

● PSF

Navy

Jan. - June 1941

will
stick

a year for the President PSF
1941 [?]

Henry Hill

Some years ago, there was a German sailing ship, the DIONE, who had a skipper who was particularly hard on his crew.

One summer, he brought his two boys aboard during school vacation time, and the older boy particularly would question his father's orders and sometimes would not obey them.

One day, in a fit of anger over the older boy's behavior, his father picked him up and threw him overboard. At the time, the ship was making only about two to three knots.

The boy started to make for the log line, and the younger boy tried to help his brother, but his father made him desist and said if the brother could not get back to the ship, and over the side, himself, he could drown.

The brother finally got near the ship. Meanwhile, his father had gone below and came up on deck just to see the older boy coming over the taffrail with the younger boy's help. He shot and killed them both, and they fell overboard. The Captain then turned to the crew and said, "This is the way discipline is going to be maintained on his ship."

Some days later, on this same voyage at sea, the Captain came up on deck, ran fore and aft three or four times, and then jumped over the side from the after end of the ship. The ship was making good speed at the time, and he drowned.

Naturally, in these old sailing days, the stories of this episode traveled from one ship to another. The DIONE, on which this incident occurred, got the name of a haunted ship, and her reputation

finally got to be so bad that men would not ship on her, and she had to be laid up.

Her spars and sails had been removed when the World War broke out, and she was being utilized to carry coal back and forth between the British Isles and Norway. Later, when shipping became scarce, they rerigged her, and she was again put in service sailing the seas.

The above story was told me by Mr. Egeli, a very well-known artist, who sailed on her and who was told the above yarn by her skipper. Mr. Egeli stated that he did not repeat the yarn at the time, but kept it to himself.

However, one day, one of the men who had been standing watch said that he couldn't explain it, but that he just had an uncomfortable feeling that every time he was on watch, it seemed as though there was a ghost or another man standing back of him. Mr. Egeli said that he thought this was a good opportunity to tell the story of the ship, which had been told him, so he related it to the rest of the crew on the forecastle. He said that many of the men knew about her, and many tales were told.

A few days later, at 8 p.m., one of the crew was sent to strike 8 bells, and all of a sudden this man let out an unearthly scream and started yelling as though terrified, while running away from the position of the bell. The Captain, and the crew, came up on deck to see what had happened. The sailor man, apparently terrified, related that just as he was about to strike 8 bells, and with

nobody anywhere near the bell, the bell struck itself 8 times. Mr. Egeli said that even the Captain looked a little worried, but he went back to look at the bell and found that somebody had attached a line to the bell rope, which explained, of course, that somebody else, with this attachment, and who was out of sight, had struck the 8 bells.

The Captain was very angry and offered a good-sized reward for anyone who would report who had played the trick. But no one ever told, and apparently the only person who knew who had done it was the actual perpetrator of the trick.

Mr. Egeli said that he had a sneaking idea himself that it was the first mate, because the first mate and the skipper did not get along.

F.H.S.

(Stark)

1941 [?]

ADDRESS REPLY TO
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND NO.

NAVY DEPARTMENT
WASHINGTON

XP

PSF
Navy

Memorandum for the President:

Subject: Brief resume of service record of certain officers
of the Navy.

There are attached herewith, on separate page for each officer concerned, a brief resume of the service record of Rear Admiral John Henry Newton, U. S. Navy, Captain Thomas Withers, U. S. Navy, Captain John Sidney McCain, U. S. Navy, Captain Augustin Toutant Beaugard, U. S. Navy, and Captain Willis Augustus Lee, Jr., U. S. Navy.

Respectfully,

Frank Knox

P.S. These are the officers of whom
you wanted a little more dope.
FK

NAVY DEPARTMENT
WASHINGTON

Rear Admiral John Henry Newton, U. S. Navy

Rear Admiral Newton was born in Pennsylvania on December 13, 1881, entered the Naval Academy in June 1901, and graduated in January 1905. He is now 59 years old.

