

● P.S.F. Subject File

Maritime Commission: Emory S. Land

Box 188

1

157

Land, sea, and air

THE WHITE HOUSE
WASHINGTON

February 11, 1941.

MEMORANDUM FOR

THE PRESIDENT

A reminder to call Admiral
Land and speak to him about this.

*Robert M. ...
Lester ...*

COMBUSTION ENGINEERING COMPANY
INC
200 MADISON AVENUE
NEW YORK

JOSEPH V. SANTRY
PRESIDENT

February 7, 1941

Mr. Basil O'Connor
120 Broadway
New York City

Dear Mr. O'Connor,

I have had the report re-written to bring out the location of the plants now manufacturing Marine boilers and I think you will find it better.

I believe I told you that Gibbs and Cox of New York, Naval Architects, are going to act as Agents for the Maritime Commission and they are going to receive the bids for the boilers and submit them to the Commission for action. Gibbs and Cox have always purchased exclusively from the other two manufacturers and we do not expect to obtain any great amount of assistance from them although we are working hard with them.

I think it would be in order for Commander Vickery to be questioned as to why all orders to date have been placed with two companies with plants located on the seacoast. I am certain that if it was suggested to him that the boilers be manufactured by companies located inland, as our manufacturing plants are, he would readily see to it that this procedure was followed. He recognizes the dangers in the present situation and if he was advised definitely that this work should be distributed around the country I know he would support this position. Commander Vickery told me that they had purposely located the new Ship Yards, where these ships are to be built, in the South and West away from the present concentrated Ship building facilities and it follows that it would be in order to do likewise with the boilers.

This business should all be placed with us as we are the only manufacturer capable of handling it, the other two being already loaded up with marine work. You will note that the report states that if the entire contract was placed with us it would mean that we would have on our books less than 15% of the total Marine business now on order with the other two companies. Such being the case it would seem most unwise to place further business with them. I am certain that Commander Vickery and Admiral Land also will lend a ready ear to any instructions to diversify this work.

Sincerely yours

Joseph V. Santry

THE WHITE HOUSE
WASHINGTON

March 10, 1941.

P.S.F.
U.S. Maritime
Land folder

MEMORANDUM FOR ADMIRAL LAND AND
COMMISSIONER VICKERY

TO READ IN CONFIDENCE AND

RETURN.

F.D.R.

Strictly Confidential Memorandum, dated 2/28/41
in re Shipping Available to British (with
Particular Reference to Refrigerated Capacity),
sent to Admiral Land; copy of memorandum sent to
Commissioner Vickery of the Maritime Commission;
copy retained for our files.

Handwritten signature

February 28, 1941



MEMORANDUM

**SHIPPING AVAILABLE TO BRITISH
(WITH PARTICULAR REFERENCE TO REFRIGERATED CAPACITY)**

Refrigerated Capacity in World Shipping

As of February 1941, there were 867 ships fitted out with refrigerated appliances in the world with a volumetric capacity of 684,299,800 cubic feet, of which 128,149,095 cubic feet was refrigerated. (Table 1) Of this total, British and British controlled refrigerated space accounted for 74.7 percent. (Table 1) The United States was second with only 5.9 percent while Japan was far down the list with only .4 percent of the world's refrigerated capacity. 1/

Of the 128,149,095 cubic feet of world's refrigerated space 7.1 percent is immobilized. (Table 2) Of this immobilized space, 12.7 percent is lying idle in United States ports and 44 percent is laid up in South American ports. (Table 3)

Of the total immobilized refrigerator tonnage located all over the world, German and Italian tonnage represents 58 percent. (Table 2) French and Danish refrigerated space accounts for 39 percent and Swedish, Norwegian, Belgian, and Rumanian represents 3.4 percent. (Ibid)

British Ship Supply Position

It may be conservatively estimated that the present British and British-controlled merchant fleets of 1,500 tons gross and upwards aggregate

1/ During the present war, 14,153,538 cubic feet of refrigerator space or 10.4 percent of that afloat in June 1939 was destroyed. Of this loss, 6,459,538 were replaced. Consequently, the net reduction amounts to 6,549,538 cubic feet. (Table 4)

DECLASSIFIED
MAR 29 1973

gated about 27,500,000 tons as of the commencement of the war. Of this total, about 4,500,000 tons have been destroyed as of February 1, 1941. ^{2/} (Table 7) However, this loss has been offset in part by new British construction, purchases of old tonnage, and seizures of enemy merchant craft which may be estimated conservatively at 2-1/2 million tons gross. Consequently, the British now own or control at least 25 million tons. Chartered tonnage and neutral tonnage operating to the United Kingdom still further increase the amount to almost 26 million tons.

In January 1916, seventeen months after the World War began, the British, French, and Italian merchant fleets of 1,500 tons gross and upwards had been reduced to about 20 million tons. Controlled neutral tonnage increased this figure somewhat, but the combined fleet was substantially smaller than the present fleet owned or controlled by the British. Moreover, because of the European blockade, the present British fleet is servicing a much smaller area and population than the World War Fleet of January 1916. As a consequence, the British and British-controlled merchant marine is in a much better position to supply the civilian and military needs of the United Kingdom in the present war than it was during the World War.

However, it will be impossible for the British to make good their future losses to the same extent as was indicated above. The supply of neutral ships for sale is much smaller, and there is much less possibility to seize belligerent shipping. Additional United States tonnage may be made available to the British, but the requirements of the United States import trades may reduce this amount substantially.

^{2/} U. S. Maritime Commission figures are substantially lower.

Shipping Space Available for Transport of United States Farm Products to the United Kingdom

During the 15-month period of the present war, October 1939 through December 1940, shipment of principal farm products from the United States to the United Kingdom aggregated 1,228,277 long tons. These commodities required 103,197,043 cubic feet of vessel space. (Table 8)

Table 8 gives an estimate of possible shipments of agricultural products from the United States to the United Kingdom during the next 15 months. This estimate is based on indications from the British as to needs for certain foodstuffs and on available supplies in the United States. If the quantity indicated were to be actually shipped to the United Kingdom during the next 15 months a total of 195,153,854 cubic feet of vessel space would be required, or 89 percent more than the space required for the shipment of agricultural products from the United States to the United Kingdom in the first 15 months of the present war.

Of the indicated farm products only two require refrigeration, namely cured pork and cheese. It is estimated that about 4,000,000 cubic feet of refrigerated space would be required for the cheese and cured pork included in these estimates.

Assuming an average vessel capacity of 300,000 cubic feet, 651 voyages would be necessary to move all the farm products indicated during the next 15 months in contrast to 344 voyages needed to carry the farm products actually shipped from the United States to the United Kingdom during a corresponding period of the present war. Of the total trips required not more than 14 voyages would be necessary to move the commodities requiring refrigeration.

INDEX OF TABLES

Table 1.- Total of all active and immobilized refrigerated ships.

Table 2.- Total of all immobilized refrigerated ships.

Table 3.- Location of immobilized, refrigerated ships.

Table 4.- Refrigerated ships destroyed.

Table 5.- Total of all active refrigerated ships.

Table 6.- Ships having refrigerated capacity, by flag.

6a.- British.

6b.- United States

6c.- French.

6d.- Italian.

6e.- Honduran.

6f.- Norwegian.

6g.- German.

6h.- Russian.

6i.- Swedish.

6j.- Danish.

6k.- Dutch.

6l.- Panamanian.

6m.- Japanese.

6n.- Chilean.

6o.- Belgian.

6p.- Spanish, Finnish, and Brazilian.

6q.- Nicaraguan and Lithuanian.

6r.- Polish, Argentinian, Portuguese, Philippine, and Roumanian.

Table 7.- War losses of all types of merchant vessels of allied and neutral nations, August 1914 - October 31, 1918 and September 3, 1939 - January 1941.

Table 8.- Vessel capacity required for pre-war, present, and proposed United Kingdom takings from the United States, by commodities, specified 15-month periods.

(Summary sheet)

Table 1.- Total of all active and immobilized refrigerated ships

Flag	Number of ships	Vessel tonnage		Refrigerator capacity		Percentage of total active and immobilized refrigerator capacity	
		Feb. 1941	June 1939	Feb. 1941	June 1939	Feb. 1941	June 1939
		tons gross	tons gross	tons cubic feet	cubic feet		
British.....	447	4,084,528	4,222,829	90,826,716	96,480,000	70.7	70.9
United States.....	56	222,178	222,928	7,898,101	8,228,000	5.9	5.1
French.....	53	215,263	206,897	8,028,200	8,567,000	5.9	4.1
Italian.....	52	626,204	626,423	4,124,929	4,808,000	3.2	3.4
Honduran.....	22	87,724	46,009	3,227,720	2,061,000	2.7	1.8
Norwegian.....	36	177,279	186,106	3,228,012	3,220,000	2.6	2.4
Swedish.....	31	181,223	224,106	3,208,271	4,228,000	2.0	2.3
Russian.....	14	52,429	52,440	1,201,555	1,200,000	1.5	1.4
Danish.....	23	94,749	85,624	1,742,977	1,121,000	1.4	0.9
Denish.....	18	66,627	129,122	1,624,722	3,008,000	1.2	2.2
Dutch.....	30	271,422	311,220	1,540,002	2,012,000	1.2	1.5
Panamanian.....	13	54,226	27,242	1,424,622	1,279,000	1.1	0.9
Japanese.....	51	422,275	422,020	229,122	422,000	0.4	0.3
Chilean.....	6	22,222	41,222	272,222	222,000	0.3	0.2
Belgian.....	5	20,212	27,212	202,212	222,000	0.2	0.2
Spanish.....	2	20,172	12,242	120,422	22,000	0.1	0.1
Finnish.....	2	10,014	14,270	122,220	222,000	0.1	0.2
Brazilian.....	2	22,222	22,222	122,222	122,000	0.1	0.1
Nicaraguan.....	1	1,222	-	102,220	-		
Lithuanian.....	2	1,024	-	22,000	-		
Argentinian.....	1	222	2,424	22,220	122,000		
Portuguese.....	2	12,217	2,227	22,110	2,000	0.2	0.1
Polish.....	1	11,020	11,020	22,220	22,000		
Philippine.....	1	2,271	-	2,220	-		
Rumanian.....	1	2,200	-	-	-		
Total.....	627	6,222,222	7,222,022	122,122,022	122,222,000	100.0	100.0

/ Compiled from "Chamber of Shipping of the United Kingdom, 1939-1940, Annual Report.

