy Board, the Joint Aeronautical Board, and the Joint Army and Navy Munitions Board under direction supervision of the President. In accordance with Military Order of July 5th.

See: Special Corres marked General Board--Navy folder-Drawer 1-1939

PSF Edison

Sept 2/39

1
Mr. President.

file
journal

(Mary)

In order to get a
thought in connection
with the page you wanted
for sundays Radio talks
I started myself off with
the attached -

My only reason for sending
it is that somebody ought
to make a record of
how you felt after getting
the phone call & this
may serve as notes for
-but somebody -

Edison

Four further suggestions
for part of Sunday's
radio talks.

E

PSF.
Edison
1

Last Friday at ten minutes of three o'clock in the morning Ambassador Bullitt telephoned me from Paris the tragic news that hostilities had commenced in earnest - That bombs were falling on Polish cities. Within a few minutes I had reached Sec. Hull, Sec Woodring and Acting Sec Edison - State - War - and Navy. Lights soon were burning in many offices. The machinery of democratic government moved swiftly and moved efficiently.

An unknown and unknowable destiny yawned before mankind that morning. Yet, I was almost startled by a strange feeling of familiarity - a feeling - that

I had been thru it all before. But after all it was not strange. During the long years of the World War the telephone at my bedside with a direct wire to the Navy Dept had time and again brought me other tragic messages in the night - the same rush messages were sent around - the same lights snapped on in the nerve centers of government. I had in fact been thru it all before. It was not strange to me but more like picking up again an interrupted routine.

Unless by some miracle beyond our present grasp changes the hearts of men

the days ahead will be crowded days -
crowded with the same problems, the
same anxieties that filled to the brim
those September days of 1914.
For history does in fact repeat.

[This item ran on into suggestion marked "C"]

FILE

Secretary Edison's recollection
of the President's remarks at the
Cabinet meeting on Friday, September
first.

RECEIVED BY THE CHIEF OF BUREAU OF NAVAL OPERATIONS, U.S. DEPARTMENT OF THE NAVY, WASHINGTON, D.C. 20370

PSF Edison

CWF:GFD

Navy

2 September 1939

About three o'clock in the morning the other day, after I had been informed of the fighting and bombing in Poland, my mind raced back some 22 years ago when the special telephone line from the Chief of Naval Operations of the Navy Department used to ring in the night hours to inform me of the sinking of ships or of other acts of war. The parallel of then and now is striking, but it must go no farther. Twenty five years ago, due to similar causes, the people of this country, excited by the war in Europe, allowed themselves to be drawn into a frenzy of increasing prices, of increasing the cost of living. The result of this mistake we all know to our sorrow. Whether the temptation comes from at home or from abroad, excessive profits and sky-rocketing prices for materials and labor are paid for out of human misery. True patriotism, in this hour of crisis, includes the determination that no warlike events shall be permitted to disturb the peaceful and orderly pursuits of the American people. Our defense, geographically and in a military sense, and particularly in a financial and economic sense, remains adequate only to the degree that we soberly and earnestly refuse to be drawn into the byways of profiteering and speculation and thus neglect the task that lies before us, - to defend our country and our people. Notwithstanding what other nations have been forced to do, it should not be necessary for our government to invoke the drastic powers of wartime to maintain our economic structure. It will not be necessary, if our business men, our manufacturers and our labor leaders exert their great influence to prevent excessive price

Faction

-2-

raising, and succeed in restraining the cupidity of those
jackals of war, the profiteers.

PSF
Edison
Navy

October 9, 1939.

MEMORANDUM FOR

THE ACTING SECRETARY OF THE NAVY

I have been disturbed by:

(a) The slowness of getting the East Coast, Caribbean and Gulf patrol under way.

(b) The lag between the making of contacts and the follow-up of the contact.

(c) The weakness of liaison between Navy, Coast Guard and State Department.

It is, therefore, necessary to make the following orders clear:

(1) The patrol operations will be rushed to completion by the use of the 18 East Coast and 22 West Coast Priority #1 destroyers and by completing the aircraft patrol planes.

(2) When any aircraft or surface ship sights a submarine a report thereof will be rushed to the Navy Department for immediate action. The plane or surface ship sighting a submarine will remain in contact as long as possible. On the disappearance of the submarine, immediate steps will be taken by the Force Commander (in the absence of special orders from the Department) to try to pick up the submarine again at dawn next day and during the night to endeavor to patrol such area as the submarine might use for a refueling operation from a tanker.