After graduation from the Naval Academy, he was immediately assigned in the Asiatic Station where he served as deck watch officer and engineer in various vessels until December 1908, when he returned to the United States. He was promoted to ensign in January 1907, lieutenant (junior grade) in January 1910, lieutenant in July, 1910, lieutenant commander in August 1916, and commander, temporary, in July 1918. During this period 1908-1918, including the World War I, he had a predominance of destroyer duty, having served in command, as division commander of a destroyer division and on the staff of the Commander, U. S. Naval Forces in Europe as Flotilla gunnery officer. During the period 1919-1928 he served as executive officer in various classes of vessels including the Idaho. He was promoted to captain in May 1928 and served in command of the Trenton, Head of the Postgraduate School, as Commander Destroyer Squadron Three and as Chief of Staff, Commander Destroyers, Battle Force. He was selected for rear admiral in December 1937, promoted in June 1938, while Chief of Staff, Commander Destroyers Battle Force. In the rank of rear admiral he took the advanced course at the Naval War College, assumed command of Cruiser Division Four on May 4, 1939, was transferred to command of Cruiser Division Five on October 1, 1940, where he is assigned at present.

His record of reports of fitness indicate an outstanding performance of duty during his entire service career. In his current grade, reporting seniors have commented as follows: President, Naval War College (Rear Adm. C.P. Snyder) "x x is a distinguished officer of marked attainments, who has recently been promoted to the rank of rear admiral and should go far in the naval service. x x x He is a distinct asset to the naval service."; As Commander Cruiser Division Four, the Commander Cruisers, Scouting Force (Rear Adm. G. J. Rowcliff) "energetic, enterprising, and enthusiastic. Cheerful and pleasant in manner and dealings. Has taken up duties of division commander with commendable zeal. Reliable and experienced. Fitted for independent and responsible duties."; Commander Cruisers, Hawaiian Detachment (Rear Adm. R.E. Ingersoll) "x x and no one could wish for a more able flag officer than Admiral Newton. He has a smart division and handles it well. He has demonstrated his fitness for much larger commands."

He has completed the senior and advanced courses at the Naval War College and has the following medals and decorations: Distinguished Service Cross (World War), Mexican Campaign, Cuban Pacification, and Victory Medal with Destroyer Clasp.

and has the following medals: Distinguished Service Cross (World War), Mexican Campaign, Cuban Pacification, and Victory Medal (Atlantic Fleet Clasp).

NAVY DEPARTMENT
WASHINGTON

Captain Thomas Withers, U. S. Navy

Captain Withers was born May 28, 1886, entered the Naval Academy September 1902, and graduated February 1906. He is now 54 years, 7 months old.

As a junior officer and until promotion to commander, he had varied duty in all types of vessels including command of destroyers, submarines, submarine divisions, and head of department of capital ships. As a commander, he commanded a destroyer with additional duty as commander destroyer division, submarine divisions, commanded submarine base, Hampton Roads, instruction war college, senior course, staff war college. Promoted to captain January 1931, and was assigned Naval War College, Chief of Staff, Commander Submarine Force, command Submarine Base, New London, command Colorado, where his ship won the Damage Control Prize in 1938, Inspector of Ordnance-in-Charge, Newport, where he is now stationed. He was selected for rear admiral, December 1940, and will be promoted as of December 1, 1940.

His professional record of report of fitness indicates an outstanding performance of duty in all grades. He was in the Memphis in 1916 when she stranded. The report of the commanding officer at this time is quoted "Lieutenant Withers was at captain's side; was cool and clear sighted. His orders, actions, and judgment were excellent." In his current grade of captain, reporting seniors have commented as follows: President Naval War College (Rear Admiral Laning) "He is exceptionally well qualified in naval strategy and tactics, especially in destroyer, submarine, and cruiser tactics"; Commander Submarine Force, U. S. Fleet (Rear Admiral Greenslade) "x x Through education and training, long service in submarines and duty at the war college he is extremely well prepared for present duty. He is an officer of vision, of constructive ideas, of courage, energy and intelligent purposes"; Commander Submarine Force (Rear Admiral Cole) "x x is an outstanding officer of his grade. He knows his job and does it"; Commander Submarine Force, U. S. Fleet (Rear Admiral Defrees) "Administration of the Submarine Base, New London, and attached vessels has been highly satisfactory. He has an excellent knowledge of submarines and sound ideas concerning the development and employment of this type"; Commander Battleships (Vice Admiral Kalbfus) "I have been greatly impressed with the capable manner in which Captain Withers has carried on his duties. x x he has carried on as one accustomed to command a battleship which is an indication of his professional qualifications x x"; Chief of Bureau of Ordnance (Rear Adm. Furlong) "x x He has exhibited excellent judgment under very difficult labor situations. About 4000 men are employed at the Torpedo Station (Newport)."

