

● PSF

Navy: Claude Swanson

*PSF Navy Swanson*

THE SECRETARY OF THE NAVY.  
WASHINGTON.

[1934]

Subject: Naval Construction Program, 1934.

Enclosure (herewith):

- (A) Confidential chart showing tentative allocations to Navy Yards and possible allocations to Private Yards.

My dear Mr. President:

1. The construction program referred to herein consists of a total of twenty-four vessels as follows:

(a) Appropriated for in annual Naval Appropriation Bill:

- 3 - 6" Cruisers - 10,000 tons  
(may be laid down 1 July 1934).
- 1 - 8" Cruiser - 10,000 tons  
(cannot be laid down before 1 January 1935).

(b) Appropriated for in Deficiency Bill and Executive Order of the President:

- 12 - 1500 ton Destroyers.
- 2 - 1850 ton Destroyers.
- 6 - 1300 ton Submarines.

2. The twenty-four vessels referred to above are subject to the following laws:

(a) The four cruisers are subject to the so-called Dallinger Amendment, contained in the Cruiser Bill of 1929.

(b) The twenty vessels covered by the Deficiency Bill are subject to the requirements of the Vinson Bill (H.R.6604, Public No.135).

These requirements are to the general effect that the first and each succeeding alternate vessel of each category shall be constructed at navy yards:

"Provided further, That, if inconsistent with the public interests in any year to have a vessel or vessels constructed as required above, the President may have such vessel or vessels built in a Government or private yard as he may direct."

3. From the foregoing, it is apparent that the tentative assignments should call for the allocation of twelve of these vessels to navy yards and twelve to private yards. Final action cannot be taken on awards to private yards until after bids are received, evaluations made by the Department, and recommendations of award submitted. It is further apparent, from an administrative point of view, that the allocations to navy yards and awards to private yards preferably should be made at the same time if practicable.

4. The Department has advertised for bids on this new construction program as of June 27th, bids to be opened on August 15th.

5. It is believed that the administrative reasons for making navy yard allocations at the same time that awards of contracts are given to private bidders are apparent to those directly concerned with the allocations and the awards. The question is a complicated one, as it involves equitable distribution of work, not only from the point of view of availability of construction plants but also from the geographical point of view. The desirability of distributing the work as equitably as practicable is believed to be in accord with the Administration program of relieving unemployment and at the same time distributing this relief throughout the country when reasonable economy and naval efficiency permit of such action.

6. It will be noted from the chart forwarded herewith that tentative assignments of two destroyers are made to the Navy Yard Puget Sound and one destroyer and one submarine to the Navy Yard Mare Island. In view of the contemplated return of the United States Fleet to the Pacific, the Department is loath to assign new construction to West Coast Navy Yards except in the minimum amount. This tentative allocation has, however, been set up on the basis of equitable distribution, giving due consideration to the fact that there are very few private shipbuilding plants on

the West Coast capable of doing satisfactory work on this naval program.

7. The material reasons for making allocations to navy yards and awards of contracts to private yards at the same time are as follows:

(a) The distribution of the four cruisers should be dependent upon the bids submitted by private contractors, allowing the Department to so place the awards as to obtain the vessels most economically. As there are two types of cruisers involved, the best assignment cannot be determined in advance. The most reasonable assignment from an economical point of view at this time is to assign one 6" cruiser to New York and one 6" cruiser to Philadelphia, leaving one 6" cruiser and the 8" cruiser for private contract.

(b) With regard to the construction of the heavy destroyers, there are two private yards (Bethlehem and New York Ship) constructing similar vessels at this time and no navy yard has such construction under way or contemplated. It is therefore apparent that very material savings can be made if it is found practicable to award contracts to private yards for these two heavy destroyers. This is primarily true on account of the question of having available plans, patterns and all other preliminary work which goes along with construction of this kind. The expected saving would be in the neighborhood of \$100,000 to \$250,000 per vessel. It is therefore a matter of importance to consider the assignment of construction of the fourteen destroyers in the program as a single type and not break them down into heavy destroyers and light destroyers. It is presumed that action along this line would be covered by the proviso in the Vinson Bill quoted in paragraph 2.

(c) The allocation of submarines is difficult until bids are received, due to the fact that there is but one navy yard (Portsmouth, N.H.) and one private yard (E.B.Co.) normally in the submarine construction picture. Mare Island has had submarine construction experience and several private firms have indicated they propose to bid on submarines.

P57-1147

(d) There is the intangible asset of holding up assignments to navy yards until awards are made to private contractors, which should result in the Department receiving better bids from private yards. This gives all hands equitable consideration, an equal start and fully carries out the proviso in paragraph 2.

8. If the Department allocates the construction of these vessels to navy yards before bids are opened, the utilization of Class 2 bids (contractor's design) would be negatived to a large degree so far as navy yard construction is concerned. Any improvements in design offered by private bidders and accepted by the Department could only be incorporated in navy yard built vessels with loss of time and considerable expense.

9. In view of the foregoing, the Department has now decided to make allocations to navy yards and awards to private yards at the same time.

Sincerely yours,

*Claude A. Swann*

The President,  
The White House.

# NAVAL CONSTRUCTION PROGRAM - 1934.

NAME OF YARD	NAVY EXPERIENCE	CAPACITIES	NAVY WORK ON HAND FISCAL YEAR-1935	PROPOSED
<u>NAVY YARDS</u>				
PORTSMOUTH	AMPLE	SUBMARINES ONLY	2 SS	2 SS
BOSTON	AMPLE	DDs AND PGs ONLY	4 DD	2 DD
NEW YORK	AMPLE	ALL TYPES	1 CL-1PG-2DD	1 CL
PHILADELPHIA	AMPLE	ALL TYPES	1 CL-3DD	1 CL
NORFOLK	AMPLE	DDs AND PGs ONLY	2 DD	2 DD
CHARLESTON	MODERATE	PGs ONLY (2 PGs POSSIBLE)	1 PG	-
PUGET SOUND	AMPLE	ALL TYPES	3 DD	2 DD
MARE ISLAND	AMPLE	ALL TYPES	2 DD	1 DD-1
SUB-TOTAL			22	12
<u>PRIVATE YARDS</u>				
NEWPORT NEWS	AMPLE	ALL TYPES	2 CV	2 DA
BETHLEHEM	AMPLE	ALL TYPES	2 CA-4 DA	1 CA
NEW YORK SHIP	AMPLE	ALL TYPES	2 CL-4 DA	1 CL
ELECTRIC BOAT CO	AMPLE	SSs ONLY	2 SS	2 SS
SUN SHIPBUILDING CO	NONE SINCE WAR	ALL EXCEPT CVs	-	1 SS
BATH IRON WKS.	AMPLE	DDs ONLY	2 DD	
FEDERAL SHIPBLDG CO	MODERATE	ALL EXCEPT CVs	2 DD	
UNITED DD. INC	MODERATE	DDs AND PGs ONLY	2 DD	5 DD
FUSEY & JONES	NONE SINCE WAR	DD	-	
TODD D.D. & CONST. CO	DO	DO	-	
MARYLAND D.D. CO	DO	DO	-	
SUB-TOTAL			22	12
TOTAL			44	24

*ES Land.*

*Sun Robins*

Franklin D. Roosevelt  
**DECLASSIFIED**  
**DOD DIR. 5800.9 (8/27/08)**

Date: 2/12/59

Signature: *Carl F. Spicer*

CONFIDENTIAL

PSF Navy  
Swanson

11/15

THE SECRETARY OF THE NAVY  
WASHINGTON

June 11, 1934.

My dear Mr. President:

I have approved the plans for 24 ships on which construction will start this year, provided the Senate passes the Public Works Bill, with an allowance for us.

As you show such interest and have such a splendid knowledge of construction, I have had Admiral Land prepare a memorandum showing the changes in plans of the ships to be constructed from those recently constructed, and believing it to be of interest to you, I am forwarding this memorandum herewith.

Of course I will ask that this be treated as confidential, as it is not desired there should be any general knowledge of these changes in plans.

We still can construct a flying-deck cruiser if you think it wise. The General Board has gone very thoroughly into the matter and have reached the conclusion that as we already have 3 airplane carriers, flying deck cruisers are not needed at this time. I concur in this opinion, though I formerly favored the building of what is called a "Hybrid" cruiser.

I hope you had a pleasant trip down the Potomac yesterday.

With kind regards and best wishes,  
I am

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

Enc.



In reply, address not the signer of this letter, but Bureau of Construction and Repair, Navy Department, Washington, D. C.

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

We

Refer to No.

7 June 1934

MEMORANDUMComments on the Design Features of Vessels in 1934 Program

1. This program includes the following designs:-

- (1) 8" 10,000-ton Heavy Cruiser  
(2) 6" 10,000-ton Light Cruiser  
(3) 1850-ton Destroyer  
(4) 1500-ton "  
(5) 1330-ton Submarine

These designs are all based closely on the designs in previous programs but all contain the improvements made to date in those previous designs, together with certain other marked betterments as enumerated under each class as follows.

2. 8" 10,000-ton Heavy Cruiser

This design departs from the last preceding heavy cruiser design by the adoption, for hull and machinery, of the design of last year's 10,000-ton 6" light cruiser. Upon this hull has been placed the same battery as in the last preceding 8" cruisers, except for the substitution of two quadruple 1.1" machine gun mounts (8 barrels of 1.1") for four .50-caliber single gun mounts (4 barrels of .5"). This procedure permitted various marked improvements in this design over the last preceding 8" design. These are as follows:

- (a) Better AA machine gunfire as stated above.  
(b) Marked increase in thickness of armor resulting in an increase of the protected zone from about 7500 yards to about 11,000 yards.  
(c) Same speed on about 6% less horsepower with better resulting fuel economy and increased radius of action.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature- Carl S. Spica

- (d) Marked improvement in location of 5" AA battery, thereby materially improving the efficiency of these guns against aircraft attack and against surface attack in the ahead and astern arcs.
- (e) Bullet-proof protection given to exposed personnel in director stations, at the 1.1" machine guns, and at half the 5" AA guns.
- (f) Marked improvement in ammunition handling for 5" AA battery and for all machine guns by means of direct hoists - thereby speeding up ammunition delivery, reducing the number of men required, and improving the safety of handling.
- (g) A considerable increase in the amount of ammunition stowage space available.
- (h) Aviation stowage carried aft and below main deck, thereby vastly improving aviation handling and stowage.
- (i) Considerable improvement in habitability.

3. 6" 10,000-ton Light Cruiser

This design repeats the same design of last year, but includes numerous minor, but important improvements.

4. 1850-ton Destroyer

This design repeats the same design of last year, but includes numerous minor, but important improvements.

5. 1500-ton Destroyer

This design repeats the same design of last year, but with numerous minor improvements and with a major improvement in the type of mounting for the two bow 5" guns. On these guns an enclosed gun house has been fitted, thereby affording the gun crew weather and gas protected location for serving the guns and simplifying the ammunition handling; also this scheme has enabled the bow guns to be located farther from the bow which is a distinct advantage.

6. 1330-ton Submarine

This design is patterned closely on the design of two of the last year's vessels. The main engine room has been lengthened 2 feet and the motor room 6 inches to give better access to machinery, resulting in an increase in displacement of about 14 tons. The factor of safety of the strength hull has been increased to permit accidental submergence beyond the designed depth to an extent greater than any of our previous submarines. Other minor but important improvements have been made as developments of the preceding designs.

ak

Dean E. Raymond Wilson  
Mid-West Institute of Internat'l. relations,  
RM.901, ~~205 South Dearborn St.,~~ Chicago, Ill.

7/3/34

Signed by others - protest the recent announcement that construction of the Navy will be started with funds allotted in the Deficiency Bill stating that it is contrary to the assurance made by the Vinson Bill that such construction depends on the future Congresses

Navy

(EVV)

61934]

PSF  
Swanson  
Navy

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON



AI-3/QN(340703)

My dear Mr. President:

Concerning the Mid-West Institute of International Relations letter of 3 July 1934, referred to the Navy Department for consideration, the following is offered:

- (a) The Mid-West Institute of International Relations is a continuing organization at Northwestern University. For the past several summers it has held summer sessions under the auspices of the American Friends Service Committee of Philadelphia (a Quaker organization). This office has on file a full report of the proceedings of the subject Institute, summer 1932.
- (b) The avowed purpose of the Institute is to promote the cause of peace and disarmament by a course of lectures to such community leaders as can be assembled from the Mid-West section of the United States. The lecturers run the gamut from the extremely radical to a mild "Pink"; all seem to be able speakers. They all preach the doctrine of total disarmament.
- (c) In 1932, Dr. Kirby Page was the outstanding radical of the Institute. He openly assailed the Army and Navy, and condemned the institution of military training. His condemnation was of the unreasoning type so in fact was that of the other lecturers.
- (d) Mr. Smith, another lecturer, advocated the breaking down of all National spirit by elimination of the National anthem, the flag, honors to the flag, and the development of a true International attitude.
- (e) Dr. Edward A. Steiner, still another lecturer, advocates a general brotherhood of man regardless of race, color, or creed. Dr. Steiner made a profound impression on his audience by presenting, what he called, the pathetic state of the American racial attitude.
- (f) A study of the subject institute strongly indicates that it is highly socialistic and at times communistic. This is evidenced by the avowed opinions of the officers and sponsors of the Institute, and their relations with other subversive activities.
- (g) The Institute attempts to undermine National spirit by spreading communistic propaganda through school teachers, ministers, peace workers, and college students. It is believed that the members attending these classes, each year return to their home towns to spread radicalism.

(h) The letterhead written to the President of the United States the names of the officers and sponsors of the Institute. Apparently it is signed by all the members of the Institute for the summer meeting 1934; but it is significant that none of the sponsors signed this letter.

(i) The personalities of the signers of the letter are

Teachers.....	42
Students.....	40
Church Workers.....	6
Ministers.....	6
Housewives.....	10
Various and unclassified..	<u>52</u>

Total ..... 156

The enrollment of the Institute for summer 1932, was 161 of classifications approximately as the above; therefore, it appears that the total enrollment has had a slight decrease. When it is realized that there were 642 teachers and 6,424 students at Northwestern University in 1933-1934; it is apparent that only a small percentage are enrolled in the Mid-West Institute of International Relations. It also appears that enrollments are solicited among people who are believed to be, already, sympathetic with the cause of pacifism and socialism. The apparent motive of the Mid-West Institute of International Relations is to produce a corps of efficient and interested workers for the cause of internationalism.

The preceding is a brief account of the Institute. When you signed the Vinson Bill, according to the Washington Post of March 28, 1934, you made the following statement:

Extract from Washington Post, March 28, 1934, 'Full-pact Navy Bill is signed by Roosevelt'

"Because there is some public misapprehension of fact in relation to the Vinson Bill, it is only right that its main provision should be made wholly clear.

This is not a law for the construction of a single additional United States warship.

The general purpose of the bill is solely a statement by the Congress that it approves the building of our Navy up to and not beyond the strength in various types of ships authorized, first, by the Washington naval limitation treaty of 1922, and secondly, by the London naval limitation treaty of 1930.

As has been done on several occasions in our history, the bill authorizes certain future construction over a period of years. But the bill appropriates no money for such construction and

the word 'authorization' is, therefore, merely a statement of the policy of the present Congress. Whether it will be carried out depends on the action of future Congresses." . . .