(3) On establishing contact with any suspicious craft of any nationality which might conceivably be carrying oil or supplies for a submarine, such surface craft will be followed day and night until such surface craft has proceeded to her port of destination or sufficiently far out to sea as to preclude any possibility of her return to patrol area waters.

(4) Planes or Navy or Coast Guard ships may report the sighting of any submarine or suspicious surface ship in plain English to Force Commander or Department.

In this whole patrol business time is of the essence and loss of contact with surface ships cannot be tolerated.

F. D. R.

COPY

November 29, 1939.

*RF
C. Edison
Navy*

My dear Mr. President:

For your information, I am sending you
herewith a copy of my letter to the Acting Secretary
of the Navy.

Sincerely yours,

J. Morgenthau, Jr

The President
The White House

For the original of the above letter and the one mentioned
to the Sec of Navy---See:Morgenthau folder-Drawer 1-1939
(Actual Bombers)

PSF
Edison
1-40
Navy

Letter to the President from Daisy Harriman -December 5, 1939.

Subject: The selling to Norway several of our destroyers now at Philadelphia.

The President sends her letter to Edison asking what he can tell Mrs. Harriman-Edison prepared reply and sent it W. H. on Jan 6, 1940. The President writes her on Jan 9, 1940.

For the above correspondence-See: Norway-Drawer 4-1940.

PSF.
Edison
Navy

For correspondence on Informal Committee, headed by Capt Collins, Director of Procurement, Treasury Dept, created by the President on Dec 6, 1939 to represent the American Government in its contacts with the interested Foreign Govs in all matters relating to the purchase of supplies, equipment and materials; also for Joint letter of Dec 9th from Louis Johnson and Sec Edison relating to the above Committee and the President's Memo to Edison of Dec 13th on the same subject.

See: Collins memo to Pres of Dec 20, 1939
Treasury folder-Drawer 1-1939

PSF Edison
Mary
HAY-ADAMS HOUSE
800 SIXTEENTH STREET

File
Personal

Dec 24 1939

Dear Mr. President

Your note and
package were delivered
to me today -

I was delighted
beyond expression!
Both will be cherished.

Many thanks

Charles Edison

PSF
Charles Edison

December 26, 1939.

Dear Charlie:-

This is Navy type -
useful for ashes and equally
useful to throw at people,
with deadly results!

My best wishes to
you for a Merry Christmas.

As ever yours,

PSF
Edison
Navy

FOR----CONF DAILY NEWS SHEETS

PREPARED BY THE NAVY DEPT FOR SEC EDISON

Which the President requested a copy of each day through
Capt Callaghan.

See: Navy folder-Drawer 1-1939

THE WHITE HOUSE
DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY JAN 4 10 33 AM '40
WASHINGTON RECEIVED

*File
Personal
Edison
Navy*

3 January 1940

MEMORANDUM FOR THE PRESIDENT.

Your memo of December 29, 1939 covering Reorganization, Designing, Estimating and Navy Yard Construction has been received.

I will follow up your suggestions energetically and personally.

Respectfully

Charles Edison

Charles Edison

PSF Edish

December 29, 1939.

MEMORANDUM FOR THE SECRETARY OF THE NAVY:

I have read the memorandum from Admiral Robinson and Admiral Nimitz in regard to reorganization of the Bureau of C.A.R. and Engineering.

Quite aside from the mechanical processes involved such as amalgamation of the bureaus together with amalgamation of the personnel, including schedule of training, etc., I desire to offer the following comments in regard to designing, estimating and navy yard construction:

DESIGNING

A somewhat long experience leads me to the conclusion that though definite progress has been made in the past few years to simplify designs and reduce construction costs thereby, there is still great room for improvement. To put it in a nutshell, the previous rule seems to have been to put nothing into a Navy ship which can conform to commercial standards and substitute therefore non-standard articles and material which have to be specially designed and manufactured by private industry. You will remember my experience with potato peelers for battleships, twenty-five years ago, and more recent experiences with washstands, bathtubs, toilets and electric clocks. If a layman can pick out instances of this kind, a more careful inspection would doubtless multiply such instances a hundredfold.

My special ire has been raised of late by the designs for non-combat ships. The Navy cost for such ships is exorbitant and, in my judgment, can be reduced at least 33% by the use of standard commercial construction. There is nothing infra dig in the Navy using tankers, repair ships, tugs, etc. of commercial design and it should be remembered by the Service that every dollar saved in the construction of non-combat ships means more dollars that can be spent for the construction of an additional number of combat ships. That thought should be posted up in every office in the Department.

