

Douglas, Donald W.

Box 144

hins
PSF: Donald Douglas ~~San Carlos "D"~~
3-44

June 24, 1944.

My dear Mr. Douglas:

Your letter, sent through Hap Arnold, has reached me. I have not yet seen the plane but, from what I hear, it is a wonder.

I look forward also to seeing the painting so graciously donated by you. Please accept my thanks for this fine contribution on your part. I am sure it will be a joy to my eyes and to the other officials fortunate enough to use this ship.

With best wishes,

Very sincerely yours,

FRANKLIN D. ROOSEVELT

Mr. Donald W. Douglas,
Douglas Aircraft Company, Inc.,
Santa Monica, California.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

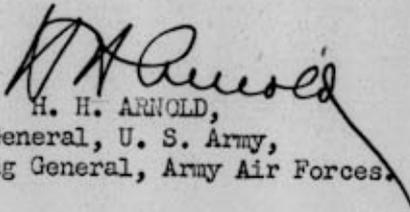
June 23, 1944

MEMORANDUM FOR THE PRESIDENT:

Subject: C-54 Transport Airplane.

The Douglas C-54 transport airplane converted for your use is now in Washington and will be available for you to look over at any time this coming week end.

In this connection, inclosed herewith is a letter to you from Donald Douglas reference a painting by Duncan Gleason, which he has had hung in the cabin of the airplane and which he hopes you will like and accept.


H. H. ARNOLD,
General, U. S. Army,
Commanding General, Army Air Forces.

Incl:

Ltr to The President 6/19/44
from Donald Douglas /w/
description of painting
"Bark Coriolanus".



Douglas Aircraft Company, Inc.

Santa Monica, California



Address "Douglasair"

In reply refer to file

June 19, 1944

The President
The White House
Washington, D. C.

Dear Mr. President

My friend and fellow yachtsman, Duncan Gleason, who loves the sea and has a gift for preserving in oils its moods and mysticism, has painted the Bark Coriolanus against the dramatic background of the Azores. The Coriolanus has a colorful history. I am enclosing some data on this famous old ship.

Because I know that in more peaceful days you, too, are a lover of the sea, and because to me the ocean and the clouds and the dramatic quality of Gleason's painting somehow symbolize the vastness and freedom of the skies, I have taken the liberty of hanging this painting in the cabin of the Douglas C-54 cargo transport airplane, recently converted by us here in Santa Monica for passenger use. Knowing you have frequently used this type of transport in the past, we have fitted Gleason's painting into the interior arrangement of the airplane in the hope that from time to time when official duties demand, you may have occasion to travel in this transport.

Of course the painting is not part of the airplane's equipment, and is no way reflected in its cost to the government. Will you do me the honor of accepting it as a token of a fellow yachtsman's love of the sea and the sky and as a personal tribute from one American to another? If you find this painting as beautiful as I do, please consider it your personal property and feel free to take it with you when the days of peace to come no longer make it necessary to hop across oceans and continents.

Very sincerely yours,

Donald W. Douglas

Bark Coriolanus, an iron ship built in 1876 by McMillan in Glasgow, Scotland, was 217.7 long, 35.2 beam and 20 feet in depth, and was owned by J. Patten Condon.

She received a gold medal for beauty of model at the Shipwright's Exchange in London in 1877, and in 1877 she sailed from Scilly Isle to Calcutta in ninety-two days, which was something of a record in that time.

In 1922 she flew the Norwegian flag and was named Tiburon. In 1923 she was owned in the United States and renamed Eugenia Emilia. She was then sold to the Portuguese, rechristened Lena and rigged as a bark. She was used as a packet out of Praia between the Cape Verde Islands. She then was returned to New Bedford, Massachusetts in 1928, and her original name was restored.

She was broken up in New England in recent years.