The Institute letter states that your allotment of funds for ship construction appears to be "directly contrary to your earlier pronouncement". Your statement gives the facts relative to the Vinson Bill and clearly indicates your belief that the main provision of this bill is to gradually build the Navy up to treaty strength; and that the bill is a Congressional policy. As is the case with all continuing Federal projects, appropriations for their execution must necessarily be dependent upon the actions of future Congresses. You did not in any manner state what your immediate action would be relative to the carrying out of this Congressional Mandate, so that the letter appears to be a clever and deliberate attempt to misunderstand your views.

There is attached hereto certain information relative to the officers and sponsors of the Mid-West Institute of International Relations, and as previously stated, it is to be emphasized that none of the sponsors signed the letter.

Sincerely yours,

*Claude A. Swanson*

The President,

The White House.

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Chandler, Henry P. (No date- during War) 1st Lt. Chem. Serv. Sectn. Applicatn. (10408-1834)

Coppeck, H.J., Knoxville, Tenn. Dept. Labor Sept. 18-1918; makes affidavit re his discharge from the William Oliver Mfg. Co Knoxville, Tenn. (P.F. 1088)

Douglas, Paul HQ 2nd C.A. Oct. 8-1932 Reports as Agitator. (10110-2662/20)

Douglas, Paul Howard HQ 6th C.A. Nov. 10-1933; connected with movement of United Conference for Progressive Political Action and Farmer Labor Federation which are affiliated for purpose of establishing "United Front" of Socialist and Communist parties. (10110-2666/66)

Hale, William B., NYC ONI July 30-1917 reports Hale as American, newspaper man formerly with N.Y. World and now with Hearst; strong Pro-German and blvd to be carrying important documents for pro-Ger. publications between Halifax and NY and Europe; formerly with Washington Herald; organized Women's Peace Party and Independent Union; in communication with German foreign Office and paid worker for German propaganda; decorated by Japan etc (D.J report of 10-10-17) (9140-3750) and

There is a great deal of information in our files re Hale but this seems to be synopsis of most important. (C.M.G.)

Army

D.J. Jan. 30-18 reports gave valuable information to Germany; assoc/w Dr. A. Karl Fuehr, Hans Stoehr and Albert de Bary (9140-5365/24). NP Clipping Feb. 1918; Editor of "Chicago Examiner" (9140-3750/14)  
BIDDLE Mar 4-1918; investigation of Hale turned over to D.J. (9140-5919)  
D.J. Apr. 1918; edited "Friends of Peace".  
Intel. Ofc Central Dept. Oct. 21-1919; in communication with Carl Hacker, Sec. of Communists in Cleveland O. (10110-804/92-93)  
Summary of activities of Hale may be found in file 9140-3750. (Nothing since 1921)

Hibbard, Mrs. Wm. G. 840 Willow Road, Winnetka, Ill. G-2 Dec. 17-1926 to Gen. Pershing. One of Regional Directors of National League of Women Voters, (10314-593)

Jenkins, Thomas A., Omaha Neb. D.J. Nov. 12-1917 and Nov. 15-1917; Sec. of I.W.W. Omaha Local; arrested in raid on I.W.W. hq. same place. (10110-467)

D.L. Nov. 19-1917 I.W.W. agitator; arrested at Omaha; blvd to be a menace to the community. (10110-133)

Knox, Col. Frank  
Knox, F.J.

Regular U.S. Army officer.  
Col. R.H. Williams feds report of Lt. Thomas June 19-1934 on Utopian Society; F.J. Knox a members and known as 1X3436. (10110-2560/32)

Lichtenstein, Walter

(Name in Walter Lichtenstein in G-2 files)  
D.J. Jan. 19-18; employed at Univ. Chicago; at time of American declaration of war he was in South Amer; carried quantity of mail for persons in Germany.  
Ruth M. Williams Feb. 10-18 a student who lives at home of Lichtenstein reports him as engaged in pro-German activities (10600-178/4-5)

Army

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Mathews, Shailer A.G.O. March 10-1919 Author of "Will Christ Come Again" pub. by American Institute of Sacred Literature which pamphlet is believed to be spreading German propaganda under the guise of religion. (99-93)

D.J. Jan. 18-1922 C/w the National Committee on American Japanese Relations. (1766-Z-432)

MATHEWS, Shaler Central Dept. 1-23-20 Ref. Jap. espionage in U.S. (1766-Z-30)

" 3-19-20 Actively engaged in supporting Japanese propaganda (1766-Z-47)

Morrison, C.C. H.A. Jung No date Fwd. report of lecture by Morrison in Chicago Nov. 8-1926 on "What is Happening in Russia"; is editor of Christian Century. (10110-2589)

G-2 9th C.A. Encl. ltr. from Maj. S.A. Gibson FMS&T Nov. 5-1928 State College of Wash. requesting info. re Morrison, editor of Christian Century; request has been made to Dr. E.O. Holland, Pres. of this College to invite Morrison to speak to student body on subject of world peace. (10110-2589/2)

H.Q. 6th C.A. Connected with Chicago Committee Dec. 11-33 for Defense of Human Rights Against Nazism. (10110-2666/68)

Scott, Col. Walter Dill, Chicago Intel. Office Central Dept. Dec. 6-19 Head of the Garment Workers Union; assisted by Prof. Hotchkiss and Earl Dean Howard. (10110-1534) *Also Pres of Northwestern University*

Snow, Sydney B. 103 Pinckney St Boston Amer. Red Cross May 8-1918; adv. believe Snow is all right for A.R.C. altho he was turned down by YMCA on account of his peace society connections before the war (10543-26)

MID Aug. 19-1918 Memo for file re Snow being statement of interview with Snow who declares he is loyal to U.S. (10543-45)

Snow to MID; has withdrawn his application for ARC. (10543-45)

Snow, Rev. S Intel. Officer North Eastern Dept. Nov. 13-1919; one of speakers at radical meeting in Boston (10110-913/27 327-328)

Stewart, Rev. George Craig Amer. Red. Cross July 16-1918; advises no favorable report made at Gen. Div. re Stewart; sailed for France July 3 1918; re possible action to be taken. (10543-101)

Strawn, Silas H. David L. Stone Mar. 14-1933; thanks Strawn for Address on European Conditions and Problems and necessity for U.S. to have European market etc. (2767-87)

Title, Rev. Ernest F. Intel. Ofcr. 6th C.A. Feb. 1-1921; attended conference of Churches in Chicago re the industrial situation (10110-2304)

Natl. Civil Liberties Bureau Dec. 20-22 writes re attn. to actvts of agt. of MID who under directn of Col. McCloskey of Chicago visited the Rev. Fittle to investigate re Political Prisoners (10110-G-41)

*Army*

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Tittle, Rev. Ernest F. Continued

Intel. Officer 9th C.A. Sept. 17-1938  
Fwds copy of "Rotarian" magazine which  
contains article on "Militarism and the  
Schools" by Tittle which was sent to  
these hq. by Lt. Col. C. G. Lawrence who  
is on duty with the Oakland High  
Schools. (2045-1080)

HQ 6th C.A. 2-11-33; Meeting of Chicago  
Civil Liberties Comm. held in church  
in Evanston of which Tittle is past  
(10110-2666/39)

HQ 6th C.A. June 10-1933/ Tittle conn-  
ected with Mid West Institute of  
International Relations at N.W.U.  
(10110-2666/54)

MID WEST INSTITUTE OF INTERNATIONAL  
RELATIONS

HQ 6th C.A. 6-10-1933 Convention of  
Mid-West Inst. of Inter. Reltns. will be  
held at N.W.U. under auspices of Amer-  
ican Friends Service Committee; this is  
a Pacifist affair. (10110-2666/54)

*Army*

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GILKEY, CHAS. W. - Member of Chicago Civil Liberties Committee, which is affiliated with American Civil Liberties Union, purely communistic. Delivered a highly communistic speech before the American Civil Liberties Union at Willard School, Evanston, Ill., 5 May 1933. *connects the Institute with Communist Party Org.*

STRAWN, SILAS H. - National Council, Foreign Policy Association. *Probably one of the most important members.*

WILSON, E. RAYMOND - Secretary of the Committee on Militarism in Education, 387 Bible House, Astor Place, N.Y.; Field Secretary, Peace Section of American Friends Service Committee.

ALLEE, WARDER C. - Born near Bloomingdale, Ind., in 1885. He received his education at Earlham College (Quaker) and at the University of Chicago. He has been: asst. in zoology, University of Chicago, 1910-12; instructor in Botany, University of Illinois, 1912-13; instructor Zoology, Williams College, 1913-14; asst. prof. zoology, Oklahoma University 1914-15; prof., biology, Lake Forest College, 1915-21; asst. prof., zoology, 1921, associate prof., 1923, prof. 1926, University of Chicago; dean in the colleges 1925-27, University of Chicago. Home: 5537 University Ave., Chicago.

Allee is chairman of the Chicago Division of the American Friends Service Committee.

Under date of April 15, 1926, a letter was sent out over the signature of Allee appealing for funds to carry on work in the Soviet Union, which stated in part:

"The revolution in Russia came because of the conditions under which the vast majority of people had to live. It found them with almost no hospitals, health centers, schools and very few doctors. The Soviet Government is making heroic efforts to meet these needs, but the task is enormous. Progress is being made, though it will be many years before they can fully develop what was almost totally lacking in Russia before the war."

Allee is scheduled to participate in the Mid-West Institute of International Relations" under the auspices of the American Friends Service Committee at Northwestern University, June 20-July 2, 1932.

ADDAMS, JANE

National Council, Foreign Policy Ass'n.; member of advisory council of American Society for Cultural Relations with Russia; Public Ownership League; for years on the national committee of the American Civil Liberties Union; general committee of the Peoples of America Society; on the Burton K. Wheeler Defense Committee; exposed in a Senate investigation in January 1919; on advisory board of the Communist begotten Russian Reconstruction Farms; has made various addresses in the interest of Communism; president of the Women's International League for Peace and Freedom; national council of the Foreign Policy Ass'n and on its executive committee; exposed in Sen. Bayard's article, Congressional Record, July 1926; member of the communistic Consumers' League; member of Immigrants' Protective League; on the Chicago Forum Council advisory committee; a contributing editor of The New Republic; vice-chairman of the National Council for Prevention of War; opposes military

~~CONFIDENTIAL~~

ADDAMS, JANE (cont'd) - training in schools and colleges; connected with the notorious Communist agent Borodin; connected with the American Committee on Information about Russia; sponsor for the lecture tour of Countess Karolyi; among the organizers of the Fellowship of Reconciliation; director of the Survey Associates and on the National Save Our Schools Committee; has connections with Alexander Berkman the man who tried to spread insurrection in our Army Overseas.

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# MID-WEST INSTITUTE OF INTERNATIONAL RELATIONS

A TWELVE-DAY COURSE

for

Public and Private School Teachers, Ministers, Field and Local  
Peace Workers, College Students, and Others  
Interested in Promoting World Peace



Held at

Northwestern University, Evanston, Illinois  
June 20 to July 2, 1932

Arranged by the

**American Friends Service Committee**

Midwest Headquarters

Room 1011, 105 West Monroe St., Chicago, Ill.  
National Office — 20 South 12th Street, Philadelphia, Pa.

Similar Institutes Will Be Held at

Haverford College, Haverford, Penna., June 13 to 25, 1932

Wellesley College, Wellesley, Mass., June 23 to July 2, 1932

For information regarding the Institute at Haverford or at Wellesley write to the  
American Friends Service Committee, 20 South Twelfth Street, Philadelphia, Penna.

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# MID-WEST INSTITUTE OF INTERNATIONAL RELATIONS

## A TWELVE-DAY COURSE

For Public and Private School Teachers,  
Ministers, Field and Local Peace Workers,  
College Students and Others Interested  
in Promoting World Peace

HELD AT

# NORTHWESTERN UNIVERSITY

EVANSTON, ILLINOIS

JUNE 20 to JULY 2, 1932

Arranged by the

American Friends Service Committee  
(National Office—20 South 12th Street, Philadelphia, Pa.)

CLASSES IN THE MORNING  
RECREATION IN THE AFTERNOON  
LECTURES IN THE EVENING

## COURSES\*

### American Foreign Policy.

- (1) Factors and Conditions influencing our Foreign Policy.
- (2) The United States and the League.
- (3) The United States and the World Court.
- (4) The United States and Latin-America.

James W. Garner.

### The Orient in World Affairs.

- (a) Underlying Issues in the Far East.
- (b) The Manchurian and Shanghai Crisis.
- (c) Our relationship to Japan and China.
- (d) The Philippines.

Grover Clark.

### The Biological Background of Peace.

Warder Clyde Allee.

### Economic Aspects of International Relations.

- (a) Significance of America's change from a debtor to a creditor nation.
- (b) Who is going to pay for the War?—Debts and Reparations.
- (c) Tariffs and Trade Barriers. The Economics of Disarmament.
- (d) The World's Monetary Problem. The International Bank.
- (e) International Economic Organizations, etc.

Harry D. Gideonse.

### Political Problems in Establishing World Peace.

- (a) Major causes of the World War.
- (b) Post-war Efforts toward World Cooperation and Organization—the League of Nations, the World Court, Arbitration Treaties, The Kellogg Pact, etc.

Andrew D. Cordier.

### History and Progress of Disarmament since 1899.

Andrew D. Cordier, Ben M. Cherrington.

### Sociological Aspects of the War-Peace Question—Nationalism, Population Pressure, Racial Conflict.

Herbert A. Miller.

### The Psychological Approach—Building and Breaking the War Habit.

Tucker P. Smith.

### Community and Adult Education in World Affairs.

Ben M. Cherrington.

### Resources of the Peace Movement—Organizations, Activities, Literature.

E. Raymond Wilson.

### Current Peace Issues in the United States.

Mrs. Quincy Wright.

### Spiritual Aspects of the Struggle for World Peace.

- (a) Moral and religious problems involved in War.
- (b) Do armaments really protect?
- (c) Conscience and citizenship—loyalties and patriotism.
- (d) The attitude of Jesus toward War and Violence.
- (e) Sanctions and the use of force.
- (f) Characteristics of Military Propaganda.

Henry J. Cadbury, Kirby Page, Clarence E. Pickett.

\*Not open to the public. Only regularly enrolled members of the Institute may attend.

### TIME—June 20 to July 2, 1932

Registration June 20, from 9 to 2 o'clock.  
Harris Hall. Opening Convocation, 2 p. m.  
Harris Hall.

### ENROLLMENT

Resident attendance at the Institute is limited to 150 persons who are, or expect to be, actively engaged in forwarding better international relations.

### RATES

\$25.00 per person for the entire period for room, tuition and two meals (luncheon and dinner). Students will live in fraternity and sorority houses on the campus and eat luncheon and dinner at the First Methodist Episcopal Church, only two blocks from the campus.

Each person will supply his own towels, soap, etc.  
Arrangements will be made for a limited number of day students for whom there will be a tuition fee of \$10.00 for the period.

### PLACE

Northwestern University, Evanston, Illinois, is just north of Chicago on Lake Michigan, and may be reached from Chicago by the elevated, North Shore Electric, Chicago and Northwestern Railroad, or Route 41 by auto.

### RECREATION

Tennis courts, bathing beaches, and other recreational facilities of the university will be available. Bring your bathing suits and beach robes.

### EVENING LECTURES

Will be open to the public without charge. See other side for announcements.