ESTIMATING

This follows closely on the problems of design and I have noted many wide discrepancies between estimates and actual costs. There is great room for improvement here.

NAVY YARD CONSTRUCTION

Considering the fact that Navy Yard costs do not include taxes or depreciation and amortization of plant and tools -- nor salaries of officers -- construction work in Navy Yards is too high. As we all know, the principal reason has been change of design during construction and you have accomplished great improvements in this during the past few years. These improvements and further improvements should be constantly before us. Even so, though the system of accounting may be the cause, the fact remains that the number of dollars spent out of the Treasury in Navy Yard work is still too high. Here again the slogan should be: lower costs and more ships.

F.D.R.

FDR/aj

Copy of memorandum for Admiral Stark, dated 10/27/39 from S. M. Robinson and copy of memorandum from Chief of the Bureau of Navigation to the Chief of Naval Operations, 12/19/39 in re Reorganization of the Bureau of Construction and Repair and the Bureau of Engineering.

THE WHITE HOUSE
WASHINGTON

PSF
File
Personal
Edison
Navy

1-4-40

January 4 - 1940

MEMORANDUM FOR THE PRESIDENT:

Secretary Edison 'phoned. He said the bill purporting to ask for greater powers for the President was nothing except a routine bill that was cleared by the Budget and filed in a routine way in Congress by the Navy Department. No information was given out by the Navy Department on the subject, and it was very astonishing to them when it got in the papers as the bill was purely routine.

E. M. W.

PSF
Edison
Navy

MEMORANDUM FOR THE PRESIDENT FROM CHARLES EDISON (came in May)

Re: his Veto Message on H.R. 4929, "A bill to amend the act of June 23, 1938" and the President's oral instructions about a Board to investigate and report on all matters concerning promotion and retirement of Staff officers of the Navy and of officers of the Line assigned to Engineering Duty Only. Proposes names for Board etc. Attached is memo of May 9, 1940 from Dr. McIntire giving his reaction to the proposed Board etc.

See: Navy folder-Drawer 1-1940 (Memo of May 9, 1940)

P.S.F. Edison
Navy

May 24, 1940.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

I understand that practically all orders under the 1939 airplane expansion program have been placed. The new Congressional authorization provides for the acquisition of many new planes.

Please let me have the program requirements in aircraft and engines by types by Monday next.

It is of the utmost importance that no contracts be entered into from now on either for planes or engines or for the development of new types of planes or engines without coordinating this with the general program as a rule.

For the time being, until the final machinery is set up, this coordination will be cleared through the Secretary of the Treasury to me as Commander-in-Chief.

Please see that this is carried out in toto.

F. D. R.

*file
pres mem*

PS F Edison

THE SECRETARY OF THE NAVY
WASHINGTON

25 May 1940

~~CONFIDENTIAL~~

MEMORANDUM FOR THE PRESIDENT:

The instructions contained in your memo. of May 24, 1940, regarding the airplane expansion program, will be carried out.

In the interests of coordination, may I say that it might be well for you to suggest to Henry that he be a little more careful in checking his facts with informed sources before disturbing you with poorly assembled information.

The Navy is leaning over backward in attempting to keep things in the proper groove, and it is disappointing to be spanked unfairly, as in the case of the plane engines yesterday and the English powder situation the day before.

Charles Edison
CHARLES EDISON

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

Date- 2/12/59

Signature- *Carl L. Spicer*

*file
personal*

PSF: *Edison*
Navy

THE SECRETARY OF THE NAVY.
WASHINGTON.

June 4, 1940

Dear Mr. President:

I appreciate from the bottom
of my heart your letter in regard to my
resignation.

Everything will be arranged
accordingly.

Sincerely,

Charles Edison

The President
The White House.

26

June 4, 1940.

Dear Charlie:-

First of all let me congratulate you on your nomination, without opposition, for the New Jersey Governorship. I hope you will be elected -- and I say this because you have a deep-seated feeling of responsibility to good government and efficient government, which I hope will be recognized by the people of your State.

I am sorry to lose you as the head of the Navy Department -- because you have had experience there, because you understand the multifarious problems of the Navy and because you have greatly contributed to the present efficiency of the Service.