Bureau of Agricultural Economics.

22

(Summary sheet)

Table 2.- Total of all immobilized refrigerated ships

Flag	Number of ships	Gross	Refrigerator	Percentage of
		tonnage	capacity	total immobilized refrigerated capacity
		Tons	Cu. Ft.	Percent
German	31	129,552	3,903,383	31.8
Italian	37	483,763	2,366,021	26.9
French	12	79,308	1,976,123	21.7
Danish	17	65,240	1,554,210	17.0
Swedish	4	16,771	306,962	2.3
Norwegian	2	11,849	67,080	0.7
Belgian	1	6,111	45,000	0.5
Rumanian	1	3,600	N.R.	N.R.
Total	95	796,194	9,118,779	100.0

Total active and
immobilized

128,149,095

Percent of im-
mobilized to
total active
and immobilized

7.1

(Summary sheet)

Table 3.

Location of immobilized, refrigerated ships.

Location	Number ships	Gross tonnage	Capacity	Percentage of total capacity
South America	25	166,764	4,018,067	44.0
Italy	28	373,139	1,369,515	18.0
United States				
East Coast	13	55,492	976,880	10.7
West Coast	3	24,907	178,300	2.0
				12.7
Germany	5	27,940	822,531	9.0
Russia	1	8,446	340,040	3.7
West Indies and Central America	3	32,812	268,446	2.9
Sweden	3	12,134	261,962	2.9
Portugal	2	5,035	256,000	2.8
Spain	1	8,066	206,692	2.3
Japan	2	17,247	166,837	1.8
France	2	6,781	135,480	1.5
Belgian	1	6,111	45,000	.5
Mediterranean	1	7,564	42,419	.5
China	2	25,009	20,620	.2
Philippine Islands	3	18,757	17,960	.2
Total	95	796,194	9,118,779	100.0

(Summary sheet)

Table 4.- Refrigerated ships destroyed

Flag	Number of ships	Gross tonnage	Refrigerated capacity (cubic feet)	Percentage of total refrigerated capacity destroyed
Britain	54	550,390	11,138,342	78.7
German	7	56,721	782,288	5.5
Italian	6	57,949	598,745	4.2
French	2	13,234	462,520	3.3
Dutch	4	54,696	447,998	3.2
Norwegian	4	22,462	287,182	2.0
Danish	3	166,856	178,900	1.3
Belgian	9	75,505	145,903	1.0
U. S.	1	7,712	74,120	0.5
Polish	1	11,442	25,000	0.2
Japanese	1	11,930	12,540	0.1
Total	92	1,028,898	14,153,528	100.0

(Summary sheet)

Table 5.- Total of all active refrigerated ships

Flag	Number of ships	Vessel tonnage	Refrigerator capacity	Percentage of active refriger- ator capacity	
		Gross tons	Tons	Percent	
British.....	467	4,084,828	90,896,716	78.1	
United States..	88	828,178	7,898,101	6.8	
Norwegian.....	28	87,794	2,297,790	2.0	
Swedish.....	24	188,480	2,294,928	2.0	
French.....	28	181,348	2,028,177	1.8	
Russian.....	14	88,489	1,901,888	1.6	
Italian.....	21	184,761	1,798,948	1.5	
Dutch.....	20	271,468	1,840,008	1.6	
Spanish.....	19	77,978	1,807,018	1.6	
Panamanian.....	18	84,898	1,484,888	1.3	
German.....	10	81,681	1,000,188	0.9	
Japanese.....	21	488,878	888,188	0.8	
Chilean.....	6	28,898	878,880	0.8	
Belgian.....	4	84,101	188,819	0.2	
Spanish.....	3	20,178	180,488	0.1	
Finnish.....	2	10,014	148,880	0.1	
Brazilian.....	8	29,289	124,888	0.1	
Nicaraguan.....	1	1,799	108,840	}	
Danish.....	1	1,897	100,818		
Lithuanian.....	2	1,084	44,000		
Polish.....	1	11,080	28,800		
Argentinian....	1	788	28,480		
Portuguese.....	2	18,717	28,110		
Philippine.....	1	2,871	8,880		
Total.....	772	6,046,80	119,030,816		100.0

Bureau of Agricultural Economics.

Table 6a.- British ships having refrigerated capacity 1/ February 1942

Present status 2/	Number of ships 3/	Shipping route 4/	Part of tonnage 5/	Refrigerated capacity 6/		Percentage of British total cap.	Percentage of world refrigerated tonnage
				Tonnage 7/	Cubic feet		
Active ships:	129	No data available		1,202,075	22,529,242		
	68	U.K.-Australia and Far East		912,225	22,222,970		
	62	U.K.-S. America		622,921	22,022,224		
	62	U.K. U.S. & Canada		422,222	2,222,222		
	22	In English ports		222,222	4,222,222		
	12	U.S. & Canada - Australia & Far East		122,222	2,222,222		
	12	U.K. - S. Africa		122,222	2,222,222		
	12	U.K. - Alga Bay		122,222	2,222,222		
	7	U.S. - S. America		22,222	2,222,222		
	5	Atlantic Coast To CARIBBEAN		22,222	422,222		
Total ...	422			4,222,222	22,222,222	100.00	72.2
Total active & mobilized	422			4,222,222	22,222,222	100.00	72.7
Refrigerated ships capacity 8/.....	24			222,222	11,122,222		

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 22,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U.S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Table 6h.- United States ships having refrigerated capacity. 1/ February 1941

Present status 2/	Number of ships 3/	Shipping route 3/	Port of immobilization 4/	Gross tonnage 5/	Refrigerated capacity 5/		
					Cubic feet	Percentage of all States refr. capacity	Percentage of world refrig. capacity
Active ships	17	U. S. to S. Amer.		131,861	1,980,808		
	18	Atlantic Coast		69,888	2,348,290		
	15	U. S. to Caribbean		82,047	2,199,848		
	6	No data available		39,998	747,378		
	1	U. S. to Australia		8,286	317,689		
Sub total	55			332,178	7,893,101	100.0	6.3
Total active & immobilized	55			332,178	7,893,101	100.0	6.9
Refrigerated ships destroyed 5/.....	1			7,712	74,120		

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 50,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 60.- French ships having refrigerated capacity ^{1/} February, 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{4/}	Port of immobilization ^{5/}	Gross tonnage ^{6/}	Refrigerated capacity ^{7/}	
					Cubic feet	Percentage of all French refr. capacity
Active ships:	1	N.Y.-Caribbean		3,425	185,970	
	1	France - S.A.		3,424	117,300	
	21	No data available		112,333	2,722,427	
Subtotal	23			129,182	3,025,727	60.2
Immobilized:	5		Buenos Aires	44,324	337,615	
	2		New York	3,925	229,320	
	1		Charbourg	1,707	127,000	
	1		Havre	4,924	3,422	
	1		Los Angeles	3,022	No data	
	1		Guadaloupe	3,425	120,000	
	1		Sancti	3,322	222,122	
Subtotal	12			77,322	1,974,122	39.2
Total	35			210,522	5,025,320	100.0
Refrigerated ships also traced ^{8/}	2			13,224	422,220	

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 20,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register.

^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U.S. Coast Guard and U.S. Department of State.

^{5/} Obtained from New York Maritime Register and U.S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 62.- IT&Y: Refrigerated capacity ^{1/} February 1941

Present Status ^{2/}	Number of ships ^{3/}	Shipping route ^{2/}	Ware immobilized ^{4/}	Gross tonnage ^{5/}	Refrigerated capacity ^{3/}	
					Cubic feet	Percentage of - Italian refrigeration capacity : World refrigeration capacity
Active:	21	No data		154,741	1,768,948	
Total.....	21			154,741	1,768,948	42.8 1.5
Immobilized -	21		Genoa	269,966	1,762,741	
	3		Treviso	50,316	141,367	
	2		Naples	43,876	30,017	
	1		Odesa	8,446	340,040	
	1		Brazil	5,702	298,635	
	1		Rio de Janeiro	6,131	115,865	
	1		Philadelphia	6,889	98,490	
	1		Balboa Canal Zone	23,255	46,882	
	1		Venice	6,181	35,390	
	1		Portland, Oreg.	8,099	29,500	
	1		Costa Rica	6,072	28,564	
	1		Sancti	23,861	17,950	
	1		Shanghai	18,765	17,870	
	1		Kersichang	6,244	2,750	
Total.....	37			483,763	2,366,021	57.2 25.9
Total active & immobilized..	58			638,504	4,134,969	100.0 3.2
Ship destruction	6			57,949	598,745	

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.
^{2/} Compiled from New York Maritime Register. ^{3/} Compiled from Lloyd's Register.
^{4/} Compiled from confidential information of U.S. Coast Guard and U. S. Department of State.
^{5/} Compiled from New York Maritime Register and U. S. Maritime Commission reports.
 Bureau of Agricultural Economics.