### SIMILAR INSTITUTES will be held at

Haverford College, Haverford, Penn., June 13 to 25, 1932.  
Wellesley College, Wellesley, Mass., June 22 to July 2, 1932.

**ENROLL NOW**  
MID-WEST INSTITUTE OF INTERNATIONAL RELATIONS

Room 1011, 105 W. Monroe St. Chicago, Ill.

## FACULTY and LECTURERS

### WARDER CLYDE ALLEE

Professor of Zoology, the University of Chicago. Editor of *Physiological Zoology*. Author: *Animal Aggregations*, etc.

### FRANK MALLOY ANDERSON

Professor of History, Dartmouth College. With the American Commission to Negotiate Peace, Paris, 1919. Joint author of *The Handbook of the Diplomatic History of Europe*, etc.

### HENRY J. CADBURY

Professor of Biblical Literature, Bryn Mawr College; Chairman of American Friends Service Committee. Author: *National Ideals in the Old Testament*, etc.

### BEN M. CHERRINGTON

Director of the Foundation for the Advancement of the Social Sciences, and Professor of International Relations, University of Denver. Attended the opening sessions of the General Disarmament Conference in Geneva in February.

### GROVER CLARK

Born in Japan. Former business manager of *The Trans-Pacific*. Teacher in government schools in Japan. Professor at the National University of Peking; editor of *The Peking Leader*. Eight months with the China International Famine Relief Commission. Speaks Chinese and Japanese. Now in New York as consultant on Far Eastern Affairs.

### ANDREW W. CORDIER

Professor of History, Manchester College, Indiana. Specializing in post-war Europe.

### GLENN FRANK

President, University of Wisconsin. Former editor *The Century*. Author: *Thauser and Doves*, etc. Alumnus of Northwestern University.

### JAMES W. GARNER

Professor of Political Science, University of Illinois. Former President, American Political Science Association. Honorary Vice-President, American Society of International Law. Special lectureships at Geneva, Paris, The Hague, Calcutta, etc. Author: *American Foreign Policies*, and fourteen other books on Political Science, History, or International Law.

### HARRY D. GIDEONSE

Associate Professor of Economics, University of Chicago. American editor of the *Revue Economique Internationale* (Brussels). Former Director of the Students' International Union at Geneva. Author: *Transfert des Reparations et Plan Dawes*, *The International Bank*, etc.

### LOUIS L. MANN

Rabbi, Chicago Sinai Congregation. Lecturer, Department of Oriental Languages and Literature, University of Chicago. Associate editor of *Unity*.

### HERBERT A. MILLER

Lecturer on Sociology, Northwestern University Summer Session, 1932. Member, Executive Committee, American Sociological Society. Author: *Races, Nations, and Classes*, etc.

### KIRBY PAGE

Editor *The World Tomorrow*. Author: *National Defense*, *Dollars and World Peace*, *The Abolition of War*, etc. Has visited 35 countries in his studies of international relations.

### CLARENCE E. PICKETT

Executive Secretary, American Friends Service Committee.

### TUCKER P. SMITH

Secretary of the Committee on Militarism in Education. Specialist in the psychology of war and peace.

### EDWARD A. STEINER

Professor of Applied Christianity, Grinnell College. Author: *On the Trail of the Immigrant*, *The Making of a Great Race*, etc.

### ERNEST FREMONT TITTEL

Minister, First Methodist Episcopal Church, Evanston. Trustee, Northwestern University. Member of World Peace Commission of the Methodist Episcopal Church. Author: *Religion of the Spirit*, etc.

### E. RAYMOND WILSON

Field Secretary, Peace Section, American Friends Service Committee. Japanese Brotherhood Scholar, Tokyo, 1926-27. Bi-die Scholar-Elect, Geneva, 1932. Dean of the Institute.

### MRS. QUINCY WRIGHT

President, Cook County League of Women Voters.

# EVENING LECTURES\*

Open to the Public without charge. Harris Hall 8:30 p. m. (Daylight Saving Time)

MONDAY, JUNE 20—President Walter Dill Scott—Welcome  
Edward A. Steiner,

"The New World, The New Woman, and the Old Adam."

TUESDAY, JUNE 21—Rabbi Louis L. Mann,

"Religion's Stake in World Peace."

WEDNESDAY, JUNE 22—Harry D. Gideonse,

"Who Is Going to Pay for the War?—The Lausanne Conference on Debts and Reparations."

THURSDAY, JUNE 23—James W. Garner,

"The United States and Latin-America—Proposals for a Constructive Policy."

FRIDAY, JUNE 24—Kirby Page,

"Must We Travel the Moscow Road?"

SUNDAY MORNING, JUNE 26—11 A. M.

Rev. Ernest Fremont Tittle, First Methodist Church,  
Evanston  
The Conference Sermon.

SUNDAY EVENING, JUNE 26—Grover Clark,

"Problems of the Far East."

TUESDAY, JUNE 28—Frank Maloy Anderson,

"The Treaty of Versailles after Thirteen Years."  
(Treaty signed June 28, 1919)

FRIDAY, JULY 1—President Glenn Frank,

Subject to be announced.

\*More lectures to be announced. Some flexibility in the second week's program is being provided for in order to give opportunity for consideration of new issues which may arise, or for more adequate discussion of questions already scheduled on the Institute program. Some will wish to visit the Democratic National Convention in session in Chicago.

## APPLICATION FOR ENROLLMENT

Mid-West Institute of International Relations,  
Room 1011, 105 W. Monroe St., Chicago.

- I wish to enroll in the Mid-West Institute of International Relations to be held at Northwestern University, Evanston, Ill., from June 20 to July 2, 1932.  
 I would like to have more information about the Mid-West Institute.

Name .....

Address .....

Occupation .....

The following people might be interested in the Institute:

Name	Address	Occupation
------	---------	------------

.....  
.....

Arranged by the American Friends Service Committee  
National Office, 20 South 12th Street, Philadelphia, Pa.

Send In Your  
Application  
Now—Use  
*PSN - Navy*  
This Blank

*Personal file*

*TBF Navy Swanson*

A4-3(11)(1936)/FF  
(340531)

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

2 November 1934.

My dear Mr. President:

The Department is continuously receiving many reports from the Commander-in-Chief and other officers of the Fleet indicating the very unsatisfactory condition of readiness in which the Fleet is operating owing to the fact that the complements of all the battleships, cruisers and aircraft carriers have been reduced to eighty percent or less of the numbers required efficiently to operate the ships in war. All other units, except submarines are also operating below their full complements.

Due to these complaints from the Fleet the Chief of Naval Operations in conjunction with the Commander-in-Chief and the Chief of Bureau of Navigation made a very careful study of the personnel situation to determine the minimum complement with which the ships could operate and the Fleet still be ready temporarily to meet any unexpected emergency. The result of this study is the unanimous opinion that eighty-five percent of the war complement is the minimum allowance for satisfactory peace-time operations.

With only eighty percent of the complements, as at present, a large part of the battery must remain unmanned; and ships are capable of steaming at high speed for only short periods, owing to the necessity for the engine and fire-room forces standing watch and watch. In addition, with only eighty percent of complement it is impracticable to give the degree of training which will ensure the ships having adequate battle efficiency. This shortage also involves a higher percentage of personnel turnover than otherwise would be the case, and this militates greatly against the efficiency of the Fleet as a whole. With eighty-five percent of complement one-half of

the secondary battery must still remain unmanned, but with this additional five percent it will be practicable to place the engine room and fire room complement in three watches instead of two.

The Fleet Operating Plan for the Fiscal Year 1936 contemplated the correction of this very unsatisfactory personnel situation in the Fleet by bringing the complements of the ships that will be in commission up to the eighty-five percent figure. A very careful estimate indicates that at the end of the Fiscal Year 1936 a total of 93,500 men would be required. As the year would start with 82,500 men a request was made to the Bureau of the Budget that the estimates be based on an average requirement for the year which would be 88,000 men.

The Department has been informed by the Bureau of the Budget that a maximum of 88,000 will be allowed which gives an average of only 85,250 men, or 2750 less than the average requested. The difference in cost involved is only about \$3,000,000, a small sum in comparison with the difference in the degree of efficiency of the Fleet.

Owing to the present situation I feel it will be unfortunate to have the Fleet continue with its present shortage of personnel.

The Chief of Naval Operations has made a study of the effect on the proposed operating plan for the Fiscal Year 1936 if the maximum number of enlisted personnel is held to 88,000 instead of the average of 88,000 on which the original estimates were based. I am forwarding, herewith, a copy of that study which shows three contemplated plans to meet such a situation. I have disapproved the third plan which contemplates the continuance of the operation of the vessels of the Fleet with only eighty percent of complement. The other two plans are designed to maintain the United States Fleet in as high a degree of readiness as practicable and therefore in order to meet the cut in the contemplated number of enlisted men requires the placing out of commission such ships as in my judgement are the least important for the readiness of the Fleet to meet an emergency. It should be noted that while some combatant ships, such as a few destroyers and minelayers are placed out of commission in both of these plans, the other units include the two oldest ships which are now being used for the Midshipmen's

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

10 November 1935

Practice Cruise and the training of Reserves, and the vessels now employed in surveying duty. It would be desirable, of course, if men were available, to continue all these activities.

In view of the situation as presented herewith, I strongly recommend that an average enlisted personnel of 88,000, on which the Fleet Operating Plan for 1936 was originally based, be authorized in making the estimates for that year.

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

14 Battleships	10,000	1,400,000
10 Cruisers	10,000	1,000,000
10 Destroyers	10,000	1,000,000
10 Submarines	10,000	1,000,000
100 Destroyers	100,000	10,000,000
1000 Sailors	1,000,000	10,000,000
1000 Marines	1,000,000	10,000,000
1000 Aircraft	1,000,000	10,000,000

PSF Navy.  
Swanson

In reply address not the signer of  
this letter, but Bureau of Navigation,  
Navy Department, Washington, D. C.  
Refer to No.

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

Nav-HH.

8 November 1934.

Memorandum for

The Secretary of the Navy.

Subject: Enlisted Personnel for Navy, 1936.

1. The fleet at present includes the following ships:

14 Battleships,	manned with 80% complement	14,447
1 ARKANSAS	" " 46.3% "	589
1 WYOMING (Misc.Aux.)	" " 100% "	541
15 8" Cruisers	" " 80% "	8,070
10 6" Cruisers		
9 in full com.	" " 80% "	3,669
1 with Speron.	" " 69.1% "	346
105 Destroyers		
72 in full com.	" " 86.2% "	8,033
10 red. com.	" " 48.4% "	610
23 rotating reserve	" " 34.1% "	989
54 Submarines	" " 100% "	2,326
4 Aircraft Carriers	" " 80% "	3,627

2. Between now and the end of the fiscal year 1936, the following number of ships under construction will be added and others lost.

+	1 Heavy Cruiser	+	603
+	14 Destroyers (Net gain)	+	3,350
+	2 Gunboats	+	290
+	1 Repair ship	+	543
-	3 Submarines (Net loss)		

- 93

3. With 80% complement, which can be provided with a maximum strength of 88,000 men and an average during the year of 85,250 men, capital ships can man their main battery, half of their broadside battery, part of their anti-aircraft battery, and can provide two watches for full power in the Engineer department. They are, therefore, not sufficiently provided with men to permit of meeting an adequately manned enemy ship of the same class at sea with a reasonable prospect of success in battle.

4. With 85% complement, which can be provided with a maximum of 93,500 men and an average during the year of 88,000 men, these ships can man their main battery, all of their anti-aircraft battery, and one-half of their broadside battery. They can also have three watches for full power in the Engineer department, and will therefore, in my opinion, be sufficiently manned to meet an enemy at sea with reasonable prospect of success in battle.

5. If the additional funds necessary for an average of 88,000 men should not be available, it appears preferable to obtain a sufficient number of men by placing some ships out of commission rather than to continue the present practice of sending ships to sea with an insufficient number of men to fight all the guns on one broadside and to steam at battle speed.

6. It is not practicable to make any material reduction in the present number of enlisted men on shore, 18,355, distributed as follows:

Recruits at Training Stations	4,404
Air Stations	2,976
Patient at Hospitals	1,850
Hospitals - Attendants	1,426*
Submarine Bases	870
General Detail at Receiving Ships and Stations	850
Communications	941
Training Stations - Operating Force	680
Recruiting	500
Service Schools - Operating Force	174
Prisons - Operating Force	16
Receiving Stations - Operating Force	350
Navy Yards	524
Naval Stations	416
Ammunition Depots and Torpedo Stations	218
Students at Service Schools	850
Receiving Ships - Operating Force	245
In Transit Ashore	662
Miscellaneous	403
	<u>18,355*</u>

\*Includes 13 men paid for by Veterans' Administration

7. Within a short time after a declaration of national emergency, a sufficient number of men from partly trained available Naval Reserves can be obtained to fill all complements to war strength, and these men of the Naval Reserve can be adequately trained for their battle stations within a few weeks after their arrival on board ship.

8 85% complement is necessary to meet an enemy before the Reserves are received and trained, and should be provided, either by obtaining additional funds or by placing some ships out of commission if the necessary additional funds cannot be made available.

9. If the enlisted force is increased during 1936 to a maximum of 93,500, it will be necessary to open one of the inoperative training stations at Newport, R.I., or Great Lakes, Ill. This will cost under all appropriations, in addition to the \$2,805,912 for pay and subsistence,

for Newport	\$100,608
for Great Lakes	560,000

10. The difference in cost for "Pay, Subsistence, and Transportation" between an average of 85,250 and 88,000 enlisted men for the fiscal year 1936 will be \$2,805,912; and if it is necessary or desirable to keep ships of the Navy in commission, it is my opinion that they should be provided with not less than 85% complement. This additional 5500 men (average for the year 2750) will involve additional expenditures under other Bureaus of \$109,582, which together with the cost of opening the Training Station at Newport, makes a grand total of \$3,016,102

11. Expressed in terms of money to be expended under all appropriations, it will cost \$3,000,000 more to have an average of 88,000 enlisted men in the fiscal year 1936 than to have an average of 85,250.

*William D. Leahy*

*file*

THE SECRETARY OF THE NAVY.  
WASHINGTON

27 November 1934.



My dear Mr. President:

Please accept my expression of appreciation for your note of advice dated November 22d on the proposed Naval Personnel Bill.

I am very much pleased with the prospect of going over the whole subject with you at your convenience after your return to Washington, and having the assistance of your advice in the important matter of naval personnel.

Sincerely yours,

*Claude A. Swanson.*

The President,  
The White House.

PSF Navy  
Swanson

*"file personal"*  
QH(16)-San Juan/A1-1(341020)

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

27 November 1934

My dear Mr. President:

Since the receipt of your further instructions of 21 November in reference to the transfer of the New Orleans floating drydock, our study of the legal aspects indicate, as I had expected, that the first step must be to secure Congressional authority.

Captain Brown has represented me in an interview with Assistant Secretary Walters of the Department of the Interior and has laid before him the general situation as we see it. Both Departments will cooperate fully in carrying out your wishes.

I am delighted to learn that you are enjoying Warm Springs, in spite of the many demands made on you there.

Sincerely yours,

*Claude A. Swanson*

The President,

Warm Springs, Georgia.

PSF Navy  
Sumner  
file  
personal  
sumner  
(3) (1)

THE SECRETARY OF THE NAVY  
WASHINGTON

THE WHITE HOUSE  
DEC 28 1934  
RECEIVED

December 27, 1934.