In regard to the date of your resignation taking effect, I apply the old rule laid down by former Presidents when members of the Cabinet or their Assistants have been nominated for elective office. I realize that the active part of your campaign for Governor will not begin for a month or two, but I know also that you will want to visit various parts of the State at an earlier period in order to familiarize yourself with all of the sections and all of the problems of New Jersey, even though, because of your previous experience, you are conversant with every section.

I know also that in your present position it will take you several weeks to wind up various matters to the progress of which you are essential.

May I suggest, therefore, that this acceptance of your resignation take place on June twenty-fourth? This will give you enough time I think to finish the immediate tasks at hand.

Also, I want you to know that I will continue to count on your advice in many matters which relate to the defense development now under way, and I hope you will find time during the next few months to come to Washington ~~occasionally~~ *frequently* in order that I may talk things over with you.

I need not tell you of the affectionate personal regard in which I hold you, and of the real admiration I have had for your understanding of naval affairs. I congratulate you on the splendid record you have made.

As ever yours,

(Signed) Franklin D. Roosevelt

The Honorable
The Secretary of the Navy,
Washington, D. C.

x18
xPP73159

x380 New Jersey "E"

June 5, 1940

Respectfully referred for the
files of the Navy Department.

EDWIN M. WATSON
Secretary to the President

lm

Transmitting copy of letter from the Secretary of the Navy,
Hon. Charles Edison, 5/28/40, tendering his resignation as
Secretary of the Navy, together with a copy of the Presi-
dent's letter of 6/4/40 to Mr. Edison, accepting the resig-
nation effective 6/24/40.

THE SECRETARY OF THE NAVY

WASHINGTON

28 May 1940

Dear Mr. President:

As you already know, on May 20, 1940, I issued the following statement:

"When I announced my candidacy for the Governorship of New Jersey, I told the President that I felt I should not remain as Secretary of the Navy for more than thirty days after the Primary. I believed then and I believe now that a Secretary of the Navy — the head of our first line of defense — should not also be a candidate for political office. During these trying times there must not be the slightest suspicion that decisions of a Secretary of the Navy are influenced by political expediency."

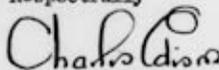
Accordingly, I am tendering you my resignation as Secretary of the Navy effective at your convenience.

The plans that you and I have discussed, anticipating my withdrawal, are well in hand and I leave with the full assurance that this action, at this time, will cause no disturbance in the normal routine of the Department.

In general, the objectives we have striven for, over the past three and one-half years, have in great part been realized or will be when the present Congress finally passes the current legislative program. The shipbuilding program and plans for its expansion are in good condition as is the Fleet in being. The affairs of the Navy are in the hands of an exceptionally able group of men at this time from Assistant Secretary of the Navy, Mr. Lewis Compton; the Chief of Naval Operations, Admiral Harold Stark; the Bureau Chiefs and Department heads on.

May I thank you from the bottom of my heart for the fine relations that have existed between us and for the opportunity you gave me to serve my country.

Respectfully



Charles Edison

The President
The White House

copy

PSF Edison
Edison
Navy

THE SECRETARY OF THE NAVY

WASHINGTON

June 8, 1940

~~CONFIDENTIAL~~

MEMORANDUM FOR THE PRESIDENT:

Enclosed is a paper prepared by the General Board, presenting certain opinions and recommendations which, I believe, will be of interest to you.

Faithfully yours,

Charles Edison

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2-27-59

Signature- Carl S. Spicer

Originals of these memos given to G. L. Dully - June 26th
for speech material file

COPY

PSF Edison

~~CONFIDENTIAL~~

G.B.No. 425
(Serial No. 1963)

DEPARTMENT OF NAVY

GENERAL BOARD

WASHINGTON

Op File No (SC) A 16-1
Doc. No - 22322

From: Chairman General Board;
To: Secretary of the Navy

June 7, 1940

Subject: The National Defense

1. The General Board has given careful attention to the events in Europe during the past nine months. Of the various lessons to be deduced from the conduct of the war now in progress, primary emphasis must be placed on the vital importance of being ready for any eventuality - not ready tomorrow, but ready today - and of maintaining such a state of readiness at all times.

2. The United States is at the present time rich, soft, and vulnerable: rich, because of our great comparative prosperity and of our great material resources; soft, because our people are undisciplined and untrained, ill-inclined to sacrifice and service, and because they are forgetful that their freedom, liberty and prosperity were bought by the labor, sacrifice and blood of their forefathers, and that these blessings must be maintained with like devotion by each succeeding generation; and vulnerable because our geographical position no longer renders us immune from attack by probable weapons of the future, because we have not wholly relied upon our own Fleet, but instead have relied to a certain extent on the Fleet of another nation, and because our national policies, particularly in this hemisphere, can eventually only be maintained by force, which power we do not now possess in sufficient strength.