Table 6a.- Honduras ships having refrigerated capacity, 1/ February 1941

Present status 2/	Number of ships 3/	Shipping route 3/	Port of immobilization 4/	Gross tonnage 5/	Refrigerated capacity 2/		
					Cubic feet	Percentage of all Honduras refr. cap.	Percentage of world refig. cap.
Active ships	4	U.S.-Caribbean		16,003	614,148		
	4	U.S.-So.America		18,989	687,834		
	3	N.Y.-Caribbean		12,349	483,200		
	3	New Orleans - carib. ports		9,609	440,800		
	3	(No avail. data)		14,656	500,148		
	2	Caribbean-S.Amer.		8,657	315,750		
	1	Galveston-Spain		1,697	130,000		
	1	Caribbean ports		3,298	133,930		
	1	U.K.-S.America		3,726	121,980		
Sub-total	23			87,794	3,397,790	100.0	2.9
Total active & immobilized	23			87,794	3,397,790	100.0	2.7
Refrigerated ships destroyed 5/							

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 50,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 16f - Norwegian ships having refrigerated capacity 1/, February 1941

Present status 2/	Number of ships 3/	Shipping route 3/	Port of immobilization 4/	Gross tonnage 3/	Refrigerated capacity 3/	
					Cubic feet	Percentage of all Norwegian refr. cap.
Active ships	10	No data avail.		43,363	785,896	
	7	U.S. to U.K.		36,459	548,082	
	5	U.S. to S. Amer.		29,800	565,183	
	5	U.S. to Far East		26,917	463,706	
	5	U.S. to Carribean		19,943	827,543	
	2	U.K. to Australia		10,249	134,521	
Subtotal	34			165,430	3,324,932	98.0 2.6
Immobilized	2		N.Y.	11,849	67,080	2.0 .7
Total active & immobil.	36			177,279	3,392,012	100.0 2.6
Refrigerated ships destroyed 5/	4			22,462	267,182	

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 50,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 63 -- German ships having refrigerated capacity ^{1/}, February 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{2/}	Part of immobilizations ^{4/}	Gross tonnage ^{1/}	Refrigerated capacity ^{1/}		
					Cubic feet	Percentage of all German ref. capacity	Percentage of world refrigerated capacity
Active ships: Total	10	No data available		51,601	1,000,188	25.6	.8
Immobilized	6		In other South American ports	51,878	1,352,602		
	3		Hamburg	14,604	372,669		
	2		Argentina	13,870	200,408		
	2		Yokohama	17,247	166,837		
	1		Bremen	7,358	225,980		
	1		German port	5,898	223,942		
	1		Vigo, Spain	8,056	206,692		
	1		Portuguese port	3,264	129,000		
	1		Montevideo	8,268	101,754		
	1		Mediterranean port	7,564	42,419		
	1		Santos, Brazil	5,567	40,544		
	1		Callao, Peru	5,898	40,506		
Sub-total	21			129,552	2,903,383	74.4	31.8
Total	31			181,233	3,903,571	100.0	3.0
Refrigerated ships destroyed ^{5/}	7			56,721	782,288		

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register. ^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U.S. Coast Guard and U.S. Department of State.

^{5/} Compiled from New York Maritime Register and U.S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 4-h. - Russian ships having refrigerated capacity

February 1941

Present status 2/	Number of ships 3/	Shipping route 2/	Part of immobil- ization 4/	Gross tonnage 3/	Refrigerated capacity 5/		
					Cubic feet	Percentage of all Russian re- frigerated capacity	Percentage of world refrigerated capacity
Active ships	13	No data		51,989	1,776,980		
	1	West Coast		3,490	124,575		
Sub-total	14			55,479	1,901,555	100	1.6
Total active and immobilized	14			55,479	1,901,555	100	1.5
Refrigerated ships destroyed 5/ ...							

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U.S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 61.- Swedish ships having refrigerated capacity 1/. February 1941

Present status 2/	Number of ships 3/	Shipping route 2/	Port of immobilization 4/	Gross tonnage 3/	Refrigerated capacity 3/		
					Cubic feet	Percentage of all Swedish refr. cap.	Percentage of world refig. cap.
Active ships	7	No data available		22,085	790,156		
	3	U.K. to U.S.		11,906	143,703		
	3	U.K. to far East		12,664	122,099		
	2	U.S. to S.Amer.		13,771	235,720		
	2	U.S. to far East		7,892	107,346		
	1	S.Am. to Sweden		6,017	118,000		
	1	U.S. to Sweden		3,643	20,000		
Total....	19			77,978	1,537,015	88.1	1.3
Immobilized	2		Gothenberg	10,571	166,962		
	1		New York	3,400	40,000		
	1		Träste	2,800	--		
Total	4			16,771	206,962	11.9	2.3
Grand total	23			94,749	1,743,977	100.0	1.4
Refrigerated ships destroyed 5/							

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from Confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports. Bureau of Agricultural Economics.

Table 6. - Danish ships having refrigerated capacity 1/, February 1941

Present status 3/	Number of ships 3/	Shipping route 2/	Port of immobilization 4/	Gross tonnage 3/	Refrigerated capacity 3/		
					Cubic feet	Percentage of all Danish refr. cap.	Percentage of world refig. cap.
Active ships	1	U. S. - Canada - So. Am.		1,397	100,512	6.1	.0
Immobilized	3		Baltimore U. S.	17,552	17,450		
	3		New York	5,207	384,000		
	2		Manila P. I.	12,177	9,555		
	2		Buenos Aires A. R.	5,143	370,000		
	1		Santos, Brazil	3,159	162,000		
	1		Los Angeles U. S.	8,785	148,800		
	1		Bahia Blanca Bras.	1,831	127,000		
	1		Funchal Madeira				
			Is. Portuguese	1,771	127,000		
	1		Montevideo Ur.	1,471	105,000		
	1		Stockholm	1,563	95,000		
	1		Cabu, P. I.	6,580	8,405		
Subtotal...	17			65,240	1,554,210	93.9	17.0
Total	18			66,637	1,654,722	100.0	1.3
Refrigerated ships destroyed 5/	3			166,856	178,900		

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 6 K.- Dutch ships having refrigerated capacity ^{1/}. February 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{3/}	Port of immobilization ^{4/}	Gross tonnage ^{2/}	Refrigerated capacity ^{1/}	
					Cubic feet	Percentage of all Dutch refr. cap. ^{1/}
Active ships	11	U.S.- Far East		103,354	263,538	
	8	No data		40,553	573,850	
	4	Far East		40,421	127,368	
	3	U.S.-U.K.		52,956	118,162	
	2	U.K.-Australia		20,924	169,640	
	2	U.K.-So.America		13,260	287,445	
Subtotal ..	30			271,468	1,540,003	100.0 1.3
Total active and immobilized	30			271,468	1,540,003	100.0 1.2
Refrigerated ships destroyed ^{5/}	4			54,696	447,998	

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register.

^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

^{5/} Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 6 L.- Panama ships having refrigerated capacity ^{1/}. February 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{2/}	Port of immobilization ^{4/}	Gross tonnage ^{3/}	Cubic feet	Refrigerated capacity ^{1/}	
						Percent of all Panama refr. cap. capacity	Percent of world refrigera. capacity
Active ships	6	U.I.-So. America		30,499	1,045,098		
	5	No data available		14,365	268,042		
	2	Trans Pacific		9,532	151,518		
Subtotal	13			54,396	1,464,658	100.0	1.2
Total active and immobilized	13			54,396	1,464,658	100.0	1.1
Refrigerated ships destroyed ^{5/}							

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register.

^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U. S. Coast Guard and U.S. Department of State.

^{5/} Compiled from New York Maritime Register and U.S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 4-a.- Japanese ships having refrigerated capacity. ^{1/} February 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{2/}	Part of immobil- ization ^{4/}	Gross tonnage ^{3/}	Refrigerated capacity ^{5/}	
					Cubic feet : capacity	Percentage : of Japanese : refrigerated : capacity
Active ships -	23	U.S. to Far East		216,944	184,274	
	11	No data available		64,004	121,883	
	5	Around the world		42,474	51,113	
	5	U.S. to Far East and S. American		38,582	47,154	
	2	Japan and Australia		11,902	23,984	
	2	S. Amer. and Far East		23,554	21,080	
	2	U. K. and Far East		20,801	16,680	
	1	U. S. and S. Amer.		8,614	13,080	
Sub-total.....	51			426,875	539,188	100 0.5
Total active and immobilized	51			426,875	539,188	100 0.4
Refrigerated ships destroyed ^{5/}	1			11,930	12,540	

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register. ^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U.S. Coast Guard and U.S. Department of State.

^{5/} Compiled from New York Maritime Register and U.S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table (a).— Chilean ships having refrigerated capacity,^{1/} February 1941.

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{4/}	Port of origin ^{5/}	Gross tonnage ^{6/}	Refrigerated capacity ^{7/}	
					Cubic feet	Percentage of all Chilean refrigerated capacity
Active ships	4	U.S. East Coast-S. Amer.		27,709	313,290	
	1	U.S. West Coast-S. Amer.		5,414	35,700	
	1	No data available		3,445	28,000	
Subtotal	6			36,568	376,990	100
Total active and immobilized	6			36,568	376,990	100
Refrigerated ships destroyed ^{8/}						0.3

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register.

^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

^{5/} Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics.

Table 62- Belgian ships having refrigerated capacity 1/ February 1942

Present ships 1/	Number of ships 2/	Shipping marks 3/	Port of registration 4/	Gross tonnage 5/	Refrigerated capacity 6/	
					Cubic feet	Percentage of percentage of all Belgian (of world refrigerated refrigerated capacity and capacity
Active ships:	5	No data		23,722	133,323	
	1	U.K. to Alma Bay		1,322	21,322	
Total	4			25,044	154,645	77.9 .1
Immobilized total:	1		Antwerp	6,111	45,000	22.1 .5
Subtotal	5			31,155	199,645	100.0 .3
Total, Active & Immobilized	5			31,155	199,645	100.0 .3
Refrigerated ships destroyed 7/	9			75,306	145,905	

1/ Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 50,000 cubic feet total capacity, or more.

2/ Compiled from New York Maritime Register.

3/ Compiled from Lloyd's Register.

4/ Compiled from confidential information of U. S. Coast Guard and U. S. Department of State.

5/ Compiled from New York Maritime Register and U. S. Maritime Commission reports.