My dear Mr. President:

I want to thank you most heartily for the very fine cuff links which you sent me. They are beautiful, and I shall cherish and prize them highly as a memento of my pleasant association with you as a member of your Cabinet.

I wish for you a very Happy New Year, and hope that your Administration during the coming year will be crowned with the same measures of success as have characterized the one just passed.

With very best wishes, I  
am

Your friend,

*Claude S. Sumner*

The President,  
The White House.

WESTERN UNION  
TELEGRAM

RECEIVED AT NAVY DEPARTMENT

PSF Navy  
Swanson  
PSF

1935 JAN 31

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LONGBEACH CALIF JAN 30 35

REAR ADMIRAL W D LEAHY

BUREAU OF NAVIGATION, WASHN, DC.

REPLYING YOUR LETTER TWENTY EIGHTH PLEASE INFORM SECRETARY FOR THE  
BEST INTERESTS OF FLEET I STRONGLY ADHERE TO MY ORIGINAL RECOMMENDATION  
PERIOD IN EVENT IMPOSSIBLE TO ACCEPT MY RECOMMENDATION AND IN ANSWER TO  
SECRETARYS QUESTION I PREFER LANING

J M REEVES

0720 S 31 JAN

R 3052 21

~~RECEIVED~~

Expression of preference between Vice Admiral  
Lanning and Vice Admiral Craven to  
Command the Battle Fleet next year.

REF ID: A621874

*Speak to Harry Roosevelt about this*

*"file confidential"*

*File Navy (S) (1)*

31 January 1935.

<u>Command</u>	<u>Retires</u>	<u>1934.</u>	<u>Recommended by Admiral Reeves. 1935</u>	<u>Department's Proposal - 1935</u>	<u>Change to be made in</u>
U.S. Fleet	12/36	Adm. Reeves			
Asiatic	10/36	Adm. Upham	Murfin	Murfin ✓	Aug.-Sept.
Battle Force	8/38	Adm. Brumby	Leahy	Laning	July
Sco. Force	11/36	V. Adm. Campbell	Kempff	Hepburn	October
Bat. Ships	7/37	V. Adm. Craven	Hepburn	Leahy	July
Base Force	11/41	Pettingill	Cluverius	Cluverius	July
Air Force	4/38	Butler	King, or Yarnell	Yarnell	October
Destroyers	10/41	Hepburn	Woodward	Woodward	October
Des. Sco. Force	8/42	Watson	Gannon	Gannon	July

PSF  
Swanson  
Navy

In reply address not the signer of  
this letter, but Bureau of Navigation,  
Navy Department, Washington, D. C.  
Refer to No.

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

18 February 1935

MEMORANDUM FOR -

The Secretary of the Navy.

The following personal letter received this  
date from Admiral Reeves is quoted for your information:

"Dear Leahy:

I have just received your letter of  
12 February telling me that the President has approved  
certain changes in command in the Fleet. While some  
of these changes differ from my recommendations, I  
cheerfully accept the assignments mentioned in your  
letter. They are all good men and I feel confident  
of the future efficiency and effectiveness of the Fleet  
in their hands. I am sure you realize that, in re-  
sponse to the request for my views, I merely gave my  
personal opinion which was based solely on the best  
interests and efficiency of the Fleet.

I wish to congratulate you on coming  
to the Fleet and to express my gratification in having  
you.

You, of course, realize that my request  
for Bryant is tentative on the assumption that Andrews  
is to leave. The Secretary told me, and I understood  
the same also from the President, that Andrews is to  
relieve you in Navigation. I consider Andrews espe-  
cially well qualified for the post and am confident he  
will fill it in an able manner.

I agree with you that it is advisable to  
effect the Laning-Brumby change in March before the  
maneuvers. I think, for similar reasons, it will be  
most advantageous to make as many changes in March as  
practicable, including Captains. The advantage of  
experience gained in this particular Fleet Problem to  
officers is obvious and should make for a better Fleet  
during the ensuing year.

The details of Fleet Problem XVI are now practically complete. It is going to be an excellent Problem and I hope that you, as well as other new Flag Officers and Commanding Officers, will be in the Fleet to benefit from this experience.

Will you please convey to the Secretary my very kindest regards? His personal interest in the Fleet and in the selection of Flag Officers has been of the greatest assistance and is highly appreciated.

Again with my congratulations and kind regards.

Very sincerely yours,

J.M.REEVES."

*William D. Leahy*  
William D. Leahy.

*file personal*

THE SECRETARY OF THE NAVY  
WASHINGTON

*PSF Navy  
Swanson*



February 19, 1935.

My dear Mr. President:

Thinking that you might be interested in a letter Admiral Reeves wrote to Admiral Leahy, I send you herewith a copy for your perusal. You will note that with regard to the selections made Admiral Reeves states - "They are all good men and I feel confident of the future efficiency and effectiveness of the Fleet in their hands."

You will also note what Admiral Reeves states in regard to Admiral Andrews. It is my intention to send Admiral Andrews' appointment to you as soon as we know when Admiral Leahy will leave, so that you can send it to the Senate for confirmation. I am glad this matter has been arranged satisfactorily to all.

I want to offer my congratulations in connection with the Supreme Court decision in the gold case. Yesterday was the Austerlitz of your administration. No one rejoices more than I.

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

Enc.

*file  
personal*

*PSF Navy  
Swanson*



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

1 April 1935

My dear Mr. President:

I was very much gratified to have your message delivered by Miss LeHand expressing regret that owing to your sudden departure on your brief vacation you did not have an opportunity to talk with me concerning the Navy.

Your message is the more appreciated as I know how very busy you are, and I am grateful for it as it gives me the opportunity to inform you that our building program is progressing satisfactorily and that it is apparent from Congressional action with respect to naval legislation, and from the press reports from all parts of the country, that the interest in the Navy is most gratifying and warrants the continuation of the strong support which you are giving.

I hope your brief vacation has resulted in your obtaining a much deserved rest, and that the Navy did its part in making it a success in a manner which meets with your approval.

Sincerely yours,

*Claude Swanson*

The President,  
The White House.

*file  
Confidential*

*PSF Navy  
Swanson*

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

(SC)A16/QH(Pacific)

MAY -1 1935

~~SECRET~~

My dear Mr. President:

In connection with the study of naval bases in the Philippines, I have caused to be made a complete study of the naval base situation in the Pacific. In addition to the naval bases on the Pacific Coast and at Pearl Harbor, the Navy Department recommends that Kiska (Aleutian Islands), Guam and Samoa be retained in status quo subject to future developments, but that plans for their establishment as subsidiary bases in emergency be completed. The Navy Department is of the opinion that a decision to develop these subsidiary bases must await determination of the requirements of United States policy which will develop out of the post treaty situation. This opinion is based on the assumption that the United States will not initiate a naval race either in ships or bases.

In order to present a complete picture of the naval base requirements in the Pacific in case the naval treaties are no longer binding upon the United States, the Navy Department is of the opinion that in addition to main home fleet bases at Puget Sound and at San Francisco Bay, the main outlying fleet base at Pearl Harbor, plans should be developed for a main outlying fleet base in the Philippines, and subsidiary bases at Kiska, Guam and Samoa.

Sincerely yours,

*Claude A. Swanson*  
Claude A. Swanson

The President,  
The White House.

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Date- 2/12/59

Signature- *Carl J. Spicer*

5

PSF Navy  
(Swanson folder)

(Sc) A21-5.

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

~~Confidential~~

JUN 28 1935

11

My dear Mr. President:

Thinking you might be interested, I quote a despatch received concerning one of the Islands in the Pacific: -

"SITUATION AT JARVIS ISLAND FINE - AM LEAVING FOUR HAWAIIANS (2 OLD AND 2 NEW) THERE WITH A SUPPLY OF FRESH WATER AND PROVISIONS".

Sincerely yours,

*Claude Swanson*

Claude A. Swanson

The President,  
The White House,  
Washington, D.C.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature-

*Carl L. Spicer*

~~Confidential~~

✓

THE WHITE HOUSE  
WASHINGTON

PSF Navy  
Swanson

SECRET

June 28, 1935.

MEMORANDUM FOR  
THE SECRETARY OF THE NAVY

In regard to your letter of June 26th referring to relief of the AUGUSTA, I am inclined to agree with the recommendation that a heavy cruiser be kept as the flagship of Commander-in-Chief of the Asiatic Fleet.

Will you, therefore, either keep the AUGUSTA on her present assignment, or relieve her with another heavy cruiser, preferably one of the older ships of this class, whichever seems best in your discretion?

F. D. R.

PSF Navy  
Swanson

THE SECRETARY OF THE NAVY.  
WASHINGTON

(SC)FF6

Serial 2007 SECRET

JUN 26 1935

My dear Mr. President:

In contemplation of relieving the AUGUSTA as flagship on the Asiatic Station by the OMAHA, I have had a careful study made of the costs involved thereby and of the change in the general situation which would be caused by the replacing of a heavy cruiser by a light cruiser. In view of this study I feel before orders are issued to make effective this change I should bring the results to your attention.

It has been found that there is not sufficient space on the OMAHA properly to accommodate the additional officers, crew, and equipment necessary for a fleet flagship on a foreign station. Not only must the staff be augmented, but accommodations must be provided for a marine guard, a band and the additional bluejackets necessary for carrying out the special functions of a fleet flagship. While it is possible by removing two of the six-inch guns (this has already been done in some of the light cruisers) and by removing one of the catapults to improve the situation, an estimate shows that an expenditure of between \$50,000 and \$60,000 will be required. As these changes will not improve the military characteristics of the ship, I feel that careful consideration should be given before expending this sum of money.

Another consideration is the effect on the ability of the Commander-in-Chief of the Asiatic Fleet to carry out the present approved war plans which require, in case of hostilities, a heavy cruiser to operate against the enemy commerce. It is felt here in the Department that a heavy cruiser has a large field in this capacity which cannot

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Date- 2/12/59

Signature- Carl S. Spicer

be accomplished by a light cruiser. It is believed that this advantage outweighs the possibility of premature loss of the heavy cruiser due to sabotage, as such loss might occur in any part of the world.

I also feel that the matter of prestige in the Far East bears an important consideration with regard to this change, and I fear that the reason for making the change will be wrongly interpreted by those nations which have interests in the Far East. It is felt that perhaps the State Department may have some thoughts in regard to this phase of the situation.

This whole situation has been carefully considered in conference with Rear Admiral Murfin, who is temporarily on duty in Washington and who will succeed Admiral Upham as Commander-in-Chief this fall. Admiral Murfin will be in Washington until about 1 July and is available on short notice should you desire to see him.

I would appreciate very much if you will let me know at as early a date as practicable whether or not you desire, in view of the above, that the orders be issued for the OMAHA to relieve the AUGUSTA as a period will be required in the Navy Yard before the OMAHA can be made ready to proceed.

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House

THE WHITE HOUSE  
WASHINGTON

CONFIDENTIAL

CLS  
11-8-63

July 2, 1935.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

Referring to your confidential letter of June twenty-ninth, relating to 1937 new construction program, I entirely approve of the replacement policy relating to destroyers and submarines. However, in regard to the battleship, I think it important that nothing be said in regard to this for a few months to come -- until we are more clear in regard to the Naval Treaty.

This does not mean that work on designs for this battleship should be held up but there should be no publicity of any kind.

F. D. R.

PSF Navy Swanson

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

29 June 1935

(SC)LI-1(1937)

~~Confidential~~

*[Handwritten notes and signatures on the right margin, including "29", "1937", and various initials.]*

My dear Mr. President:

Some time ago the matter of replacement of battleships was taken up with you in a personal interview with the Chief of Naval Operations and you agreed that it was desirable to be prepared, in the absence of other agreements to the contrary, to undertake the construction of battleships upon the termination of the present treaty agreements on 1 January 1937.

The General Board has recommended a building program which includes

- One 35,000-ton capital ship (characteristics to be determined later)
- Twelve 1500-ton destroyers
- Six submarines (of about 1350 tons displacement)

The destroyer and submarine construction is solely for replacement of obsolete tonnage.

Before taking any further steps in this matter it is desired that you give final approval to this program.

Sincerely yours,

*[Handwritten signature of Claude A. Swanson]*

Claude A. Swanson

The President,  
The White House.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature-

*[Handwritten signature: Carl S. Sprue]*

*PSF Navy Swanson*

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

(SC)A19(Geneva)

AUG 5 - 1935

~~Confidential~~

My dear Mr. President:

The President's confidential memorandum of 20 July, and inclosures, State Department letter of 19 July and Tokyo dispatch of 18 July, relating to the suggestion that a possible naval conference in the present year be purely pro forma in character, have been given careful study by the Navy Department.

The suggestion, in itself, does not appear acceptable because it is not consistent with the attitude which the United States has maintained looking toward progressive limitation by agreement and because it does not conform to the spirit and purpose expressed in the London Treaty. Such a meeting would, furthermore, in the opinion of the Navy Department, be followed by unrestricted building. The Navy Department believes that, under these circumstances, the United States should seek to maintain the balance of naval strength established by the Washington and London Treaties pending new agreements.

Whatever the basis upon which a conference may be held in 1935, there should be, as suggested by the President in his memorandum, at least an agreement by the present signatories to give each other notification of new construction, whether undertaken as replacements or as intended departures from the terms of the Washington and London Treaties, such notification to be in form similar to that now required by those treaties.

Sincerely yours,

Claude A. Swanson

The President,  
The White House.

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Date- 11-8-63

Signature- Carl L. Spicer

**RECEIPT CARD**

Please sign and mail as soon as possible

*file  
Confidential*

Received the accompanying registered letter, the postal registry number  
of which is 147932 File Number (SC) A19 (Geneva)

Dated Aug. 5 1935

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(Signature or name of addressee) ✓

\_\_\_\_\_  
(Signature of addressee's agent) ✓

Date of delivery \_\_\_\_\_, 193  
(To be filled in by person signing receipt)

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(S. F. R.)

NAVY DEPARTMENT

WASHINGTON, D. C.

*PSF: Navy: Swanson att. 8-5-35*

FS/L9-3(351)02

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

*y*  
PSF  
Navy  
Sumner

~~RESTRICTED~~

2 November 1935

My dear Mr. President:

The Washington Conference limited the number of our Battleships and as a result of a provision in the London Treaty this number was temporarily further reduced and the replacement of over-age Battleships was deferred until after December 31, 1936. Consequently, it has become urgently necessary that certain Battleships and other Naval vessels be repaired and altered that they be effective Naval Units. This urgent work is of such a character and of such magnitude as to preclude its being done within the normal Annual Naval Appropriations and the statutory limit set by Congress.

x1818

When the battleships NEW YORK and TEXAS were "modernized" in 1926, due to differences in interpretation of the treaty by this country and Great Britain, the turret guns were not elevated and the limit of their range is now only 22,000 yards. Subsequently, the right of this country to elevate the guns of existing Battleships was established and ships subsequently modernized had their guns elevated as necessary.

These ships are fitted with reciprocating engines, their anti-aircraft battery is entirely inadequate to meet modern needs and their boilers are so old and of insufficient power as to require renewal. The major items for the NEW YORK and TEXAS are therefore: (1) elevation of guns and replacement of anti-aircraft battery, estimated cost \$4,048,900; (2) replacement of main engines and boilers, estimated cost \$3,675,550.