He is qualified to command submarines, completed the Naval War College senior course, and has the following medals: Cuban Pacification, Dominican Campaign, and Victory Medal (Atlantic Fleet Clasp).

NAVY DEPARTMENT
WASHINGTON

Captain John Sidney McCain, U. S. Navy

Captain McCain was born in Mississippi August 9, 1884, entered the Naval Academy September 1902, graduated February 1906. He is now 56 years, 5 months old.

As a junior officer, he served in various vessels in all types of duty, having had a preponderance of engineering and navigating experience.

He was promoted to lieutenant commander in September 1917 and was assigned as navigator of the San Diego and in Bureau of Navigation, Navy Department, during the World War. Promoted to commander July 1918, in which grade he was assigned as navigator in the Maryland, commanding Sirius, executive New Mexico, Naval War College senior course, and Bureau of Navigation. Promoted to captain June 1931, in which grade he commanded Nitro, assigned Bureau of Navigation, designated naval aviator September 1936, commanded Fleet Air Base, Coco Solo, C. Z., commanded Ranger, and commanded Naval Air Station, San Diego, where he is now assigned. He was selected for promotion to rear admiral December 1940, and will be promoted as of February 1, 1941.

His records of reports of fitness indicate an outstanding performance of duty during his entire naval career. In his current grade of captain, reporting seniors have commented as follows: Chief of Naval Operations (Admiral Leigh) "x x From my personal knowledge of Captain McCain I consider him one of the outstanding officers of the Navy"; Chief of Bureau of Navigation (Rear Adm. Leahy) "x x an officer of wide professional experience and persistent energy, extremely valuable in any assignment"; Commander Aircraft Battle Force (Vice Adm. King) "His leadership and enthusiastic devotion to his command has been reflected in the excellent performance of Ranger (decidedly a smart ship) and her squadrons during the present cruise. Under Captain McCain's command for the past two years Ranger has rendered outstandingly efficient service in the fleet. I consider him well qualified for higher command"; Commandant, 11th Naval District (Rear Adm. Defrees) "From nearly one year's observation I consider Captain McCain to be an outstanding officer for his present assignment."

He is a qualified aviator (H.T.A.), graduate Naval War College senior course, with following medals and decorations: Mexican Service Medal, Victory Medal (escort clasp), Silver Medal from Chile, Aviation Cross of the First Class from Peru, Knight of the Commander of the Order of the Sun of Peru.

He was given a special letter by Secretary of the Navy for meritorious service during World War I as aide, Commander-in-Chief Pacific Fleet. Has Mexican Service Medal, Victory Medal (Patrol clasp), Officer, Legion of Honor from France, Order of Alibon Calcevan, 1st Class, from Ecuador. He is a graduate Naval War College, senior course, interpreter in French, Spanish, and Portuguese. Was Aide to President-elect of Brazil during his visit to U. S. in 1930.

NAVY DEPARTMENT
WASHINGTON

Captain Augustin Toutant Beauregard, U.S. Navy

Captain Beauregard was born in Texas December 1, 1885, entered the Naval Academy June 1903, graduated September, 1906. He is now 55 years, 1 month old.

As a junior officer and until promotion to the grade of commander, temporary, in September 1918, he served in various classes of vessels with a preponderance of staff duty in the Pacific Fleet, plus duty in the Bureau of Navigation. In the grade of commander, regular, he was assigned in the Tennessee as navigator, Member of Naval Mission to Brazil, in the Texas as navigator and executive officer, and Naval Academy as Head of Department Modern Languages. Promoted to captain November 1932, and served operations officer, staff commander, Battle Force, also staff Commander-in-Chief, U.S. Fleet, commanded Altair, Naval Attache, Paris, Naval War College senior course, commanded New Orleans, and Chief, Naval Mission to Brazil, where he is serving at present. He was selected for promotion to rear admiral December 1940, and will be promoted as of April 1, 1941.