Bureau of Agricultural Economics

Table 6-p. - Spanish ships having refrigerated capacity ^{1/}, February 1941

Present status ^{2/}	Number of ships ^{3/}	Shipping route ^{3/}	Part of immobilization ^{4/}	Gross tonnage ^{3/}	Refrigerated capacity ^{1/}	
					Cubic feet	Percentage of all refrigerated capacity
Active ships	2	No data		15,388	144,214	
	1	Spain to S.A.		6,924	15,342	
Total	2			20,172	160,456	100.0
Total active and immobilized.....	2			20,172	160,456	100.0
<u>Finnish ships having refrigerated capacity ^{1/}, February 1941</u>						
Active ships	1	Finland to S.A.		4,988	52,220	
	1	N.Y.-Quebec-U.K.		5,026	52,400	
Total	2			10,014	104,620	100.0
Total active and immobilized.....	2			10,014	104,620	100.0
<u>Brazilian ships having refrigerated capacity ^{1/}, February 1941</u>						
Active ships	8	No data		29,269	134,628	100.0
Total....	8			29,269	134,628	100.0
Total active and immobilized.....	8			29,269	134,628	100.0

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register.

^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U.S. Coast Guard and U.S. Department of State.

Bureau of Agricultural Economics.

2/1/41 ds

Table 6-q. - Nicaragua and Lithuania ships having refrigerated capacity ^{1/}, February 1941

Present status ^{2/}	Number of ships ^{1/}	Shipping route ^{2/}	Port of immobilization ^{4/}	Gross tonnage ^{3/}	Refrigerated capacity ^{1/}		
					Cubic feet	Percentage of all refrigerated capacity	Percentage of all world refrigerated capacity
<u>Nicaragua</u>							
Active ships	1	U.S. - Europe		1,799	106,240		
Sub-total	1			1,799	106,240	100	0
Total active & immobilized.....	1			1,799	106,240	100	0
<u>Lithuania</u>							
Active ships	2	No data available		1,084	44,000		
Sub-total	2			1,084	44,000	100	0
Total active & immobilized.....	2			1,084	44,000	100	0

^{1/} Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 80,000 cubic feet total capacity, or more.

^{2/} Compiled from New York Maritime Register. ^{3/} Compiled from Lloyd's Register.

^{4/} Compiled from confidential information of U.S. Coast Guard and U. S. Department of State.

Bureau of Agricultural Economics.

Table 67.- Polish, Argentinian, Portuguese, Philippine, and Rumanian ships having refrigerated capacity 1/2. February 1941

Present status 2/	Number of ships 3/	Shipping route 2/	Port of registration 4/	Refrigerated capacity 1/2			
				Gross : tons	Net : tons	% of all tonnage	% of world capacity
Polish							
Active ships, total	1	No data available		11,000	25,000		
Total, net. tons	1			11,000	25,000	100	-
Argentinian							
Active ships, total	1	No data available		700	25,000		
Total, net. tons	1			700	25,000	100	0
Portuguese							
Active ships, total	1	U.S.-S. American		8,000	21,000		
Active ships, total	1	No data available		5,777	2,270		
Total, net. tons	2			13,777	23,270	100	-
Philippine							
Active ships, total	1	No data available		1,000	1,000		
Total, net. tons	1			1,000	1,000	100	-
Rumanian							
Unutilized, total	1	No data available		1,000	1,000		
Total, net. tons	1			1,000	1,000	100	-

1/2 Includes all refrigerated ships inspected by Lloyd's and all other refrigerated ships having 50,000 cubic feet total capacity, or more. 3/ Compiled from New York Maritime Register. 4/ Compiled from Lloyd's Register. 5/ Compiled from confidential information of U.S. Coast Guard and U.S. Department of State. 6/ Compiled from New York Maritime Register and U.S. Maritime Commission Reports.

TABLE 7

War losses of all types of merchant vessels of allied and neutral nations,
August 1914 - October 31, 1918 and September 3, 1939 - January 1941

(Gross tonnage)

Month	1914 1/	1915 1/	1916 1/	1917 1/	1918 1/	1939 2/	1940 2/	1941 2/	1939 ¹ 3/	1940 3/
Jan.		48,181	94,817	364,767	303,608		279,184	193,983		219,879
Feb.		60,190	114,523	536,582	305,509		275,419			240,318
Mar.		88,389	165,560	590,945	320,708		146,188			114,855
Apr.		58,500	183,032	866,810	275,016		128,804			133,457
May		124,983	122,955	574,317	263,480		273,445			151,322
June		135,638	110,772	665,405	241,380		487,538			452,175
July		107,044	115,251	749,359	237,941		298,608			162,185
Aug.	64,752	183,596	165,077	482,675	278,222		168,221			225,471
Sept.	89,586	147,525	222,438	342,097	166,608	201,245	396,568	1/	189,636	191,739
Oct.	95,282	88,666	344,055	429,459	113,054	195,683	404,192	2/	190,301	203,110
Nov.	25,802	144,901	318,704	284,950		212,362	303,780	3/	208,184	217,148
Dec.	43,978	124,623	348,405	385,759		257,664	297,199	4/	192,824	
Total tonnage	319,400	1,312,216	2,305,569	6,078,125	2,503,766	866,954	3,613,206	193,983	1/ 780,945	2,288,795

1/ Compiled from J. A. Salter's "Allied Shipping Control", 1921.

2/ Compiled from report of Naval Intelligence Office, U. S. Navy Department.

3/ Compiled from report of the U. S. Maritime Commission.

4/ Not revised monthly. Total revised figure for September - December 1939 is 787,975 tons.

Bureau of Agricultural Economics.

Table 8. - Vessel capacity required for pre-war, present, and proposed United Kingdom takings from the United States, by commodity, specified 15-month periods

Commodity (1)	Storage factor : cubic feet per ton (2)	Pre-war normal takings (3) (4)		Present war takings : Oct. 1939 to Dec. 1940 (5) (6)		Proposed takings : Mar. 1941 to June 1942 (7) (8)		Additional vessel capacity required : cubic feet (8-6)
		Gross tons	Vessel capacity : cubic feet	Gross tons	Vessel capacity : cubic feet	Gross tons	Vessel capacity : cubic feet	
		Long tons	Long tons	Long tons	Long tons	Long tons		
Cotton 1/2		334,821	—	465,402	—	446,429	—	—
High density	(80	—	(26,785,680	—	(37,232,160	—	(35,714,320	(- 1,517,840
Compressed	(130	—	(43,526,730	—	(60,502,260	—	(58,035,770	(- 2,466,490
Tobacco	125	116,071	14,508,875	36,330	4,541,250	189,733	23,716,625	19,175,375
Wheat	47	803,571	37,767,837	89,017	4,183,799	803,571	37,767,837	33,584,038
Corn (bulk)	50	25,000	1,250,000	324,875	16,243,750	500,000	25,000,000	8,756,250
Pork products	60	44,643	2,678,580	20,014	1,200,840	111,608	6,696,480	5,495,640
Lard	63	133,929	8,437,527	32,699	2,060,037	111,608	7,031,304	4,971,267
Canned milk	50	446	22,300	31,812	1,590,600	89,286	4,464,300	2,873,700
Cheese	55	—	—	12	660	22,322	1,227,710	1,227,050
Raisins	55	29,018	1,595,990	9,543	524,865	44,643	2,455,365	1,930,375
Prunes	55	22,321	1,227,655	13,928	766,040	66,965	3,683,075	2,917,035
Canned fruits	51	133,929	6,830,379	85,361	4,353,411	133,929	6,830,379	2,476,968
Canned vegetables	53	4,464	236,592	15,068	798,604	22,322	1,183,066	384,462
Barley 1/2 (in bushels)		150,000	—	23,550	—	107,144	—	—
Bag	(71	—	(10,690,000	—	(1,672,050	—	(7,607,224	(5,935,174
Bulk	(58	—	(8,700,000	—	(1,365,900	—	(6,214,352	(4,848,492
Beans	210	1,786	375,060	736	154,560	2,232	468,780	314,160
Dried beans	60	67	4,020	202	12,120	13,393	803,580	791,460
Rice	55	4,464	245,520	127	6,985	6,696	368,280	361,295
Resin	57	55,804	3,180,828	63,616	3,626,112	111,607	6,361,599	2,735,487
Turpentine	60	18,721	1,123,260	15,985	959,100	24,209	1,452,540	493,440
Total		1,879,055	133,661,153	1,228,277	103,197,043	2,807,697	195,153,874	91,956,831

Compiled from confidential data furnished by the Office of Foreign Agricultural Relations, United States Department of Agriculture.

1/ The larger figure is included in the total in each case.

PSF MC Land folder 3-41

THE WHITE HOUSE
WASHINGTON

April 1, 1941

MEMORANDUM FOR
ADMIRAL LAND

Dear Jerry:

You are an angel to
turn down sixty grand but if you
had not done this, I would have
put you in the brig.

F. D. R.

UNITED STATES MARITIME COMMISSION
WASHINGTON
OFFICE OF THE CHAIRMAN

MAR 19 1941

WASHINGTON
THE MARINE HORSE

UNITED STATES MARITIME COMMISSION
WASHINGTON

March 19, 1941

Personal
and
[REDACTED]

Memorandum for The President:

During the past month I was offered a job; it (strange to relate) had nothing to do with ships or shipping. *(aviation)*

The annual remuneration offered was \$ 60,000.00.

The offer was declined.

The further answer was given to the offer that my services were not available unless you not only approved but desired me to accept the job.

I thought this might interest you and is submitted "just for the record".

Jerry

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 4(D) or (E)
Commerce Dept. Letter, 11-14-72
By RHP, Date MAR 29 1973

Land folder
3-41

THE WHITE HOUSE
WASHINGTON

April 7, 1941.

MEMORANDUM FOR
GENERAL WATSON

Will you tell Jerry Land I am a little worried about the appointment of Dismel as Director of Research? He is Henry Grady's brother-in-law. Henry Grady is now head of the President Lines. Truitt is Counsel for the President Lines and Henry Grady's son is Assistant to Truitt, and I am afraid of a scandal.