The TEXAS became over-age March 12, 1934, and the NEW YORK April 26, 1934.

The OKLAHOMA has reciprocating engines and it is very necessary that she be reengined and have more powerful boilers installed (estimated cost \$3,300,000).

The OKLAHOMA becomes over-age May 2, 1936.

The CALIFORNIA and TENNESSEE do not become over-age until September 15, 1941 and September 16, 1940, respectively. It is very necessary that a complete new and modern fire control system be installed in these two ships (estimated cost \$5,030,000).

x18 Miscel Naval Bldg Program

The aircraft carriers SARATOGA and LEXINGTON require modernization primarily because of great advance in the art of Naval aviation which has rendered their present equipment and facilities obsolete. These are ships of great value, with a remaining life, in accordance with treaty standards, of twelve years. The major items on the SARATOGA and LEXINGTON are (1) improvement of flight deck (estimated cost \$1,830,000), (2) improvement of hangar deck (estimated cost \$600,000), (3) installation of anti-aircraft battery and other ordnance items (estimated cost \$2,138,100), (4) new searchlights and increase generators to carry increased electrical load (estimated cost \$975,000), (5) damage control (protection against gas attacks and underwater damage) (estimated cost \$825,000), (6) miscellaneous (estimated cost \$1,695,000), total \$8,063,100.

The PROMETHEUS is a coal burning repair ship at present out of commission. More mobile repair facilities are urgently needed by the Fleet and the PROMETHEUS although an old ship (built in 1909) would alleviate this need somewhat until new repair ships can be built or obtained. The major items on the PROMETHEUS are (1) conversion to oil burning and reconditioning or renewal of machinery (estimated cost \$500,000), (2) repair facilities and ship repairs (estimated cost \$600,000).

If the construction of new battleships within our treaty tonnage as limited by the Washington Conference is authorized and appropriated for by Congress, it is not considered either necessary or desirable that extensive work on the old battleships NEW YORK, TEXAS and OKLAHOMA be undertaken; but the above work on the other ships is urgently necessary in any case.

If, however, no new battleships are authorized and built, it is most vital to the Fleet and National Defense that all of the work noted in the bill be authorized and accomplished as soon as practicable as the U. S. Fleet is now badly handicapped by the reduced effectiveness of these units.

In order to be prepared for these contingencies mentioned in the two preceding paragraphs I am transmitting to the Bureau of the Budget a draft of a bill to authorize the partial modernization of all of these vessels. A copy of the proposed bill is enclosed.

No expenditure of funds is involved in this bill as it simply grants authority for the Navy Department to apply to Congress for the necessary funds, and if and when such application is made, the Budget will be again required to pass on the request.

Sincerely yours,

*Claude A. Swanson.*  
X18

The President,  
The White House.

Enclosure (1).

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DOD DIR. 5200.9 (9/27/58)

Date- 2/5/59

Signature-

*Carl L. Spicer*

A B I L L

To authorize alterations and repairs to certain  
Naval vessels.

Be it enacted by the Senate and House of  
Representatives of the United States of America  
in Congress assembled, That for the purpose of  
modernizing the United States Ships OKLAHOMA,  
NEW YORK, TEXAS, CALIFORNIA, TENNESSEE, LEXINGTON,  
SARATOGA, and PROMETHEUS alterations and repairs  
to such vessels are hereby authorized. The  
alterations to ships herein authorized shall be  
subject to the limitations prescribed in the Treaty  
limiting Naval Armaments ratified August 17, 1923,  
and the Treaty for limitation and reduction of Naval  
Armaments ratified July 22, 1930.

*Enclosure*

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

*Paula  
file*

THE WHITE HOUSE  
DEC 4 1935  
RECEIVED

3 December 1935

My dear Mr. President:

I am writing this personal letter, realizing your keen interest in our Navy, which interest is greatly appreciated by myself and every officer and man of the Naval Service.

I have just had a talk with Admiral Reeves regarding the Fleet in general, and he informs me that your visit to the Fleet has had a very stimulating influence upon its entire personnel.

The efficiency of the Navy is based upon the efficiency of the United States Fleet. My policy has been to impress this upon the entire Service ashore and afloat to the end that every effort will be made to enhance Fleet efficiency.

As you know, last year there were certain changes made in Fleet gunnery practices. Instead of having fixed practices continuing throughout the year for all types of ships, a plan was inaugurated to have short range competitive practice for all types and to have other practices which would test the capabilities of certain guns, and to develop new ideas all tending to increase the fighting efficiency of each combatant unit. In these practices there was no competition, the idea of the Commander-in-Chief being to train night and day each gun crew so that it would be able to handle efficiently the particular gun rather than concentrating for a special period of time to compete and to make a record upon some particular target practice.

The result of this change has been shown this year in a marked advance not only in target practices but in the fighting ability of each ship of the Fleet. The destroyers have a 10% higher score than last year; the light cruisers have had an equally higher score than the previous year; the heavy cruisers have shown a 11.6% increase in score; and the battleships have made the highest score of any year in the history of the Fleet.

In developing each type of ship, most gratifying results have been obtained in the locating of submarines, in warding off attacks by them and in defense against them.

Advance in efficiency has also been accomplished by constant drills and activities of all types of planes. The patrol plane has been developed as a new and most important adjunct to the Fleet. Night flying has been continuous throughout the different exercises; all of which has added materially to the efficiency of this most important arm of the Fleet.

At short intervals every force in the Fleet has been exercised in practical tactics, simulating as nearly as possible war conditions, after which the Fleet has been drilled in tactics as a Fleet.

I do not believe that the morale and the esprit de corps have ever been higher than they are today. The large number of applicants for enlistment has made it possible to select men of the highest type. This condition has gone far in acquiring a higher standard of enlisted personnel - young men with high school education, and men capable of performing efficiently the various duties on board ship.

This is only a brief outline, without going into many details, to report to you the very excellent condition of our Fleet today and to assure you that your interest in our Navy and your great help is having marked influence upon the entire Naval Service.

With renewed assurances of my very high regard, and with best wishes, I am

Sincerely yours,

*Clarence S. Swanson*

The President,  
The WHITE HOUSE.

*Paul G. Swanson*  
*PSF*  
*Navy*

12 December 1935.

My dear Mr. President:

In view of the termination of tours of sea duty of officers in high command in the Fleet, I recommend that the following changes be made:

Admiral J. M. Reeves, Commander-in-Chief, U.S. Fleet, to be relieved by Vice Admiral A.J. Hepburn.

Admiral Harris Laning, Commander Battle Force, U.S. Fleet, to be relieved by Vice Admiral W.D. Leahy.

Vice Admiral W.D. Leahy, Commander Battleships, U.S. Fleet, to be relieved by Rear Admiral C.S. Kempff.

Vice Admiral H.V. Butler, Commander Aircraft, Battle Force, to be relieved by Rear Admiral F.J. Horne.

Vice Admiral A.J. Hepburn, Commander Scouting Force, U.S. Fleet, to be relieved by Rear Admiral W.T. Tarrant.

Rear Admiral F.J. Horne, Commander Aircraft Base Force, U.S. Fleet, to be relieved by Rear Admiral E.J. King.

Rear Admiral C.W. Cole, Commander Submarine Force, U.S. Fleet, to be relieved by Rear Admiral J.R. Defrees.

All of these changes are recommended to take place on or about 10 June, 1936, with the exception of Commander Battle Force and Commander Battleships. Admiral Laning, at present Commander Battle Force, is desirous of going ashore as Commandant of the Third Naval District, at New York, to relieve Rear Admiral Yates Stirling. In view of Rear Admiral Stirling's retirement on 1 May, 1936, it is recommended that

Admiral Laning be relieved as Commander Battle Force by Vice Admiral Leahy on or about 1 April, 1936. In this event, Rear Admiral Kempff, now in command of Battleship Division One, would fleet up to relieve Vice Admiral Leahy in his present position as Commander Battleships.

It is further recommended that Rear Admiral Yarnall, now Commandant of the Fourteenth Naval District, at Honolulu, relieve Admiral C. G. Murfin as Commander-in-Chief, Asiatic Fleet, in the late Fall of 1936.

If the above slate be approved and Rear Admiral King be ordered to sea next June, I recommend that Captain A. B. Cook, now in command of the U.S.S. LEXINGTON, be ordered as Rear Admiral King's relief as Chief of the Bureau of Aeronautics. Captain Cook is an aviation pilot. He has had several years' experience in Aviation, has served as Assistant Chief of the Bureau of Aeronautics for 3 years, and in my opinion is thoroughly fitted in every respect for the duties of Chief of the Bureau of Aeronautics.

The above recommendations are concurred in by the Chief of Naval Operations, the Commander-in-Chief, United States Fleet, and the Chief of the Bureau of Navigation.

The necessary changes of flag officers of the Fleet in subordinate commands will be made on or about June 10, 1936.

Very sincerely yours,

The President,  
The White House.

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

*PSF Navy  
Swanson  
Paul J*

MEMORANDUM

[12-18-35]

My dear Mr. President:

In accordance with our conversation of recent date, I am enclosing herewith a chart showing the status of Naval Aviation as of 15 December 1935.

Delays in the delivery of service aircraft and experimental models frequently disrupt procurement programs despite careful planning by the Navy Department and conscientious effort on the part of the aircraft industry. I cite two recent examples of this kind:

Scout-Bombing Model

Delivery date of first airplane of contract	-	30 April 1935.
First airplane was delivered	-	8 Sept. 1935.
Delay due to engineering difficulties, trouble in obtaining material, and labor strikes at Hartford, Conn.	-	131 days.

In the production trials serious carburetor difficulties were encountered during carrier (arrested) landings which made it undesirable to release 83 similar airplanes for production until the trouble was remedied. An additional unforeseen delay was accepted in the interest of providing the Fleet with the most reliable and safe equipment.

Torpedo-Bombing Model

An even more serious delay occurred in the Torpedo-Bombing class in which two manufacturers were competing with one experimental model each. On 6 May 1935, the Great Lakes Aircraft Corporation entry crashed to a complete wreck while engaged in contractor's trials. In order to comply with the competitive features of the law, it was necessary for the contractor to build and submit a second airplane. The second entry was delivered to the Navy for test on 21 August 1935. The delay of 107 days, in this case, has been unavoidably transmitted to the procurement schedule based upon this experimental airplane.

The President,  
The White House  
  
Encl. Chart.

Sincerely yours,

*Claude A. Swanson*  
DECLASSIFIED  
DOD DIR. 5200.9 (9/27/88)

Date- 2/12/57  
Signature- Carl L. Spicer

~~CONFIDENTIAL~~

STATUS OF NAVAL AVIATION

TYPE	TOTAL NO. ON HAND AS OF 1 JAN. 1936	REQUIRED FOR OPERATIONS DURING FISCAL YEAR 1936 (INCLUDING "SPARES")	LOCATIONS	ESTIMATED LOSSES FISCAL YEAR 1936 CRASHES & OBSOLETE
FIGHTING	220*	276	CARRIERS, FLEET MARINE FORCE, PENSACOLA, MISCELLANEOUS SHORE STATIONS.	87
BOMBING-FIGHTING	46	54	CARRIERS.	2
SCOUT-BOMBING	142*	233	CARRIERS, FLEET MARINE FORCE, PENSACOLA, MISCELLANEOUS SHORE STATIONS.	58
DIVE-BOMBING	87	141	CARRIERS, FLEET MARINE FORCE, NAVAL PROVING GROUND DAHLGREN.	5
TORPEDO-BOMBING	54*	124	CARRIERS, PENSACOLA.	25
OBSERVATION-SCOUTING	73	66	BATTLESHIPS.	2
SCOUTING-OBSERVATION	244*	243	LIGHT & HEAVY CRUISERS, PENSACOLA, CARRIERS, MARINE FORCE.	107
PATROL-BOMBING	165*	215	PATROL FORCE, PENSACOLA, NAVAL ACADEMY.	26
UTILITY	28	48	CARRIERS, PATROL FORCE, FLEET MARINE FORCE, MISCELLANEOUS SHORE STATIONS.	-
UTILITY-TRANSPORT	0	21	FLEET AIR BASES, PATROL FORCE.	20
TRANSPORT	19*	19	FLEET AIR BASES, PATROL FORCE, FLEET MARINE FORCE.	2
TRAINING	140*	132	PENSACOLA.	5
	1218	1572		339

NOTES:

- \* Includes "Obsolescent" and "Obsolete" aircraft being operated by shore.
- \*\* "Increase" comprises planes for new carriers - YORKTOWN, ENTERPRISE -
- (1) 54 Fighting planes, on the 1936 Procurement Program, are now on order
- (2) Now being delivered at the rate of 3 planes per week.
- (3) Bids for 114 Torpedo-Bombing planes have been received in the Navy Dept.
- (4) Now being delivered at the rate of 4 to 6 per week.
- (5) Contract let on 29 June 1935, first airplane scheduled for delivery 30
- (6) Contract let 29 June 1935, first airplane due for delivery on 30 March
- (7) Contract calls for delivery on 29 January, 1936.
- (8) This includes a contract with the Stearman Company for 20 airplanes, totaling 85 training planes. The first airplane on the Stearman co

*File  
Personal*

THE SECRETARY OF THE NAVY  
WASHINGTON

*PSF Navy  
Swickson*



December 27, 1935

My dear Mr. President:

I want to thank you for the novel and beautiful  
present sent me at Christmas. I shall treasure this  
most highly.

Hoping that you have had a happy Christmas and  
wishing you a prosperous New Year, I am,

Sincerely,

*Claude A. Swickson*

The President,  
The White House,  
Washington, D. C.

*file  
personal*

*PSF Navy  
Swanson*

THE WHITE HOUSE  
SEP 9 1936  
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THE SECRETARY OF THE NAVY  
WASHINGTON

September 8, 1936.

My dear Mr. President:

I heard over the radio your address last Sunday evening, and I want to congratulate you as to the subject matter and delivery.

I am sure that this address has made a splendid impression, and I believe addresses of this kind are much more beneficial at this time than strictly political addresses. I have heard many expressions of commendation on this last address.

With kind regards and best wishes, I am

Sincerely yours,  
*Cand. Swanson*

The President,  
The White House.

*file  
personal*

THE SECRETARY OF THE NAVY  
WASHINGTON

September 29, 1936.

PERSONAL

My dear Mr. President:

I have made inquiries concerning Mr. Charles Edison, and from what I have learned I am satisfied that he is a man of high character and capacity. I feel confident that he will make a most excellent Assistant Secretary of the Navy.

Should you appoint Mr. Edison, I assure you that such an appointment will meet with my full approval. You can announce it as being made upon my recommendation or not, just as you think best.

I am With kind regards and best wishes,

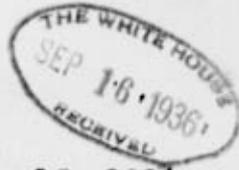
Sincerely yours,

*Claude A. Swanson,*

The President,  
The White House.

*file  
personal*

THE SECRETARY OF THE NAVY  
WASHINGTON



September 15, 1936.

My dear Mr. President:

I received your letter in connection with the selection of an Assistant Secretary of the Navy, and believe your suggestion excellent. I do not know the party personally, but will get in touch with him and request an interview. He has, undoubtedly, a splendid background, and should make a very able Assistant Secretary of the Navy.