His records of reports of fitness have been uniformly outstanding. He is a qualified interpreter in French, Spanish, and Portuguese. In his current grade of captain, reporting seniors have commented as follows: Commander-in-Chief, U.S. Fleet (Adm. Leigh) "An especially capable and thorough officer, always on the job, with excellent judgment. x x was senior member of my staff on board ship at the time of the recent earthquake at Long Beach, March 10 (1933), he handled the situation most expeditiously x x "; Commander Destroyers Battle Force (Rear Adm. Kalbfus) "x x the output of her (Altair) personnel and shops has been extraordinarily great. A polished gentleman and linguist"; Director of Naval Intelligence (Capt. Puleston) "x x was chosen for duty in Paris on account of his tact and linguistic ability"; President Naval War College (Rear Adm. Kalbfus) "x x an officer of brilliant intellect coupled with good judgment and sound common sense. Possesses imagination, a keen sense of humor and a fine striking personality"; Commander Cruiser Division Six (Rear Adm. Ingersoll) "An officer of wide experience and outstanding ability. x x is eminently fitted for any foreign duty because of his past experience and unusual talents"; Director Naval Intelligence (Rear Adm. Anderson) "Has thorough grasp of his mission and his responsibilities towards his own government and the government to which accredited. Sound observer. He has been zealous in his technical advice and assistance to the Brazilian Ministry of Marine x x x ".

He was given a special letter by Secretary of the Navy for meritorious service during World War I as aide, Commander-in-Chief Pacific Fleet. Has Mexican Service Medal, Victory Medal (Patrol Clasp), Officer, Legion of Honor from France, Order of Albon Calderon, 1st Class, from Ecuador. He is a graduate Naval War College, senior course, interpreter in French, Spanish, and Portuguese. Was Aide to President-elect of Brazil during his visit to U. S. in 1930.

NAVY DEPARTMENT
WASHINGTON

Captain Willis Augustus Lee, Jr., U. S. Navy

Captain Lee was born in Kentucky on May 11, 1888, entered the Naval Academy July 1904, and graduated June 1908. He is now 52 years, 8 months old.

After graduation and until promotion to lieutenant commander in January 1918, he had varied duties with a preponderance of gunnery, including duty with the Navy Rifle Team. As an ensign in the New Hampshire he performed most efficient duty in command of a bluejacket company at Vera Cruz in 1914. He commanded destroyers out of Queenstown in 1918, was a member of Olympic Rifle Team at Belgium in 1920. Promoted to commander in April 1926, and served as executive officer in an auxiliary, navigatory and executive officer of Battleship, and office of Director, Fleet Training, Navy Department. He was promoted to captain in July, 1936, and served as commanding light cruiser, Staff of Commander Cruisers, Battle Force, later Chief of Staff and Aide on this Staff, and Assistant Director of Fleet Training.

His reports of fitness in all grades indicate an outstanding performance of duty with a leaning towards gunnery, especially antiaircraft gunnery.

A memorandum from the Chief of Naval Operations (Adm. Stark) concerning Captain Lee is quoted herewith "Captain W. A. Lee, Jr., was my chief of staff on my last cruise at sea. I consider him one of the ablest officers in the service.

Not only has he a brilliant mind but combined with it is a fund of common sense, feet one hundred percent on the ground, a coolness and a calmness in an emergency which is little less than astounding, and the most uncanny ability to maneuver a ship into a proper position or to lead a division into a position in tactical maneuvers without the use of a mooring board or any other mechanical means, except his brain that I have ever known.

Moreover, at the present time he is First Assistant to Leary whom it has been recommended he relieve and whose opinion of him is just as high as mine.

In gunnery, Lee is likewise outstanding, particularly with regard to anti-aircraft.

Finally, his subordinates are devoted to him."

The Chief of the Bureau of Navigation heartily concurs in the expressions of the Chief of Naval Operations, above.

He is a graduate of the Naval War College senior course and holds the Mexican Service Medal and Victory Medal (Destroyer Clasp).

THE WHITE HOUSE
WASHINGTON

7P

~~CONFIDENTIAL~~

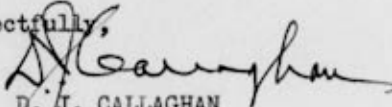
January 7, 1941.

MEMORANDUM FOR

THE PRESIDENT

The attached represents the best estimate yet possible of the projected strategic and tactical employment of MTB's.

Respectfully,


D. J. CALLAGHAN

MEMORANDUM
LIVE BATTLE HOUSE

In reply refer to Initials
and No.

Op-22-1
(SC)A16-3(5)

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

January 7, 1941

Franklin D. Roosevelt Library
DECLASSIFIED *July*
DOD DIR. 5800.9 (9/27/88)

Date- 8-9-66

Signature- *Carl S. Spicer*

(hw)

Confidential Memorandum for Captain Callaghan:

Subject: Strategic and Tactical Employment of P.T. Boats.