F. D. R.

Jerry Land

Dir. of Research

They put in Dismal

Henry Swaly's brother in law -

H. S. is now head of

Pro. Line a Tunstall is

General.

H. S.'s son is assist. to
Tunstall.

L. J. P.

PSF Land folder
3-41

THE WHITE HOUSE
WASHINGTON

April 7, 1941.

MEMORANDUM FOR

GENERAL WATSON

Will you tell Jerry Land I am a little worried about the appointment of Diemel as Director of Research? He is Henry Grady's brother-in-law. Henry Grady is now head of the President Lines. Trutt is Counsel for the President Lines and Henry Grady's son is Assistant to Trutt, and I am afraid of a scandal.

F. D. R.

UNITED STATES MARITIME COMMISSION
WASHINGTON

OFFICE OF THE CHAIRMAN

April 9, 1941

PERSONAL and [REDACTED]

Memorandum for General Watson:

In connection with our telephone conversation of April 8th, as I gather the set-up, the information received by you is about as follows:

- (a) Mr. Grady is a brother-in-law of Mr. Deimel;
- (b) Mr. Grady is President of the American President Lines, Ltd.;
- (c) Mr. Truitt is Counsel for the American President Lines, Ltd.;
- (d) Mr. Henry F. Grady's son Reginald is Mr. Truitt's assistant.

Of the foregoing, (a) and (b) are correct. Mr. Truitt was a Commissioner who resigned as of April 1, 1941. So far as my knowledge goes, he is not counsel for the American President Lines. So far as I am aware, this company has not found it necessary to have a counsel resident in Washington. They have a very able General Counsel, Mr. Reginald Laughlin, who resides in San Francisco. Mr. Reginald Grady was an assistant to Mr. Truitt but he no longer is and, as indicated on the inclosure, Mr. Reginald Grady has resigned from the Maritime Commission.

Mr. Alfred Haag was at the time of his death Director of Research. Mr. Haag died on January 14, 1941. Immediately following Mr. Haag's death, the Commission directed that an investigation and survey of the Division of Research be made with the idea of having some reorganization and some infusion of new blood in order to improve the administrative efficiency of this Division. Furthermore, the Commission wished to modify and change not only the name of the Division but also some of the duties.

DECLASSIFIED
E.O. 11652, Sec. 9(E) and 5(D) or (M)
Commerce Dept. Letter, 11-15-72
By RHP, Date MAR 29 1973

During the investigation, a great amount of outside pressure was brought upon various members of the Commission and its staff with regard to filling the vacancy. In my four years here, this is the first time that such intensive efforts had been made to direct the administrative control of the Commission from outside sources.

As a matter of fact, the candidate for whom the most pressure was exerted did not receive a single vote when the Commission considered the matter in executive session. The reason for this is that this candidate is not considered upon either education or experience, or administrative ability, as qualified for the position of Director of the Division.

During the four years I have been on the Commission, we have been searching for a man who would strengthen the administrative efficiency of this particular Division. All hands felt that the selection finally made is an excellent one.

It is hardly necessary for me to tell you that I am as jealous of the reputation of the Maritime Commission as anyone can be, and I should be the last one to go along with a set-up that could be justly criticized.

The last thing I told Mr. Truitt when he left the Commission was that I hoped he would not appear before the Commission as a representative of anyone or any firm. This suggestion was based not on a question of legality but on the general question of ethics. It is my understanding that he agreed with my ideas on the subject.

There is attached hereto a memorandum giving chronological data with regard to the subjects under discussion.

Jerry Land.

E. S. Land
Chairman

P.S. The appointment of Mr. Deismel was postponed on several different occasions until finally clearances were given by Mr. Flynn and Mr. Rowe

Jerry

UNITED STATES MARITIME COMMISSION
WASHINGTON

OFFICE OF THE CHAIRMAN

April 8, 1941

MEMORANDUM:

Mr. Reginald Grady was appointed July 2, 1940 as Clerk to Commissioner Max O'Rell Truitt. Grady has been employed practically all of his time in the Section of Special Studies. Reginald Grady's father, Henry F. Grady, was Assistant Secretary of State when the son was appointed in the Maritime Commission. The father was on December 30, 1940, elected President of the American President Lines, effective January 1, 1941. While the General Counsel of the Commission has expressed the opinion that the continued employment of Reginald Grady, the son, is not in violation of the law, nevertheless the Commission has requested and received the resignation of the son effective April 30, 1941. The termination of his services with the Commission will eliminate any grounds for criticism of the son, the father or the Maritime Commission.

Mr. Henry L. Deimel, Jr. was appointed April 1 Director of the Division of Economics and Statistics of the Maritime Commission by transfer from the Department of State. Mr. Deimel had been employed in the Department of Commerce from 1923 to 1931 and as an Economic Analyst in the State Department since 1931 until his transfer to the Maritime Commission. Mr. Deimel is a brother-in-law of Mr. Henry F. Grady, President, American President Lines. As President of the Line Mr. Grady may have official business from time to time with the Maritime Commission. Mr. Deimel and Mr. Grady maintain separate residences. The General Counsel of the Maritime Commission has rendered an opinion that the employment by the Maritime Commission of Mr. Henry L. Deimel, Jr. is not in violation of Section 201 (b), Merchant Marine Act, 1936. Mr. Deimel is considered by his former superiors in the Department of State and the Commerce Department as exceptionally able and was unanimously appointed to his present position by the Maritime Commission as thoroughly qualified for the duties of the office. Moreover, the business matters arising in Mr. Deimel's Division which the American President Lines and Mr. Henry F. Grady would have with the Maritime Commission respecting operating-differential subsidies are required by existing Administrative Orders of the Commission

-2-

to be reviewed by the Examining Division and the Division of Finance before presentation to the Commission. (Sup. No. 2, Administrative Order No. 37).

EM

FORM 3106

*file
preserved*

UNITED STATES MARITIME COMMISSION

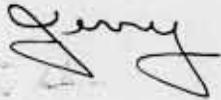
THE WHITE HOUSE

TO: The President *APR 25 9 43 AM '41*
RECEIVED

FROM: The Chairman

It is believed that the attached
will be of interest to you.

Cordially yours,



cc--Hon. Harry Hopkins

April 24, 1941

THE BRITISH SUPPLY COUNCIL IN NORTH AMERICA

Telephone: Republic 7860

Box 680
Benjamin Franklin Station
Washington, D. C.

April 23rd, 1941

Dear Admiral Land,

Now that the four 16 Knot Ships have been successfully sent on their way, I want to write to you to express the gratitude of the British Government to you and others engaged in the U.S. Administration for the action taken.

My Government attaches very great value to the employment to which these units have been assigned, and we all realize what it meant to divert exceedingly valuable ships of this kind at such short notice.

And, quite apart from the main decision to allocate these ships, I want to express the admiration and gratitude of those concerned on our side for the whole-hearted co-operation of the personnel of your Commission - Mr. Robson and Mr. Wilcox, for example, here, and Captin Conway at New York - and for the efficiency with which all the arrangements for transfer were carried through.

It was this that made it possible for the ships to make their dates.

Again with many thanks, I am

Yours sincerely,

/S/ Arthur Salter

ARTHUR SALTER

Rear Admiral Emory S. Land
U.S. Maritime Commission
Washington, D. C.

PSF Land folder
U.S. Maritime, Land folder
3-41 COPY

PSF
U.S. Maritime

Lund Falck
3-41

May 10, 1941

PERSONAL & [REDACTED]
MEMORANDUM FOR JERRY LAND

I am sending this to you personally, confidentially and unofficially because I do not think anything further is necessary.

In view of the unfortunate figures given out in regard to merchant ship losses and, today in view of the announcement "from Maritime Commission sources" that twenty-seven American flagships are about to sail for the Red Sea, I make the following suggestion:

Hersafter the Maritime Commission should, before giving out facts or announcements, appoint one person who would clear the proposed publicity with Admiral Block who, as you know, has been made the head of all publicity in the Navy Department. Such an arrangement should include all information relating to;

- a. Losses of any merchant ships no matter what flag these ships fly.
- b. Proposed clearance or actual clearances including destinations of all merchant ships of all nations with the sole exception of regular commercial runs by American flagships in regular service. Such for example as scheduled runs of the Grace line to South American west coast ports.

In relation to any information of any character whatsoever relating to foreign flagships, the representative of the Maritime Commission should take the matter of proposed publicity or letters up not only with Admiral Block but also with the State Department as these matters lie primarily in the field of foreign relations.

F. D. R.

DECLASSIFIED
E.O. 11652, Sec. 11

By: *BHP* NARS Date

MAR 29 1973

THE WHITE HOUSE
WASHINGTON

PSF
U.S. Maritime
Land folder

Hyde Park, N. Y.,
June 30, 1941.

MEMORANDUM FOR

HON. HARRY L. HOPKINS

FOR YOUR INFORMATION

F. D. R.

June 20, 1941
Page 2 of 2

WASHINGTON
THE WHITE HOUSE

UNITED STATES MARITIME COMMISSION
WASHINGTON

OFFICE OF THE CHAIRMAN

June 26, 1941

Link Folder
3-11
THE WHITE HOUSE
JUN 27 9 08 AM '41
RECEIVED

The President
The White House

My dear Mr. President

This will acknowledge your letter of June 24th requesting information concerning defense articles available for transfer under Section 3(a)(2) of the Act of March 11, 1941.

Of vessels which the Commission now has under construction for which funds were appropriated prior to March 11, 1941, there are, according to present schedules, 230 which will be delivered between now and the end of the fiscal year 1942. Such vessels as you desire to make available to countries whose defense you deem vital to the United States, pursuant to the provisions of Section 3(a)(2) of the Act of March 11, 1941 may be taken from this group, with the possible exception of those which may have been previously delivered to American-flag operators pursuant to Construction Differential Subsidy Agreements under the provisions of the Merchant Marine Act, 1936.