I hope you will fully enjoy your trip. I am holding the INDIANAPOLIS for you. I will give out nothing in connection with your trip.

With kind regards and best wishes, I am

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

*Private*

September 12, 1936.

Dear Claude:-

I think I have an even better idea than the one I spoke to you about a few weeks ago. How about Charles Edison of New Jersey -- the son of Thomas A. Edison, who, as you remember, was Chairman of the Naval Consulting Board through the war.

Charles Edison has rendered splendid service to the Government during the past two years. He was very useful in the original N. R. A. set-up and later I made him the representative of the National Emergency Council in New Jersey. He is an excellent businessman, has familiarity with Government methods, has a sense of humor, and, best of all, is wholeheartedly devoted to our cause.

If you do not know him, why not send for him and have a talk? Literally the only possible objection I can think of is that he is slightly deaf -- but he manages to understand lots of things you don't think he is hearing!

As ever yours,

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

LINE RECORD

*Handwritten notes*

THE SECRETARY OF THE NAVY  
WASHINGTON

THE WHITE HOUSE  
SEP 9 1936  
RECEIVED

September 8, 1936.

My dear Mr. President:

During our last conference, you requested me to make inquiries about a certain person in Pennsylvania, in connection with the appointment of an Assistant Secretary of the Navy.

I will appreciate it if you will advise me as to his full name and present occupation, as well as any other information you may think will facilitate this investigation.

With kind regards and best wishes,  
I am

Sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

BP  
file Swanson 36.  
Navy

Memo from Swanson to Pres.

Oct. 22, 1936.

Subject: "Activities of Japanese Naval and  
Civil Personal in Hawaii."

SEE--Army folder-(S) Drawer 1--1936

PSF Navy  
File Swanson

Dec. 11, 1936.

Letter to Pres.  
From Sec. Swanson

Subject-increasing Navy and Marine Corps  
(Officers-line and staff-enlisted men)

SEE--Navy-Special Folder-Department file-Drawer 1--1936

THE SECRETARY OF THE NAVY  
WASHINGTON

PSF Navy  
P.F. Swanson

December 28, 1936.

PERSONAL.

My dear Mr. President:

I appreciate more than I can tell your Christmas gift of autographed copy of your recent Chautauqua lecture. It is certainly pleasing to me to be included among the fifty persons to whom you have sent this. I also want to thank you for your kind sentiment and I shall include this among my most treasured possessions.

With very kindest regards and best wishes for a happy and prosperous New Year, I am

Your friend,

*Claude A. Swanson*

The President,  
The White House.

PSF Navy  
Swanson

THE WHITE HOUSE

WASHINGTON

~~SECRET~~

April 8, 1937.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

In relation to this and previous correspondence concerning additional torpedo manufacturing facilities, I fear I cannot approve an additional estimate. Please bring in as a part of next autumn's estimate.

I note what you say about Mare Island. I have little preference between Alexandria and San Diego except that San Diego is much nearer the present principle base of the Fleet.

F. D. R.

BF Navy Swanson follows  
THE SECRETARY OF THE NAVY  
WASHINGTON



P.F.  
April 14, 1937.

My dear Mr. President:

The morning after I received your memorandum in connection with obtaining confidential information from Norman Davis with regard to the caliber of guns to be used by Great Britain and Japan, I went, as you suggested, and saw Secretary Hull with reference to the matter. Secretary Hull had no confidential information in addition to what he had already given to you and to me. He stated he would at once take hold of the situation and see what he could do to get Norman Davis to be very alert in obtaining such information for us; that he would from time to time communicate with us.

I am satisfied that Japan will use 16-inch guns, since Russia will do all possible to acquire ships using 16-inch guns. Russia is still endeavoring to get the Bethlehem Steel Corporation to build for them a battleship using 16-inch guns. The Bethlehem Steel Corporation is not disposed to accept the contract, but want to put the burden on us for the refusal of their accepting the contract. We have stated that their acceptance of the contract will be all right with us as we can safely protect our secrets. So far as we are concerned we will not tell them to accept or refuse the contract, leaving the matter entirely up to them.

I will continue to give this matter my earnest attention and transmit to you such information as I get.

Sincerely yours,

Clark Swanson

The President,  
The White House.

PS: ~~Navy~~ Swanson  
Swanson 07

April 20, 1937.

Subject: "Activities of Japanese Naval and Civil  
Personel in Hawaii."

Pres. asks Col. Watson to speak to him about the  
above memo etc.

SEE--Army folder-(S) Drawer 1--1937

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

18 May 1937.

716  
Confidential  
PSF Navy:  
Swanson

~~Confidential.~~

My dear Mr. President:

Having discussed with Admiral Reeves the design of battleships and more particularly the question of 16-inch versus 14-inch guns, I have requested him to outline his views briefly in a confidential letter, which I am enclosing herewith for your consideration.

I feel sure you will be interested in this report coming from Admiral Reeves, who, in addition to his vast experience with the Fleet, has made a very thorough study of this subject.

With assurances of my high regard, I am,

Very sincerely yours,

*Claude A. Swanson*

Encl.

P.S. Admiral Reeves is here in town and is available in case you wish to see him.

C.A.S.

Franklin D. Roosevelt Library

DECLASSIFIED

DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature- Paul T. Spicer

The President,  
The White House.

PSF Navy; Sparrowson

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DOD DIR. 5200.9 (8/27/88)

Washington, D. C.,  
17 May, 1937.

Date- 2/12/59

Signature- Paul J. Spicer

My dear Mr. Secretary:

In compliance with your wish I submit certain data regarding 14" and 16" batteries for our newly designed battleships together with my views upon their relative merits.

Table I shows the range limits of "Immunity Zones for Various Ship Elements Against 14" - 1500 lb. and 16" - 2250 lb. Projectiles for 90° Target Angle". Graph I and Graph II are rough diagrams showing Outer and Inner Penetration Zones and Immunity Zones for all ranges from extreme range of 35,000 yards down to 18,000 yards for the 16" gun and 14" gun respectively. By Immunity Zone is meant that zone in which projectiles cannot penetrate armor.

Reference to Graph I and II will show among others the following interesting facts:

- (a) In the Outer Zone for above water/hits the 14" gun has a penetration zone 500 yards wide as compared with a penetration zone nearly 5000 yards wide for the 16" gun.
- (b) In the Outer Zone for under water magazine hits the 14" gun has a penetration zone 2000 yards wide as compared with a penetration zone 7000 yards wide for the 16" gun.
- (c) The Immunity Zone for magazines against the 14" gun is 14,000 yards wide and against the 16" gun is 6,000 yards wide.
- (d) The all-armor Immunity Zone against the 14" gun is 10,000 yards wide and against the 16" gun is 2,300 yards wide.
- (e) All comparison of armor penetration in both the Outer and Inner Zones is overwhelmingly in favor of the 16" gun.

The importance of armor penetration was demonstrated at the Battle of Jutland. Several battleships survived the battle with ten to twenty major caliber hits while other armored ships were destroyed by three to seven hits which penetrated armor in the wake of magazines or turrets. The Battle of Jutland, however, does not illustrate the really significant facts regarding penetration zones at long ranges shown in Graphs I and II. There was no Outer Zone at the Battle of Jutland.

Since the Battle of Jutland, and particularly since 1925, the importance of the battle range, of "favorable and unfavorable battle zones", of fighting in zones where our shell penetrate and the enemy's do not, has been recognized and carefully studied. During this period also the Outer Zone came into existence and our navy has been quick to recognize its importance to a fleet possessing superiority in naval aviation and airplane spot. For many years every effort has been made to perfect our naval aviation, to gain experience and skill in airplane spotting, to fire accurately and effectively at extreme ranges. In this Outer Zone the target is more often invisible than otherwise either because it is below the horizon or because of slightly reduced visibility. Our fleet has therefore developed

a technique of firing known as the "Indirect Method" of fire control. You will realize, Mr. Secretary, that I am mentioning matters which are highly confidential. By the "indirect method" our ships fire at targets which are invisible, which are not seen either before fire is opened or while firing is in progress. I would like to recall to your mind the results which have been obtained by this indirect method of fire control. A little more than a year ago two battleship divisions fired a target practice by the indirect method. To ensure absolute invisibility destroyer and airplane smoke screens were laid between the firing ships and the target. The percent of hits made at this extreme, indirect method target practice was higher than the hits made at intermediate range, direct method target practice fired at visible targets, a form of target practice at which our fleet had trained for nearly thirty years.

Some years ago a study was made comparing a division of battleships in a foreign navy with a division of similar battleships in our own navy. In two battle zones our guns could penetrate the enemy's armor while their guns could not penetrate our armor. In a third zone the reverse was true. The question of a correct balance between the armor and the caliber of guns carried by a ship is of vital importance.

Referring to the all-important - the vitally-important - Outer Zone, the ability to fight effectively in this zone depends upon;

- (a) Ability to penetrate vital armor in this zone throughout a sufficiently wide band.
- (b) Superiority of naval aviation.
- (c) Experience and skill in airplane spotting.
- (d) Ability to fire by the "Indirect Method".

No fleet can fight at any shorter range until it has first passed through this Outer Zone. For this reason I have always referred to the Outer Zone as the "Fatal Zone". It is fatal to any fleet untrained or unable to fight effectively in that zone when opposed to a fleet that is. There is no option. There is no way for a weakly gunned, untrained fleet to avoid this fatal zone if a heavily gunned, skilled and trained fleet desires to fight in that zone. No Commander will be so unwise as not to fight in a zone where he has every advantage.

At the present time our fleet possesses the ability to fight effectively in the Outer Zone. It has all the requirements (a), (b), (c), (d), named in a previous paragraph. However it must be assumed that all newly designed battleships now being built by foreign Powers, like our own newly designed battleship, will have greatly increased armor protection. Another glance at Graphs I and II will show the effect of this increased armor in the matter of penetration. In the Outer Zone the 14" gun has a penetration band only 500 yards wide for above water magazine penetration. If simultaneous with this increase in armor and protection we reduce the caliber of our guns from 16" to 14" we will lose the ability to penetrate vital armor in the Outer Zone and with that loss we lose also to a disastrous degree the practical value of our aviation superiority, our experience and skill in airplane spotting and our ability to fire by the "indirect method" - all acquired through the patient, persistent and loyal efforts of our naval personnel. Our naval personnel lose in one stroke the fruits of their labor. We lose the ability to fight effectively in the Outer Zone. We lose the great advantage possessed by our navy today.

With my high esteem,

Sincerely yours,

*J. M. Reeves*  
J. M. Reeves.

TABLE I.

BATTLESHIPS 55 & 56.

Immunity Zones for Various Ship Elements Against 14" - 1500 lb.  
16" - 2250 lb. Projectiles - 90° Target Angle.

SHIP ELEMENT	14"		16"	
	Inner Limit	Outer Limit	Inner Limit	Outer Limit
Machinery	20,300	30,500	23,300	27,000
Magazines, Above Water	19,000	34,500	22,000	30,500
Magazines, Under Water	19,000	33,000	22,000	28,000
Barbettes & Conning Tower	19,500	_____	22,500	_____
Steering Gear	20,500	30,500	23,800	27,100
Transverse Bulkheads, 60° T.A.	20,300	_____	24,800	_____
Conning Tower Tube	20,700	_____	23,900	_____
Turret & Conning Tower Top	_____	38,000	_____	34,000
Turret Face Plates	2,500	∞	5,500	38,000

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Date- 2/12/59

Signature- *Paul J. Spicer*

## Graph I Penetration zones — 16" Gun

Inner zone

Outer zone

	19000	19	20	21	22	23	24	25	26	27	28	29	30000	31	32	33	34	35000 yards range
					23,300	—	3,700	—	28,000									
					22,000	—	8,300	—	30,300									
					22,000	—	6,000	—	28,000									
					22,500													
					23,800	—	3,300	—	28,100									
					24,800	—	2,300	—										

Machinery  
Magazines, Above Water  
" Under "  
Barbettes & Con. T.  
Steering Gear  
60° T.A. Transverse Bulk Heads

## Graph II Penetration zones — 14" Gun

Inner zone

Outer zone

	20,300	—	10,200	Immersed zone	—	39,500											
	19,000	—	15,500	" "	—	34,500											
	19,000	—	14,000	" "	—	33,000											
	19,500																
	20,500	—	10,000	" "	—	39,500											
	20,300																

60° T.A. Transverse Bulk Heads

PSF Navy  
Swanson

Hyde Park, New York  
August 30, 1937

MEMORANDUM FOR THE SECRETARY OF THE NAVY

Will you be good enough to let  
me know when the salute for Governor's was  
changed from nineteen guns to seventeen  
guns?

M. A. LeHAND  
Private Secretary

mal/tmb

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

*File P3F Navy; Subanon  
(Secret + confidential  
plans)  
Navy)*

~~SECRET~~ 45

(SC)EEL.

SEP 18 1937

My dear Mr. President:

I have at hand Captain Bastedo's four memoranda of 4 to 7 September 1937 expressing your desire to be informed as to the present status of certain naval material.

The following is the information desired.

- (a) Antenna mine development and what, in general, is planned for the future.

The Navy has on hand 50,000 antennae mines. These are more than adequate for all planned coastal defense projects and for other war uses. No mine development is in progress except to modernize some of these, which is being done on a five year program to be completed in 1941. Mine laying exercises will be held on the West Coast during the fiscal year.

- (b) Net defenses, and what, in general, is planned for the future.

The Navy has on hand in good condition sufficient sections of nets for all planned coastal defense projects. Net laying exercises will be held on the West Coast during this fiscal year.

- (c) Sound development and what, in general, is planned for the future.

Sound development is being actively carried on by one experimental ship on the Atlantic Coast and at the Research Laboratory and also by a special unit of four destroyers and two submarines in the fleet. All cruisers, destroyers (except the oldest which will soon go out of commission) and submarines have sound equipment for detection purposes and all vessels have sound equipment for navigation purposes. The use of sound for tactical purposes is receiving the constant attention of the fleet.

- (d) Torpedo planes and torpedoes for use with these planes.

There are four squadrons of torpedo planes carried on carriers. These squadrons will all be equipped with new torpedo planes by the end of the present fiscal year. Also by the end of the present fiscal year the planes of five patrol plane squadrons will be equipped to carry torpedoes as an alternative armament.

~~SECRET~~

Carrier planes require 360 torpedoes, and the patrol planes 270. By June 1938 all torpedoes for the carrier planes will be available assuming that 210 modified submarine type torpedoes of somewhat inferior characteristics are used. At that time there will be no torpedoes for the patrol planes.

By June 1939 72 new torpedoes will be delivered for assignment to patrol planes. Thus in June 1939 there will be a net shortage of 198 torpedoes for the air force, on the basis of five torpedoes per plane.

Experiments will soon be made to ascertain if submarine and destroyer torpedoes can be converted into aircraft torpedoes, but none of these submarine or destroyer torpedoes can be spared for this use.

While the situation regarding mines, nets and sound may be considered satisfactory, the torpedo situation is most critical. The capacity of the Torpedo Station at Newport is not adequate for existing needs. The situation can only be alleviated by reopening the Torpedo Factory at Alexandria. There is no commercial source from which torpedoes can be obtained.

Sincerely yours,

*William D. Leahy*

WILLIAM D. LEAHY  
Admiral, U. S. N.  
Acting Secretary of the Navy.