3. The General Board would be remiss if it did not set forth and strongly recommend three steps which it believes essential to the national defense.

(a) The first step, and this should be taken immediately, is to adopt universal military service, calling to the colors each year all male citizens reaching their 18th year for intensive military training without pay. This step will serve to train and indoctrinate our youth, to teach them loyalty, sacrifice and service, and will build up a military force continually available. Some will say that the adoption of universal service is politically inexpedient; in the opinion of the General Board, nothing should stand in the way of national defense, which may well mean national survival.

(b) The second step is to build up the United States Navy to a point where it will be able to exercise dominant strength in both the Atlantic and Pacific Oceans at the same time. This step is essential not only for

our own protection, but to prevent other world powers from gaining hegemony in this hemisphere.

(c) The third step is to continue and intensify the effort to build up the quantity and quality of military and naval weapons, ammunition and equipment to a point satisfactory to the Chief of Staff of the Army and to the Chief of Naval Operations, and to keep such munitions modernized and continuously available.

4. The General Board requests that this letter be brought to the attention of the Commander in Chief of the Army and Navy and by him to the Congress of the United States.

W. R. Sexton

Copy to C.N.O.

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

Date- 2 - 27 - 59

Signature-

Carl L. Spicer

6-28-40

RESPECTFULLY REFERRED TO THE
PRESIDENT.

E.M.W.

2612
J. B. Brown

PSF Navy: Edison

THE SECRETARY OF THE NAVY
WASHINGTON

24 June 1940

MEMORANDUM FOR THE PRESIDENT

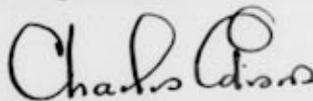
In leaving the Navy I take the liberty of bringing to your attention the need for shaking the service out of a peace-time psychology.

Certain fundamental weaknesses are freely admitted by most thinking Naval officers, but to quickly throw off a routine state of mind requires leadership of the Jarvis type.

I believe that Rear Admiral E. J. King, USN, is outstandingly of this type and that his appointment as Commander in Chief of the United States Fleet would do wonders for the fleet and the service. I earnestly recommend his appointment.

This is to be considered in no way a reflection upon Admiral Richardson's performance of duty.

Respectfully



Charles Edison

1
PSF
Navy
Edison

THE WHITE HOUSE
WASHINGTON

4
Normal
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December 26, 1940.

~~CONFIDENTIAL~~

MEMORANDUM FOR

THE PRESIDENT

I thought the President would be interested in the attached despatch from Major McHugh, our Naval Attache at Chungking.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN.

CONFIDENTIAL

NAVAL DISPATCH
NAVY DEPARTMENT

FROM : ASTALUSNA CHUNGKING 200605CR26
TO : OPNAV
INFO: CINCAF COMSOPAT
RELEASE : M

DATE : 22 DEC 1940
PRECEDENCE : NITE
TOR CODEROOM : 1230
21ST

IT IS INCREASINGLY APPARENT HERE THAT THE SERIOUSNESS OF THE SITUATION PREVENTS THE GENERALISSIMO FROM TAKING DRASTIC ACTION TO STAGE COUNTER ATTACK OR ~~REORGANIZE~~ REORGANIZE THE GOVERNMENT UNTIL BACKED BY TANGIBLE EVIDENCE OF FOREIGN SUPPORT X MORE PROMISE OF FINANCIAL AID IS WIDELY DISCOUNTED BECAUSE THERE IS NO IMMEDIATE PROSPECT OF PURCHASE OR DELIVERY OF THE NEEDED EQUIPMENT X IF WE DESIRE TO UTILIZE CHIANG TO THWART THE JAPS 2 INITIAL MOVES ARE VITAL

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DOD DIR. 5200.9 (9/27/68)

Date- 2/12/59

Signature-

Carl A. Spicer

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NOTE : ANY REPLY TO THIS DISPATCH SHOULD BE PREPARED IN ACCORDANCE WITH PARAGRAPH 66 OF THE INSTRUCTIONS GOVERNING THE USE OF NAVAL COMMUNICATION FACILITIES AT WASHINGTON, D. C.

Finished-WELLBORN:FL