Estimated monthly deliveries of such vessels between now and the end of the fiscal year 1942 are as follows:

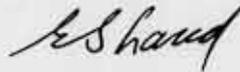
<u>1941</u>		<u>1942</u>	
June	- 5	January	- 20
July	- 7	February	- 28
August	- 7	March	- 30
September	- 9	April	- 27
October	- 8	May	- 25
November	- 9	June	- 33
December	- 22		

INVESTIGATION
UNITED STATES MARITIME COMMISSION

The President -2 -6/26/41

In accordance with your letter of May 8th concerning the method of making available under Lease-Lend vessels suitable for use by the Navy in time of emergencies, and my reply of May 13th thereto, it will be the policy of the Commission to charter rather than transfer outright vessels made available to countries whose defense is deemed vital to the United States under the provisions of Section 3(a)(2) of Lease-Lend, unless you direct otherwise.

Sincerely,



E. S. Land
Chairman

11
THE WHITE HOUSE
WASHINGTON

July 11, 1941

MEMORANDUM FOR MISS TULLY:

THIS WHOLE MATTER HAS
BEEN HANDLED BY THE PRESIDENT
AND HE HAS APPROVED THE SHIP-
BUILDING PROGRAM OF THE
MARITIME COMMISSION SO THIS
CAN BE FILED.

H.L.H.

*file
personal
PSP
U.S.
Maritime
Land
folder*

THE WHITE HOUSE
WASHINGTON

May 31, 1941.

MEMORANDUM FOR
HARRY L. HOPKINS

Will you speak to me about
this as soon as I get back?

F. D. R.

MEMORANDUM FOR THE PRESIDENT
JAMES H. HOOVER
MAY 21 1941

Land Folder

UNITED STATES MARITIME COMMISSION
WASHINGTON

OFFICE OF THE CHAIRMAN

May 28, 1941

MEMORANDUM FOR THE PRESIDENT

Subject: SHIPBUILDING - EMERGENCY AND STANDARD

PREMISES

- (a) Nine emergency shipbuilding yards for Maritime Commission emergency ships
 - Total number of ways 93
 - Total number of ships (including 60 British) 372
- (b) Nine standard yards for standard ships
 - Total number of ways 53
 - Total contract for new ships (incl. 72 tankers) 195

Note: There is a tenth standard yard to which no contracts have been given for standard ships - the Bethlehem Steel Company, Sparrows Point Yard - 7 ways

U. S. SHIPBUILDING PROGRAM

Covering ships at present under construction and for which contracts have been awarded -

Emergency type, including British372
Standard type (C-1, C-2 & C-3) USMC & Private229
Tankers - USMC & Private140
Specials - USMC06

747

Gross Tonnage - about . . . 5,750,000
 Deadweight Tonnage - about . . . 8,000,000

The Maritime Commission program has been conservatively laid out on the basis of delivering two ships per way per year. This would give a production - 306 ships per year
 2,250,000 gross tonnage, or
 3,100,000 deadweight tonnage

When this program is well under way (which, I trust, will be about the first of August, 1941), there is no doubt in my mind

UNITED STATES MARITIME COMMISSION
WASHINGTON

that the experienced shipbuilders in the United States can increase their output by 50%; that is, deliver three ships per way per year; - and the best of the shipbuilders can deliver 3-1/2 ships per way per year, which would give a production of approximately 450 to 535 ships a year; i. e., approximately 3,400,000 to 4,000,000 gross tonnage, or approximately 4,500,000 to 5,350,000 deadweight tonnage.

All these estimates are based on labor producing as we know they can.

CONCLUSION

The shipbuilding program of the emergency ships and the standard ships, including tankers, after the new yards are geared up to production, say after the 1st of August, 1941, can be expanded 50% beyond the conservative basis of delivery of two ships per way per year, without requiring any more new shipyards or additional ways.

Thus, the major bottlenecks of (a) machine tools and (b) "shipbuilding brains" will be avoided, and we can struggle along with the bottlenecks of -

- (a) Skilled labor
- (b) Reduction gears
- (c) Turbines
- (d) Forgings
- (e) Steel
- (f) Other Auxiliaries

RECOMMENDATION

When you determine that additional ships must be built and authority and funds are available, I recommend that you approve of the method stated in the foregoing conclusion.

E. S. Land

E. S. Land
Chairman

PST
U.S. Maritime

Land Folder

THE WHITE HOUSE
WASHINGTON

July 21, 1941.

MEMORANDUM FOR

ADMIRAL LADD

Please read enclosed from Under Secretary Forrester and let me have your comment.

It is my thought that there could be some kind of an understanding that if and when any merchant type ship belonging to the Navy is not actually on active service, i.e., at sea or loading or discharging, the Maritime Commission should be able, in consultation with the Navy, to use said ship for some special voyage or task.

You will, of course, note that in the last column of this list a very large number of ships are undergoing conversion and that in most of these cases it is stated that they will be assigned to this, that or the other duty. Here assignment does not mean use.

You might talk this over with Forrester and work out some method by which actual and active use becomes the criterion.

Please return these papers for my files.

F.D.R.

1.

THE WHITE HOUSE
WASHINGTON

*file
personal*

PSF

*U.S. Maritime
Land folder*

October 31, 1941

MEMORANDUM FOR THE PRESIDENT:

I AM GOING TO TALK TO JERRY LAND
ABOUT THIS AND I THINK NOTHING NEEDS TO
BE DONE WITH HIS MEMORANDUM.

HARRY L. HOPKINS

Land Folke

UNITED STATES MARITIME COMMISSION
WASHINGTON

OFFICE OF THE CHAIRMAN

PERSONAL & [REDACTED]

October 17, 1941

MEMORANDUM FOR THE PRESIDENT:

Admiral Robinson, Chief of the Bureau of Ships, Navy Department, put up to me yesterday the proposal that the Maritime Commission delay their standard ship program, including tankers, by at least six (6) months so that the turbine and gear capacity of the United States could be diverted from the Maritime Commission to the Navy for destroyers and cruisers.

I have studied and prayed over this proposal and brought it before the Commission with the result that we are unanimously opposed to such action. It is not necessary for me to tell you the reasons pro and con for such a serious change in priorities. Suffice to say, such action will defeat the standard ship and tanker program of the United States Maritime Commission.

As this is a matter of vital national policy which must come to you before a decision is reached, I feel that I should inform you now of the preliminary discussion that took place.

E. S. Land

E. S. Land
Chairman

DECLASSIFIED
E.O. 11652, Sec. 3(X) and 5(D) or (E)
Commeres Dept. Letter, 11-16-72
By RHP, Date MAR 29 1973

BTF

Land Folder

UNITED STATES MARITIME COMMISSION
WASHINGTON

[Redacted]

November 25, 1941

file

MEMORANDUM FOR THE PRESIDENT:

Reference (a) - Maritime Commission memorandum of November 19, 1941

Reference (b) - The President's memorandum of November 22, 1941

In accordance with reference (b) conference has been held and the following joint recommendations are submitted:

- (a) Ships under the American flag going to Portugal or Spain or Islands owned by these Governments adjacent to Portugal or Spain be not armed at the present time and that such fact be announced to the World by the Administration.
- (b) Ships under the American flag be sent to Archangel as soon as ships are available.

NOTE: It will be necessary to not only degauss and arm these ships but also to install such ice protection as may be practicable in the time available.

- (c) Ships under the American flag go to Great Britain as they become available but that this procedure progress gradually with only a small number of ships being so routed in the beginning. This number may be increased at a later date if in accordance with Administration policies and instructions.

DECLASSIFIED

[Redacted]

By RHP, Date MAR 29 1973

Reference of Board of Directors
MEMORANDUM FOR THE SECRETARY
November
WASHINGTON
UNITED STATES MARITIME COMMISSION

-2-

The conferees determined that further study should be given to other routes with particular consideration to be given to routes between North and South America.

Cordell Hull
Secretary of State

Frank Knox
Secretary of the Navy

E. S. Land
E. S. Land
Chairman, U. S. Maritime Commission

*PSF.
US. Maritime*

*Land Folder
1-42*

THE WHITE HOUSE
WASHINGTON

January 9, 1942.

MEMORANDUM FOR
ADMIRAL LAND

I think it is perfectly
all right to buy the ways in
California and Maine from the
British, as we will need them
and this will help them to
replenish their dollar supply.

F. D. R.

PSF

Land Folder
142

UNITED STATES MARITIME COMMISSION
WASHINGTON
January 17, 1942

OFFICE OF THE CHAIRMAN

*file
Confidential*

MEMORANDUM FOR THE PRESIDENT:

Pursuant to the request contained in your memorandum of January 13, there is attached a report showing shipping losses of American owned or controlled vessels for the month of December 1941.