The President,

The White House.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature- *Carl L. Spicer*

OFFICE OF  
THE ASSISTANT SECRETARY OF THE NAVY

*BF Navy;  
Swanson*

*file  
present*

Copies of previous correspondence on the subject  
of Submarine Chasers, and high speed Motor Boats.

- (1) Letter from Commander-in-Chief, United  
States Fleet to Chief of Naval  
Operations, 25 September 1937
- (2) Memo for General Board, 5 October 1937
- (3) Letter to President, 12 November 1937
- (4) Joint Bureau Memorandum to Capt. Woodson,  
19 November 1937
- (5) Memo from Potomac, 30 November 1937
- (6) Memo for SECNAV from Capt. Woodson, 7 Dec 1937

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PSF  
Navy:  
Swanson

(C O P Y)

CONFIDENTIAL

25 September 1937.

From: Commander-in-Chief, United States Fleet.  
To: Chief of Naval Operations.

Subject: Submarine Chaser Design.

1. The Commander-in-Chief recommends that the design of a submarine chaser be drawn up by the Department in the immediate future with the view to the construction of one such boat or vessel as soon as funds therefor can be made available.
2. The immediate need for this type of craft is for coastal escort work in time of war. Such a vessel can be designed to carry on any submarine sound operations much more efficiently than is possible for a larger and much more expensive destroyer. Further, all the destroyers available will be needed for employment in strictly Fleet operations.
3. This vessel should embody the following characteristics:-
  - (a) Specially designed for the use of sonic and supersonic equipment.
  - (b) Provided with depth charges, - probably at least twenty-four (24).
  - (c) Armed with one 3" double-purpose gun, at least one 1.1" anti-aircraft mount, and two 50 caliber machine guns.
  - (d) Of a size and construction as to permit necessary operations under all adverse sea conditions.
  - (e) Speed - 24 knots, power - Diesel engine, radius - 2500 to 3,000 miles.
  - (f) Crew - 30 to 40 men.
4. It is believed that these characteristics can be embodied in a vessel of approximately 200 tons (rough estimate).
5. Vessels of this type, if built, can receive very profitable employment in the training of Naval Reserves, replacing of Eagle boats now used for this purpose.

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A. J. HEPBURN Franklin D. Roosevelt Library

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Date- 2/12/59

Signature- Carl S. Spica

Copy to:  
BUC&R  
BUENG.

PSF Navy  
Swanson

(C O P Y)

5 October 1937  
A.E.W.

MEMO FOR MEMBERS GENERAL BOARD.

Submarine Chasers

Functions:

Coastal escort.  
Outer patrol.

Coastal escort duty will require good seakeeping qualities, self maintenance, and moderate steaming radius. In protection of escort may encounter cruisers, destroyers, submarines and aircraft. Speed sufficient to maintain station, largely dependent on speed of convoy.

Outer patrol duties necessitate practically same military characteristics.

It is impossible on a vessel of this type to provide for defense against heavier surface craft. Her targets will be primarily submarines, secondarily aircraft.

The most effective weapon against submarines is the depth charge; the control for the use of depth charges is by sonic and supersonic listening gear. Against a submarine on the surface a rapid fire gun of 3" or greater calibre will be needed.

Against aircraft weight restrictions limit the choice to 1.1" or 50 cal. or both. A single double purpose 3" or greater calibre gun mounted on a vessel of this type would be of little value against aircraft.

The military characteristics may be listed in the following order of importance:

- (a) Seakeeping qualities
- (b) Speed and steaming radius.
- (c) Depth charge battery.
- (d) Listening devices.
- (e) Anti-aircraft battery.

(a) Seakeeping qualities are generally dependent upon displacement and buoyancy, and any displacement might be selected. However, the reason for the design and building of this type is to relieve destroyers from escort duty, and to provide a craft that can be rapidly and cheaply built. The

(C O P Y)

- 2 -

displacement should therefore be kept at a minimum consistent with other requirements.

(b) A speed of 24 knots has been recommended. Only the larger passenger ships exceed 20 knots. The large majority of convoys will have a speed of 15 knots or less. Submarine detection is not efficient at speed in excess of about 12 knots. Speed is desirable in laying a depth charge barrage but not essential. It is considered that a minimum speed of 20 knots could be accepted, especially as a craft of the displacement contemplated could not make high speed except under most favorable weather conditions. The steaming radius should be such as to permit passage from West Coast to Hawaii, and should be at least 2500 miles.

(c) The main armament being depth charges, necessary weight and space must be allocated for this purpose and consist not only of racks, but also projectors. On a small craft it is believed that the 300-lb. charge could be more effectively handled than the 600-lb. type. The number need not be great as these craft will operate generally from a base where a reserve of charges will be maintained.

(d) To effectively employ depth charges, efficient listening devices are necessary, and ample space must be used for the installation of the latest designs.

(e) As indicated above, the battery should consist of a 3" or greater calibre gun and machine guns. A double purpose gun is not considered necessary as a single gun, mounted on such a craft would be of little value even with director control. Such an installation would be costly in weight, space and personnel. It is believed that one 3" 50 cal. is sufficient. As many 50 cal. machine guns as can be mounted should also be provided. The 1.1" is not considered a suitable weapon on account of its weight and number of men required to man it. In addition the control would be complicated by having two calibre of machine guns.

It is considered inadvisable to build and maintain a large number of vessels of this type during peace. The design should be developed by a small progressive building program. During war, owing to the few merchant craft suitable for conversion, a large number of submarine chasers will be required. The design should be as simple as possible and capable of producing in large numbers by industrial plants unfamiliar with naval standards. Furthermore, it must be remembered that in war these vessels will be manned by reservists and that therefore the battery and machinery should be rugged and not necessitate the technical skill in operation and maintenance that would be available in peace time. This consideration should largely govern the selection of the type of motive power. At present there is available a diesel engine of 1500 H.P. The only alternative is the use of steam. It is considered advisable in the experimental stage to develop both systems.

(C O P Y)

- 3 -

The use of diesel engines will limit the total horsepower to about 3,000, and places a definite limit on the displacement at a given speed. Greater variation can be had by using steam, and as the design develops it may be necessary to employ this motive power in order to increase the displacement sufficiently to permit of incorporating other essential military characteristics.

It is recommended therefore that a building program of submarine chasers be initiated and that two vessels of this type be included in the Appropriation Bill for 1939 if necessary authorization can be obtained in time.

The characteristics proposed are:-

- Displacement: Minimum necessary.
- Armament: 1 - 3" 50 cal. single purpose.  
4 - 50 cal. machine guns.
- Depth Charges: 1 projector, two stern racks.
- Ammunition allowance: 200 3" 50 cal. common, .50 cal. standard  
24 - 300 lb. depth charges.
- Listening Devices: Latest sonic and supersonic.
- Communications: Suitable day signaling device, radio.
- Speed: 22 knots - 20 would be acceptable.
- Propulsion: Diesel engines for first study.
- Endurance: 3000 miles cruising radius at 12 knots.
- Provisions: 20 days.

The design to depart from Navy standard where found advisable. These craft must be simple, rugged and cheap.

*Arnold Wilson*  
Prepared for General Board

(C O P Y)

12 November 1937.

My dear Mr. President:

In compliance with your request of 10 November the following information is forwarded herewith.

.....  
.....  
High Speed Motor Boat

There are two types of high speed motor boats under development at the present time:

First, the Philippine Patrol Boat. This is an aluminum hull boat driven by gasoline engines, of approximately 70' in length, being designed to make 40 knots or better, in a normal load condition. The plans of this boat are about 95% completed and will be sent to the Norfolk Yard for estimate of cost of building in another week or so.

It is the present intention to build one or two such vessels in this country for the account of the Philippine Government, in order to prove out the design. If these boats are found satisfactory, it is understood to be the intention of the Philippine Government to have material furnished in this country and future vessels assembled in the Philippines.

Second: There is also under development a smaller motor torpedo boat of about 54' in length, with a stripped weight of approximately 20 tons, for use of our own Naval Forces. The plans of this are approximately 50% completed. These boats are patterned somewhat after the patrol boat for the Philippines, but being smaller are somewhat more limited in their carrying capacity. They are being designed to carry two 18-inch torpedoes or, alternately, a load of depth charges. They likewise will have speeds in the vicinity of 40 knots or better. They will carry provisions for self maintenance for approximately a week. They will have radio; will carry two 50-calibre machine guns. At present the design is being based on an aluminum hull and propulsion by means of Diesel engines.

Patrol Boats, Submarine Chasers

The plans for the submarine chasers are being based on the tentative characteristics as furnished by the Commander-in-Chief, United States Fleet, and now under consideration by the General Board.

- (a) Specially designed for use of listening devices;
- (b) Provided with depth charges;
- (c) Armed with one 3-inch gun and machine guns;

(C O P Y)

- 2 -

- (d) Of a size and construction as to permit necessary operations under all adverse sea conditions;
- (e) Sustained sea speed - at least 20 knots;
- (f) Large radius of action;
- (g) Provisions - 20 days.

As regards materials for construction of the submarine chasers, the Bureau of Construction and Repair has made extended investigations as to the material to be used for hull construction, having considered wood, steel and aluminum. For a vessel of the size desired by the Fleet it has been definitely decided that wood is not a practicable material to be used for the construction of the hulls of these sub-chasers, mainly because it is impossible to properly secure the engines of the size required in a wooden hull. The design of a sub-chaser is now being developed with speeds from 20 to 24 knots based on a steel hull. It will probably be necessary to propel these boats with a high pressure steam plant rather than with Diesels, in order to obtain the speed required on the desired size and weight of boat. This development to date is still largely in the study stage and at the moment is awaiting information regarding weight and space requirements for the steam plant. The development is, however, an active project and it is expected within a few months the design will be completed.

Legislation has been drafted requesting authorization for the construction of two patrol boats (submarine chasers) and two coastal motor boats of about 20 tons displacement. The draft of this legislation was forwarded to the Bureau of the Budget on 2 November 1937.

Most respectfully,

*A. L. Leahy.*

The President,

The White House.

(C O P Y)

CONFIDENTIAL

JOINT MEMORANDUM

19 Nov 1937

From: Bureau of Construction and Repair and  
Bureau of Engineering.

To: Captain W.B. Woodson, U.S.N., Naval Aide to the President.

Subject: Submarine Chaser - Progress of Design.

1. As requested in your memorandum of 17 November 1937, the following information is furnished on the Submarine Chaser. Enclosed herewith is a copy of a letter from the Commander-in-Chief, United States Fleet to the Chief of Naval Operations dated 25 September 1937, setting forth his views on this vessel. This letter was referred by the Secretary of the Navy to the General Board for consideration and recommendation. Upon receipt of this correspondence in the General Board, a member of that Board prepared a memorandum to the Board under date of 5 October 1937, copy of which is also enclosed herewith. A copy of this last mentioned memorandum was furnished the Bureau of Construction and Repair as a preliminary guide in the development of a design. The Bureau of Construction and Repair has been working on this design in conjunction with the Bureau of Engineering since receipt of this memorandum. At present the design study is taking two forms:

First, a vessel of about 250 to 275 tons, full load displacement, of approximately the following dimensions:

Length	165 Feet
Beam	20 "
Draft	5½ "

Hull construction of steel and powered with lightweight high pressure steam plant. At this stage of the design it appears that a steam plant will be required rather than diesel engines to give the speed indicated in General Board's memorandum and at the same time to provide a vessel of sufficient size and ruggedness to accomplish the load carrying and employment contemplated by the General Board.

Second, a vessel of about 200 tons, full load displacement, of approximately the following dimensions:

Length	145 to 165 Feet
Beam	17 to 19 "
Draft	5 to 6 "

Hull construction of steel and powered with submarine type diesel engines. As was indicated by the comment on the first study, it will be noted that for the dieselized boat to attain the same speed as that being provided for the steam driven vessel, it will be necessary to provide a smaller vessel, thus obtaining lesser military characteristics, radius of action and probably lighter hull construction. Whether or not this reduction in military load and in the radius will be satisfactory to the General Board remains to be seen when the full extent of the reductions involved are determined. In other words the Bureaus are engaged in ascertaining, for a dieselized boat, what such a boat can carry

(C O P Y)

- 2 -

and whether its construction will be considered adequately rugged and reliable for the contemplated employment.

2. The two studies mentioned above are progressing simultaneously and it is expected that sufficient information as regards the possibilities of the two types will be assembled for the General Board's consideration in about two weeks. The decision growing out of this consideration will be really the starting point for the design. When these major decisions are made the design of the selected type will proceed in the priority assigned by the Department for the design load now being carried by the Bureaus. If a sub-chaser design is given high priority, the preparation of the contract plans and specifications, up to the point of readiness to issue for bids or estimates, can be accomplished in approximately three to four months.

3. Summarizing the above you will note that the progress to date, while considerable, is in the realm of design study for use of the General Board in arriving at the desired type and size of vessel. The real design can only proceed after the characteristics are furnished by the General Board and approved by the Secretary.

(S) W. G. DuBose  
Chief of Bureau.

H. G. Bowen  
Chief of Bureau.

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DOD DIR. 5200.9 (9/27/58)

Date- 2/12/59

Signature- Carl L. Spicer

(C O P Y)

UNITED STATES SHIP POTOMAC

30 Nov.

President says this is fine. Go ahead with the study, design and development of plans and models.

But, this isn't what he was talking about. He wants plans perfected for a wooden vessel which can be turned out in about six weeks and which can be built by many shipyards throughout the country that can't handle steel construction.

In this connection he suggested that possibly the "Steamotive" boiler, with a single propeller might be utilized for the power plant in lieu of gasoline engines, etc.

Wardson

~~CONFIDENTIAL~~

(C O P Y)

7 December 1937.

Memorandum For The Secretary of the Navy:-

Subject: Submarine Chaser.

Reference: (a) NavAid Memorandum, L9-FRN "Restricted", dated 1 October, 1937.  
(b) Joint Memorandum From The Bureau of Engineering and the Bureau of Construction and Repair, dated 19 November, 1937 to the Naval Aide to the President, reporting progress on instructions contained in reference (a).

1. Prior to leaving on the recent cruise with the President in the Gulf of Mexico, I asked the Bureau of Engineering and the Bureau of Construction and Repair to give me a memorandum reporting the progress made on the President's indicated desire that these two Bureaus discuss, design and construct a model of a modern submarine chaser. The Bureaus supplied me with this memorandum (reference (b)), in which they reported progress on the proposition of building a steel vessel of about 250 to 300 tons displacement, fully loaded.
2. The President on the cruise read this memorandum and an enclosure which accompanied it (a letter dated 25 September, 1937 from the Commander-in-Chief, U.S. Fleet to the Chief of Naval Operations) on the same subject. He also read another enclosure, which was a memorandum prepared by a member of the General Board for the Board on the same subject.
3. The President's comment was, in substance, as follows:- He said that the discussion and study which the Bureaus were now conducting on the steel type submarine chaser was very fine and that he wanted them to continue with the study, discussion, design and construction of a model of this type. However, he said this was not what he had in mind at all. He still has in mind a wooden submarine chaser that can be constructed in from five to eight weeks on a quantity production basis., where construction can be undertaken by any of the shipyards of the country equipped to build wooden ships, though not equipped to build steel ships. These vessels to be employed in coastal and harbor waters and in protection of Fleet anchorages, etc. in the event of hostilities. He desires the Navy Department to proceed with its study, design and model construction on this basis, as well as to investigate the shipyard facilities of the country in order to determine which shipyards could turn out such vessels quickly and in quantity. In other words, he wants everything set so that all that need be done is to advertise and let contracts when such vessels are wanted.
4. In this connection, the President suggested that possibly the "steamotive" boiler which the Bureau of Engineering is now experimenting with would be employed as a power plant in the submarine chaser which the Bureaus have under consideration, as well as in the one which he has in mind.