Jerry Land

E. S. Land
Chairman

Enclosure

[REDACTED] [REDACTED] [REDACTED]

DECEMBER 1941 SHIP CASUALTIES

<u>VESSEL</u>	<u>FLAG</u>	<u>GROSS TONS</u>	<u>OPERATORS</u>	<u>REMARKS</u>
Sagadahoc	Amer.	6,275	American South African	Torpedoed and sunk Dec. 3, 1941. 21 degrees 46 min. South 08° min. 08 seconds West. Survivors at Capetown and Trinidad.
Cynthia Olson	Amer.	2,140	Oliver J. Olson (War Dept. Service)	Torpedoed and sunk Dec. 7, 1941. 33 degrees 42 min. North 145 degrees 29 min. West.
President Harrison	Amer.	10,509	Amer. President Lines (Navy Dept. Service)	Captured by Japs in Wangpoo River Dec. 8.
Sagoland	P. I.	5,334	Madrigal	Sunk in Manila Harbor by Jap air attack December 10, 1941.
Lahaina	Amer.	5,645	Matson Navigation Co.	Torpedoed and sunk 27 degrees 42 min. North 147 degrees 00 min. West, December 11, 1941.
Manini	Amer.	3,253	Matson Navigation Co.	Sunk 150 miles South of Hawaiian Islands Dec. 17. Twelve survivors reached Pearl Harbor.
Prusa	Amer.	5,113	Tampa Interocean	Sunk 100 miles South Hawaiian Islands Dec. 18, 1941. Ten survivors.
Emideo	Amer.	6,912	Socony-Vacuum Co.	Attacked by torpedoes and gun fire off Blunts Reef Light (Cal.) and beached. Vessel total loss. December 21, 1941.
Montebello	Amer.	8,272	Union Oil Company	Sunk by torpedoes 4 miles off Cambria, December 23, 1941.
Absaroka	Amer.	5,695	McCormick Steamship Co.	Attacked and torpedoed on Dec. 24, 1941. Vessel towed into Wilmington, California.
Ruth Alexander	Amer.	8,135	Amer. President Lines	Sunk by Jap bombers off Borneo Dec. 31. One killed 4 wounded 48 other crew members including Captain safe in Surabaya. Rescued by Dutch seaplane. 17 crew members missed ship in Manila.
Exclude Absaroka		67,283 61,588		

THE FOLLOWING VESSELS ARE UNREPORTED AND MUST BE CONSIDERED LOST

Donerail	Pan.	4,473	Union S/S Co. of New Zealand	Sailed Suva November 29 - due Vancouver December 21, 1941.
Astral	Amer.	7,541	Socony-Vacuum Co.	Sailed Aruba November 20 for Lisbon where due December 4, 1941

DECLASSIFIED
 E.O. 11652, Sec. 3(a) and 5(D) or (E)
 Commerce Dept. Letter, 11-14-78
 By RHP, Date MAR 29 1973

<u>VESSEL</u>	<u>FLAG</u>	<u>GROSS TONS</u>	<u>OPERATORS</u>	<u>REMARKS</u>
Crusader	Pan.	2,939	United States Lines Co.	Sailed Sydney, N. S., Nov. 5 for Liverpool
Meridian	Pan.	5,592	United States Lines Co.	Sailed Sydney, N. S., Nov. 5 for Archangel
Admiral	Amer.	3,252	American Trading Co.	Arrived Hong Kong Nov. 28. Sailing delayed account repairs. No info. after war broke.
Y.S. Williams				
Vincent	Amer.	6,210	American Pioneer Lines	Sailed Sydney Nov. 21 for Panama. Vessel sent out S.O.S. Dec. 12, 1941.
Nonsuco	P. I.	5,225	North Negros Sugar Co.	Sailed Iloilo December 5 for Panama.
		<u>35,232</u>		

PROBABLY LOST BUT CONFLICTING ADVISES

Manatamy	P. I.	5,030	Madrigal	Reported by ONI to have been bombed and sent afire Dec. 13 at Jose Panganiban. Naval communications received information vessel in Cebu Dec. 13. Under present circumstances clarification doubtful.
----------	-------	-------	----------	--

Gross tonnage - Confirmed losses	67,263	Exclude Absaroka	61,588
Gross tonnage - Presumed Losses	35,232		35,232
Gross tonnage - Probable losses (conflicting advises)	5,030		5,030
	<u>107,545</u>		<u>101,720</u>

UNITED STATES MARITIME COMMISSION
WASHINGTON

*Land Folder
1-42*

OFFICE OF THE CHAIRMAN

February 21, 1942

[REDACTED]

file

Memorandum for the President:

Immediately upon return from conference held in your bedroom on February 19, an order was placed by telephone for 50 Seatrain type vessels with the Sun Shipbuilding Company of Chester, Pennsylvania. *(new yard i. l. extension)*

On Friday the Commission increased the number of Liberty ships to be built at Vancouver, Washington, from 65 to 95 and the number of ways in the facilities contract from 8 to 12. *(new yard now under way)*

After telephoning Vickery, who is on an inspection trip in the Gulf, we determined to go ahead with a new yard at Jacksonville, Florida, and the facilities contract was approved by the Commission on February 20. This covers a six-way shipyard for the construction of 30 ships of the Liberty type.

Jerry
E. S. Land,
Chairman

Memorandum for the President:

UNITED STATES MARINE CORPS
NOTIFICATION

OFFICE OF THE SECRETARY

February 21, 1942

[REDACTED]

Memorandum for the President:

Immediately upon return from conference held in your bedroom on February 19, an order was placed by telephone for 50 Seatrain type vessels with the Sun Shipbuilding Company of Chester, Pennsylvania. *(new yard i.e. expansion)*

On Friday the Commission increased the number of Liberty ships to be built at Vancouver, Washington, from 65 to 95 and the number of ways in the facilities contract from 8 to 12. *(new yard now under way)*

After telephoning Vickery, who is on an inspection trip in the Gulf, we determined to go ahead with a new yard at Jacksonville, Florida, and the facilities contract was approved by the Commission on February 20. This covers a six-way shipyard for the construction of 30 ships of the Liberty type.

Jerry
L. S. Land,
Chairman

ESL:vv
cc Hon. Harry Hopkins

DECLASSIFIED
E.O. 11652, Sec. 3(C) and 5(D) or (E)
Commarco Dept. Letter, 11-16-72
By RHP, Date MAR 29 1973

PSF Land Folder
MC

copy

March 9, 1942

Dear Admiral Land:

With reference to the vessel OLIVIA, title to which was acquired by the United States pursuant to Public Law 101, 77th Congress, approved June 6, 1941, and which is subject to such use or disposition as I may direct, I hereby authorize and direct the United States Maritime Commission to sell said vessel to a corporation owned or controlled by Mr. Jose Bensaude, and, in connection therewith, to cause the vessel to be transferred to Portuguese registry and flag. The purchase price is to be payable in United States dollars at the time of the delivery of the vessel, the amount thereof to be fixed by the Commission upon consideration of all relevant circumstances.

Very truly yours,

s/ Franklin D. Roosevelt

Admiral E. S. Land
Chairman
U.S. Maritime Commission
Washington, D.C.

DECLASSIFIED
E.O. 11652, Sec. 11
By: *DAW*, NARS Date: **MAR 29 1973**

Note: See Donovan reports - for memo to W.J.D. from F.D.R. March 9, 1942 re this letter.

Personal file

PSF

Handy folder

UNITED STATES MARITIME COMMISSION
WASHINGTON

March 13, 1942

OFFICE OF THE CHAIRMAN

MEMORANDUM FOR THE PRESIDENT:

Subject: Shipbuilding Program

The President's program, January, 1942, 8,000,000 tons in 1942; 10,000,000 tons in 1943.

The President's program, February, 1942, 9,000,000 tons in 1942; 15,000,000 tons in 1943.

Since our conference on February 19, 1942, contracts have been negotiated for 501 ships, 5,010,000 tons. Every effort is being made to expedite and improve the 1942 deliveries. It is now believed possible to meet the 1943 deliveries.

Eight million (8,000,000) plus a 12% increase in productivity equals 9,000,000. Twelve million (12,000,000) plus a 25% increase in productivity equals 15,000,000. In other words, if we can increase the productivity of labor by 12% in 1942 and by 25% in 1943, your program can be met. It is my belief that this can be done by a very simple Act of Congress; namely, freeze relationships. If labor-management relationships were frozen, the following worries would be removed from the minds of the men producing the ships:

- (a) Closed shop vs. open shop;
- (b) Union security;
- (c) Jurisdiction of disputes;
- (d) Wage disputes.

By freezing relationships the minds of the men could be diverted from an unstabilized condition to a stabilized condition and their interest in production obtained.

"Freezing relationships" is practically Clause 2 of the Connally Bill before the Senate and is practically a part of the Smith Bill passed by the House.

I believe that there is a tremendous psychology in this freezing of relationships because if it is good enough for today it is good enough for tomorrow (i.e., for the duration). All hands can then concentrate on production to win the War.

*If labor produces and steel is delivered
you will get your ships.*

Jerry
E. S. Land
Chairman

MEMORANDUM FOR THE PRESIDENT
SUBJECT: SHIPBUILDING PROGRAM

UNITED STATES MARITIME COMMISSION
WASHINGTON

file Personal Land Folder 3-42

March 13, 1942

MEMORANDUM FOR THE PRESIDENT:

Subject: Shipbuilding Program

The President's program, January, 1942, 8,000,000 tons in 1942; 10,000,000 tons in 1943.

The President's program, February, 1942, 9,000,000 tons in 1942; 15,000,000 tons in 1943.

Since our conference on February 19, 1942, contracts have been negotiated for 501 ships, 5,010,000 tons. Every effort is being made to expedite and improve the 1942 deliveries. It is now believed possible to meet the 1943 deliveries.

Eight million (8,000,000) plus a 12% increase in productivity equals 9,000,000. Twelve million (12,000,000) plus a 25% increase in productivity equals 15,000,000. In other words, if we can increase the productivity of labor by 12% in 1942 and by 25% in 1943, your program can be met. It is my belief that this can be done by a very simple Act of Congress; namely, freeze relationships. If labor-management relationships were frozen, the following worries would be removed from the minds of the men producing the ships:

- (a) Closed shop vs. open shop;
- (b) Union security;
- (c) Jurisdiction of disputes;
- (d) Wage disputes.

By freezing relationships the minds of the men could be diverted from an unstabilized condition to a stabilized condition and their interest in production obtained.

"Freezing relationships" is practically Clause 2 of the Connally Bill before the Senate and is practically a part of the Smith Bill passed by the House.

I believe that there is a tremendous psychology in this freezing of relationships because if it is good enough for today it is good enough for tomorrow (i.e., for the duration). All hands can then concentrate on production to win the War.

If labor produces and steel is delivered, you will get your ships.

cc--Hon. Harry Hopkins
The White House
Washington, D. C.