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DOD DIR. 5200.9 (9/27/59)

Date- 2/12/59

Signature- Carl F. Spier

(S) W.B. Woodson,  
Captain, U.S. Navy,  
Naval Aide to the President.

*file personal*

①  
*135# Navy  
Swanson*

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DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

THE WHITE HOUSE  
Oct 15 11 07 AM '37  
RECEIVED

October 14, 1937

My dear Mr. President:

It gives me pleasure to acknowledge your most thoughtful letter of October 8th.

The annual observance of Navy Day, as you are well aware, is solely to better acquaint the American people with their Navy. It is my wish that the Navy may always be found worthy of your inspiring example and leadership.

Your letter will be disseminated to the naval Service and I express to you for every member of it as well as for myself our deep appreciation for your understanding, encouragement and guidance.

Sincerely yours,

*Candace Swanson*

The President,  
The White House,  
Washington, D. C.

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By W. J. Stewart Date MAR 1 1972

*Swanson*  
*PSF*  
*Navy*

Hyde Park, N. Y.,  
October 29, 1937.

Dear Claude:-

I want to have a talk with you after I get back in regard to the subject of yours of October 25th. As you know, a good many officers of Admiral or Senior Captain rank would like to have a change made in the position of Commander-in-Chief, U. S. Fleet, once a year. Such a change gives a great many more people a chance to fly "The Big Flag."

However, as you and I decided four years ago, it is best to keep the Commander-in-Chief on his job for at least two years. I wish you would check up on Hepburn. If he has made good -- and as far as I know he has made good -- I think he should stay as Commander-in-Chief at least until the end of June, 1938.

Here is a possible solution: Block could be detached as Commander Battle Force in February and the other promotions suggested in your letter be made at that time, i.e., Kalbfus, Greenslade and Train. From February to the end of June, Bloch could be given an assignment to prepare himself for "The Big Flag" by visiting the War College, the General Board, the Office of Operations, the technical Bureaus in Washington and two or three of the East coast Navy Yards so that he can make a better Commander-in-Chief than if he merely stayed with the Battle Force until June.

As ever yours,

The Honorable  
The Secretary of the Navy.  
Washington

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

25 October 1937.

My dear Mr. President:

Admiral Arthur J. Hepburn, at present Commander-in-Chief, U.S.Fleet, has occupied that position since 24 June, 1936. He has been on sea duty since 4 June, 1934. On 1 February, next, he will have been at sea for three years and eight months and as Commander-in-Chief, U.S.Fleet, for one year and seven months.

Admiral Hepburn has done splendid work as Commander-in-Chief, and the Fleet today is in a very efficient condition. However, in view of his length of sea service, and believing that it would be better for the efficiency of the Fleet to break joints in flag commands at two periods of the year rather than having all changes made in June of each year, I recommend that the following changes be made as of 1 February, 1938:

(a) That Admiral Claude C. Bloch, now Commander Battle Force, relieve Admiral Hepburn as Commander-in-Chief, U.S.Fleet.

Admiral Bloch has been at sea since 23 June, 1936, and has served in his present position as Commander Battle Force, U.S. Fleet, since 2 January, 1937. He has done splendidly. He is an excellent officer, and I feel he would fill the position as Commander-in-Chief, U.S.Fleet, in a very efficient manner.

(b) That Vice Admiral Edward C. Kalbfus, now Commander Battleships, Battle Force, U.S.Fleet, relieve Admiral Bloch as Commander, Battle Force, U.S.Fleet.

Vice Admiral Kalbfus has been at sea since 2 January, 1937, in the position which he now occupies. He is an outstanding and very efficient officer.

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**DOD DIR.** 5200.9 (9/27/58)

Date- 2/12/59

Signature- Carl L. Spicer

(c) That Rear Admiral John W. Greenslade, now commanding Battleship Division 2, relieve Vice Admiral Kalbfus as Commander Battleships, Battle Force, U.S. Fleet.

Rear Admiral Greenslade has been at sea in his present position since 2 January, 1937, and has done well.

(d) That Rear Admiral Charles Russell Train, now head of the Examining Board, Navy Department, having been on shore duty since 1 June, 1936, relieve Rear Admiral Greenslade as Commander, Battleship Division 2.

Admiral Hepburn has requested that when you relieve him as Commander-in-Chief, U.S. Fleet, he be ordered to duty as Commandant, 12th Naval District, at San Francisco, to take the place of Rear Admiral A. StClair Smith, who retires on account of age on 1 January, 1938.

I respectfully submit these recommendations for your consideration, believing that, if you approve, the United States Fleet under the command of these senior officers will carry on, maintaining the present high standard of efficiency now existing.

With assurances of my high regard, I am,

Very sincerely yours,

*Claude A. Swanson*

The President,  
The White House.

THE WHITE HOUSE  
WASHINGTON

*P3F Navy  
Swanson  
Swanson*

November 5, 1957.

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

Joe Daniels sent me a copy of his letter to you about the suggestion of a General Staff. As you know so well, it is an old plan which crops up every few years.

I think it would be a good idea to pass the word down the line through Operations and Navigation that anybody caught lobbying for a General Staff will be sent to Guam!

F. D. R.

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DOD DIR. 5200.9 (9/27/88)

Date- 6-25-59

Signature- *Carl S. Spencer*

PSF Navy  
Swanson

Mexico, October 27, 1937.

PERSONAL AND ~~CONFIDENTIAL~~

Dear Franklin:

If this suggestion comes up to you, I hope you will veto it. I am enclosing a copy of a letter to Secretary Swanson which is self-explanatory.

"Fiske tires".

Faithfully yours,

Joseph Daniels

The Honorable

Franklin D. Roosevelt,

The White House,

Washington, D. C.

Mexico, October 26, 1937.

PERSONAL

Dear Swanson:

The NEW YORK TIMES of October 17th, contains under a Washington date line an article saying that a draft of a plan has been prepared by the Judge Advocate General of the Navy at the request of Congressman Mass of Minnesota for a navy reorganization, which would create a "Navy General Staff" similar to the War Department. Mr. Mass is quoted as saying:

"I wish to provide an unbroken chain of military command in the Navy Department in order that it can function efficiently. The present organization of the Department will collapse in time of war."

You and I know that the present organization was tested by the greatest war in history. Not only did it not "collapse in time of war", but it functioned so efficiently in that crisis as to win commendation from all the allied nations. You will recall that when we entered the World War, you, as Chairman of the Naval Affairs Committee in the Senate, and Mr. Padgett, as Chairman of the Naval Affairs Committee in the House, volunteered to insert in the naval bill provisions for one or more Assistant Secretaries, and to make any other additions to the personnel or changes in the organization which the Department believed would promote efficiency. We talked over the situation and agreed that unless a Navy Department at all times was organized for war it was not organized properly in peace, and no change in the organization so much as dotting an "i" or crossing a "t" was made during the entire war. Of course, the Navy expanded its personnel and was greatly enlarged in material, and experience proved that it did not "collapse in time of war". Assistant Secretary Roosevelt and the Secretary carried on with the aid of able men and formed the present organization capable of all necessary expansion.

This proposed plan is the same one that bobs up periodically. You will recall that Admiral Fiske, Aide for Operations, and Captain Richmond Pearson Hobson, member of

the

the Naval Affairs Committee of the House, sought to secure such a reorganization when I was Secretary of the Navy. It is a deliberate attempt to end direction control by a civilian Secretary, which is contrary to the spirit of our American administration. If we are to have what Mass and Fiske and Hobson propose "an unbroken chain of military command", then an admiral ought to be made Secretary of the Navy and there should be no farce of appointing a fifth wheel civilian Secretary of the Navy.

When this suggestion was seriously urged in the House Committee, I frankly told the members of the Committee that the day it should be enacted I would resign as Secretary of the Navy, refusing to draw a salary for doing nothing and having no responsibility. I added that the proposal looked to putting the civilian Secretary of the Navy and the civilian Assistant Secretary up in the top of the Washington Monument without a telephone.

If you are interested in the history of the attempts to oust Civilian Secretary control and my views on this subject, they are set out in full on pages 2279-2312 of "Naval Investigations, Hearings and Reports - U. S. Senate, Volume 2 - 1920."

I talked during my term of office with Honorable William E. Chandler, Honorable Hillary Herbert and Honorable George von L. Meyer, the only three living former Secretaries of the Navy, and they all felt it would be a serious mistake to have what is called a Navy General Staff, but which is in reality a plan to oust civilian direction of the Navy. And that is what it would be.

With my sincere regards, I am

Faithfully yours,

JD/alf

THE HEAST KILLING COMMITTEE OF THE HONORABLE MEMBERS

T. F. Navy  
Swanson

November 5, 1937.

Dear Chief:-

I am glad you sent me the copy of your letter to Claude Swanson. You are absolutely right. I do not think the effort to create a General Staff will get anywhere. I am watching the situation out of the corner of my eye.

I have had a grand ten days at Hyde Park -- lots of fresh air and work among my tree plantations and road building.

Love to you all,

Affectionately,

Honorable Josephus Daniels,  
American Embassy,  
Mexico, D. F.

DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON

29 November 1937

PSF Navy  
P.F.  
Swanson

My dear Mr. President:

The following despatch received from Admiral Yarnell Sunday is quoted for your information:

"It is probable that British will remove one or two of their three battalions stationed in Shanghai in January. Withdrawal of San Diego Marines as soon as practicable is considered advisable. For this purpose recommend that Chaumont return to China on arrival West Coast via Manila. Suggest that a press announcement be made that since fighting has been removed from the Shanghai area extra forces are no longer necessary, such announcement to be made if above plan is approved"

The transport CHAUMONT will be returned to Shanghai as soon as practicable, arriving about the end of January.

It is my opinion that no announcement should be made at the present time of an intention to reduce the number of Marines in China, and it is further my opinion that to avoid being charged with abandoning our obligations we should not remove our Marines under the conditions existing in Shanghai at the present time until after the British forces are reduced. This will permit the British to answer criticism for abandoning their nationals.

The following quoted despatch has been sent to Admiral Yarnell:

"Your 0027 1700 CHAUMONT will return on arrival West Coast. No announcement will be made until question of withdrawal of Marines is decided at a later date"

Sincerely yours,

*Bland A. Swanson.*

The President,  
The White House.

*file personal*

*PSF Navy  
Swanson*

THE SECRETARY OF THE NAVY.

WASHINGTON.

December 27, 1937.

THE WHITE HOUSE

DEC 27 4 08 PM '37

RECEIVED

My dear Mr. President:

I want to thank you for the beautiful book containing the addresses on the occasion of your visit to South America in 1936, which you sent as a Christmas gift.

I shall treasure it always, as it so fully and clearly expresses the "Good Neighbor Policy" which has made such a profound impression on all nations.

I heard these speeches when you made them and was thrilled by their substance and the force with which they were delivered. As I cabled you at the time, I consider your speech at Buenos Aires one of the most notable and able addresses you have ever made. I am glad to have such a handsome copy of these speeches.

Assuring you of my sincere esteem and admiration, and again thanking you for this gift, I am

Your friend,

*Cordell H. Swanson*

The President,  
The White House.

CONFIDENTIAL

PSF Navy  
Sullivan

*Beauchamp 27, 1937.*

Mr. Bernard M. Baruch,  
597 Madison Avenue,  
New York City.

My dear Mr. Baruch:

I need not state that the subject matter of your letter of December 24, 1937, has for months given me deep concern. Your continued interest in this work, your clear grasp of its problems, and particularly your offer to help, are encouraging indeed.

Before answering your questions, let me point out that my answers are based upon the new Protective Mobilization Plan recently prepared by the War Department. This plan has been made as a result of War Department studies of the industrial capacity of the nation to produce munitions and, with such industrial limitations in mind, has provided for the minimum force considered adequate for national security. The needs of this minimum force for munitions must be supplied either from stocks on hand or from new production. This new production must come almost entirely from private industry. For many years the War Department has been preparing procurement plans solely for the purpose of reducing the time that industry would need to get into quantity production on munitions. There is an irreducible minimum of time necessary, however, for industry to adapt itself to the manufacture of new and noncommercial items of munitions. This minimum gap of time must be bridged over by a physical reserve of munitions on hand at the time of an emergency.

To answer your specific questions:

1. The problem of ammunition supply is fairly satisfactory. With some important limitations, the minimum ammunition requirements of the Protective Mobilization Plan can be met. Much renovation will be required, much powder replacement is needed, and mechanical antiaircraft fuses are necessary. Deterioration of ammunition has been severe, but not in excess of that estimated. Some replacement has already been effected.

2. Our guns, though of World War manufacture, are in generally good condition, requiring only overhaul to make them ready for action. The carriages may be high speeded in a reasonable time by the use of adapters with pneumatic treads. The modern carriage with high elevation and wide traverse cannot be supplied for many months, but high speeded carriages will serve. Procurement plans for new production have been prepared. At least a few months will elapse before quantity production can be

~~CONFIDENTIAL~~

DOD DIR. 5200.9 (9/27/58)

Date- 2-17-57

Signature-

*Carl J. Blair*

~~CONFIDENTIAL~~

RSF / Vary  
Swanson

~~CONFIDENTIAL~~

3. Your understanding that the capacity of this country for smokeless powder is now 40,000 pounds per day and that a minimum of six months would be required to obtain quantity production is correct. The procurement of a reserve of special machinery, such as hydraulic presses, would materially lessen the time to secure quantity production. Greater current production would also help.

4. The requirements of the protective force for rifles and machine guns must necessarily be supplied from existing stocks plus new production. New production possibilities for these items are not at all promising. Severe shortages will occur in antiaircraft and antitank guns, in semiautomatic shoulder rifles, and in cal. .50 machine guns. A reserve of special machinery would materially improve this serious situation.

5. There is no existing supply of dies, jigs and fixtures for munitions production outside of the small stocks at the operating arsenals, and a limited quantity remaining from the World War.

6. With regard to production of items for the Navy, the Navy Department prepares its own plans, but the Army and Navy Munitions Board is so allocating production facilities as to minimize conflicts and competition between the two services.

With reference to the statement in your letter - "and so on ad infinitum" - it may be said that the above are only some of our difficult problems.

In reply to your question: "What can be done about it?" the answer is - MONEY AND LEGAL AUTHORITY FOR:

a. Augmentation of war reserves for finished munitions -- approximately \$500,000,000.

An appropriation of approximately one-half billion dollars to eliminate the shortages in stocks of critical finished items of the war reserves which should be on hand on M-Day to equip and maintain the first 1,000,000 men mobilized under the new War Department Protective Mobilization Plan.

It would require approximately an additional half billion dollars to provide a war reserve of all approved standard items essential to the combat efficiency of these same 1,000,000 men.

The figure of 1,000,000 men has a political significance, since for years it has had congressional approval as a basis for the retention of war reserves.

b. Gages, jigs, fixtures, punches, dies and preparation of production plans -- approximately \$25,000,000.

~~CONFIDENTIAL~~