/S/ JERRY LAND

E. S. Land
Chairman

ESL:hps

OFFICE OF THE CHAIRMAN

PSF
THE WHITE HOUSE
UNITED STATES MARITIME COMMISSION
WASHINGTON

MAR 26 9 23 AM '42

RECEIVED

Land Folder
1-42

March 25, 1942

MEMORANDUM FOR THE PRESIDENT:

In reply to your memorandum of March 20, 1942, with reference to the carriage of beer on ships destined for the Red Sea or the Persian Gulf, you are advised that on March 1 we established an Office of Cargo Clearances in New York to be assured that American ships to the Middle East give priority to military materials and used the broken stowage spaces for such other materials as were specified by the Middle East Supply Commission. Our representative, Mr. A. A. Alexander, controls cargoes for American ships. In an adjacent office the British have a representative controlling cargoes on British ships. The following is a report from Mr. Alexander regarding beer shipments to the Middle East:

"REFERENCE SHIPMENTS BEER ACCORDING TO RECORDS 77,950 CASES AMOUNTING TO 5,547 TONS HAVE BEEN SHIPPED FROM MARCH FIRST TO DATE ON BRITISH VESSELS. AMERICAN VESSELS NIL. BRITISH MINISTRY HAVE TENTATIVELY ALLOCATED 5,000 CASES EACH FUTURE BRITISH VESSEL. UNDER RECENT INSTRUCTIONS THIS COMMODITY NOT BEING SHIPPED VIA AMERICAN SHIPS. ALL BRITISH MINISTRY BEER CONSIGNED QUOTE ARMY NAVY AIR FORCE INSTITUTE ALEXANDRIA' ".

Jerry Land

E. S. Land
Administrator
War Shipping Administrator

file personal

PSF

U.S. Maritime

Land Folder

MEMORANDUM FOR
ADMIRAL LAND

March 27, 1942.

The attached was sent to the Navy.
We have got to find some way to stop
this sort of thing. I presume this
falls within your bailiwick. Will you
let me know what can be done about it,
and give me some very specific proposals?

F. D. R.

Filed: 5/25/42, --- LA - 2 I. B.
From: ALEXANDRIA, CAIRO Journal #61, 5/25

CAPTAIN SS WASHINGTONIAN INFORMS THAT ORDER THAT PERMIT HIM ADVISE CREW SAILING HOUR AND DATE OF VESSEL. DAY PREVIOUS SAILING SCHEDULED MARCH 22 HE DIRECTED CREW NOT LEAVE SUEZ. PART CREW DISOBEYED ORDER AND PROCEEDED CAIRO. NAVAL OBSERVER SUEZ HAS BEEN DIRECTED ADVISE OPNAV ALL CASES DELAY SCHEDULED SAILINGS DUE TO DISOBEDIENCE CREWS. CONSULTATION WITH SEVERAL CAPTAINS US MERCHANT VESSELS NOW IN SUEZ DISCLOSES THAT SAILINGS FROM MANY PORTS OCCUR WITH CONSIDERABLE NUMBER CREW INCAPACITATED AND UNFIT FOR DUTY DUE INTOXICATION. REMEDIAL ACTION HIGHLY DESIRABLE FOR PROTECTION LIFE AND PROPERTY. AMONG LOSS OF PAY NO EFFECTIVE PUNISHMENT FOR DISOBEDIENCE BECAUSE MEN RECEIVE PAY GREATLY HIGHER THAN THAT TO WHICH OWED.

D-T-PRINTED BY THE STANDARD REGISTER CO., DAYTON, OHIO, U. S. A.

Filed: JOURNAL #61, 5/25 CONTD. 2 I. B.
From: ACCUSTOMED AND IN MANY CASES DISPOSE OF IT WITH DISREGARD VALUE. NAVAL OBSERVER SUEZ RELATES CASE MESS ATTENDANT GIVING FORTY DOLLARS TIP AT MEAL.

PSF M.C. Land Folder

THE WHITE HOUSE
WASHINGTON

May 18, 1942.

MEMORANDUM FOR

ADMIRAL LAND:

What do you think?

F.D.R.

Memo from J. F. Carter 5/13/42 Re:
Report on medals for the merchant marine.

(324)
C
O
P
Y

The original of this memorandum has been sent to Admiral Land, as per attached note.

12/14/42
hm

Land folder
2-42

MEMORANDUM FOR ADMIRAL LAND.

This will authorize you to make plans at once and to obtain approval from the Bureau of the Budget ↓ to build an additional 2,889,000 tons of merchant shipping in the 1943 program, making a total program of 18,889,000 tons.

I wish that you would get a meeting of minds with the U.S. Joint Chiefs of Staff as to the types and sizes of ships to be added to our merchant fleet.

(Signed) FRANKLIN D. ROOSEVELT

Notation in the President's handwriting:

"Ad. Leahy -

I am going to send this to Land unless the Joint Bd. protests. Let me know.
F.D.R."

Notation in Ad. Leahy's handwriting:

"Joint Chiefs of Staff approve.

W.D.L."

RJ
This is to go to
Admiral Land

(286)

hm

Land folder
2-42

MEMORANDUM FOR ADMIRAL LAND.

This will authorize you to make plans at once to build an additional 2,889,000 tons of merchant shipping in the 1943 program, making a total program of 18,889,000 tons.

I wish that you would get a meeting of minds with the U. S. Joint Chiefs of Staff as to the types and sizes of ships to be added to our merchant fleet.

(longhand addition)
Ad. Leahy

I am going to send this to Land unless the Joint Bd. protests. Let me know.

FDR

This was sent to Ad. Leahy, as per
President's notation, 12/8/42
hm.

(285)

Am
C
O
P
Y

December 7, 1942

MEMORANDUM FOR ADMIRAL LAND.

I AM INCLOSING COPY OF LETTER
I WROTE TO THE BUREAU OF THE BUDGET.

F. D. R.

Transmitting copy of a memorandum which the President sent to the Director of the Bureau of the Budget under date of 12/7/42, in re merchant shipping in 1943.

(284)

Am

December 7, 1942

MEMORANDUM FOR DIRECTOR, BUREAU OF THE BUDGET.

The Government has a firm commitment to build 18,889,000 tons of merchant shipping in 1943. I am hopeful that we can find steel and facilities to increase this to 20,000,000 tons. While I am not sure that this can be done, nevertheless, I think it would be advisable to get an authorization on behalf of the Maritime Commission to build the 20,000,000 tons and the projected additional 20,000,000 tons for 1944.

The Maritime Commission, of course, will not proceed beyond 18,889,000 tons without the approval of Mr. Nelson.

(Signed) FRANKLIN D. ROOSEVELT

PST
U.S. Maritime

Land folder
2-43

January 6, 1943.

MEMORANDUM FOR ADMIRAL LAND.

I am inclosing copy of a letter for your information which I sent to the Prime Minister at the time Oliver Lyttelton was here some weeks ago.

FRANKLIN D. ROOSEVELT

Transmitting copy of letter which the President addressed to Hon. Winston Churchill under date of 11/30/42, in re relative need of merchant ships versus escort vessels.

Copy filed Gen Marshall folder 2-43

January 8, 1943

MEMORANDUM FOR GENERAL MARSHALL:

I am attaching copy of a letter to the Prime Minister which I wish you would make available to the Joint Chiefs of Staff.

At the time Mr. Oliver Lyttleton was over here a substantial agreement was reached between the American Army and the British Army relative to a substantial part of the ground forces requirements.

Will you let me know what the status of the balance of these requirements is which were not considered at the time of the visit of the British Mission? I am anxious to get cleared up all our commitments to our several Allies, including the United Kingdom, as soon as possible.

FRANKLIN D. ROOSEVELT

Transmitting copy of letter which the President addressed to Hon. Winston Churchill under date of 11-30-42, in re relative need of merchant ships versus escort vessels.

(Miss Tully says that Mr. Harry Hopkins' office has a copy of the President's letter of 11-30 to Mr. Churchill, and that it is not necessary for our files to have a copy. hm)

adm. Land folder

PSF M.C.

2-43

THE WHITE HOUSE
WASHINGTON

file

August 11, 1943.

MEMORANDUM FOR THE PRESIDENT:

Jerry Land thinks this is
quite a joke.

E.M.W.
E.M.W.

ВСТАВЬТЕ В ПОРЯДКЕ
ПОСЛАНИЕ С ПОСЛАНИЕМ
ПОСЛАНИЕ С ПОСЛАНИЕМ



Personal + Confidential

In reply address not the signer of this letter, but the Bureau of Supplies and Accounts and Refer to No.

NAVY DEPARTMENT
BUREAU OF SUPPLIES AND ACCOUNTS
WASHINGTON, D. C.
5 August 1943

Memo for Gen Watson

Rear Admiral E S Land USN
Maritime Commission
U S Commerce Building
Washington, D C

Dear Uncle Jerry: *The Navy Department recently held*
We are holding examinations for pay clerks, in which
one of the questions on general knowledge is as follows:
was

"Name the offices of the President's Cabinet and the incumbent on 1 April 1943."

One of our more intelligent candidates answered as follows:

"Secretary of War, Secretary of the Navy, Secretary of the Treasury, etc., etc. . . . The incumbent, if I intrepert the word correctly, is Madam Frances Perkins, Secretary of Labor."

I thought you might like to show this to F.D.R.??

Sincerely, *etc*

Count
C G DeKAY

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (E)
OSD letter, May 8, 1972
By RHP, NARS Date **MAR 29 1973**

Handwritten signatures and initials at the bottom of the page.

T-269

PSF *Admiral Land folder*
M.C. *2.44*

THE WHITE HOUSE
WASHINGTON

PERSONAL AND [REDACTED]

April 6, 1944.

MEMORANDUM FOR

ADMIRAL LAND:

Dear Jerry:

Do you want to make any
comment on this? Do you think I
should send it to the Joint Board?

F.D.R.

Secret memorandum to the President, 4-6-44,
from Mr. Lubin, re shipping requirements
for the next four months.

DECLASSIFIED
E.O. 11652, Sec. 11

By *RHP*, NARS Date

MAR 29 1973