1. The outstanding characteristics of these boats are

- (a) High Speed (40-45 kts)
- (b) Small size (77-81 feet)
- (c) Maneuverability.
- (d) A powerful torpedo battery (4 - 21" torpedoes)
- (e) Very weak gun battery (4 - .50 caliber M.G.'s.)
- (f) No sound equipment.
- (g) No depth charges.
- (h) Very limited smoke making capacity.

2. These boats are a serious menace to large combatant surface vessels (BB's, CV's, CA's, CL's), in relatively smooth water, at night, and under conditions of reduced visibility by day. They should be effective against merchant vessels in both good and in reduced visibility. For attacks against large combatant ships, during good visibility by day, the P.T. boats appear to be much less effective than bombing or torpedo planes. The P.T. boats armed as indicated in paragraph 1, are ineffective against submarines.

3.- They are weapons of opportunity and should find their most frequent opportunities in restricted waters. The waters of the Adriatic and those about the Dodecanese Islands are especially favorable for their employment. The English Channel is also a very favorable theater for these boats when weather permits.

4. In the continental United States, in the West Indies, and in the South Pacific it would appear that these boats would, as a part of the local defense forces, serve as a deterrent to raids by surface ships, and to a lesser extent, as a deterrent to raids by aircraft carriers. They would probably have few opportunities for actual attacks, but their existence would reduce the probability of the use of enemy surface vessels within the radius of operation of the P.T. boats.

January 7, 1941

5. In the Far East, the P.T. boats, or preferably a modified and more rugged type, operating from bases in the Philippines, the Mandates, and the East Indies, could be very effective in blocking enemy trade routes. Because of their light construction and their weak antiaircraft battery, however, they could not be expected to operate successfully during daylight in the presence of enemy aircraft.

6. Generally, therefore, it would appear that P.T. boats could be most usefully employed in locations where it is impracticable for us to maintain strong forces of combatant surface ships and/or aircraft. The maintenance of the P.T. boats in these locations, however, requires rather extensive provisions for upkeep and repair. British experience indicates that the work of upkeep and overhaul of the engines of P.T. boats is comparable to that for airplane engines. Provision must also be made for hauling or hoisting the P.T. boats out of the water at frequent intervals to clear them of marine growth.

7. In attack, it is expected that the P.T. boats will operate in sections, or tactical units, of not more than three boats each, although several of such tactical units may be employed in a loosely coordinated attack. These attacks should be pushed home to ranges not exceeding 1500 yards, depending upon surprise, high speed, and maneuver, to permit torpedoes being launched before an effective fire can be brought against the P.T. boats. In a coordinated attack by several sections, the section attacks should be made from as widely differing directions as is practicable. For safety in retirement, after an attack, the P.T. boats must depend on speed, maneuverability, and on the use of smoke if available.

8. In the present war, the successful use of the P.T. boats has been largely confined to night raids of Chamel convoys by the Germans and to reconnaissance and chance attacks on supply ships by the British. The Italians have had comparatively little success in the use of these fast torpedo boats, but this is not necessarily the fault of the type.

9. At present the precise tactics to be used in attacks under different circumstances are being investigated by Lieutenant Caldwell, who is in command of our P.T. boats. He is a very capable and enthusiastic young officer and he has been given a free hand by Operations to work out his own ideas.

DECLASSIFIED

DDO LTR. 5200.9 (9/27/58)

Date- 8-9-66

Signature-

Carl L. Spicer

W. A. Lee, Jr.
W. A. LEE, JR.

~~CONFIDENTIAL~~

PSF: Navy Folder

THE UNDER SECRETARY OF THE NAVY
WASHINGTON

15 January 1941

file
personal

Memorandum to The President:

Winthrop Aldrich has been very helpful on the organization of support on the Bill. He came down on Monday and talked with Frank Knox and myself and in addition to his statement at the Bank meeting yesterday he is trying to have the New York State Chamber of Commerce come out.

Dillon and Frank Polk are getting a group of business and industry over the country to put out a signed statement.

Dave Sarnoff has also been of help.

WB

The Honorable
The President
The White House

Forrestal

THE WHITE HOUSE
WASHINGTON

*File
personal
confidential*

~~CONFIDENTIAL~~

January 16, 1941.

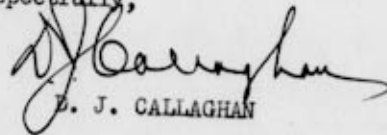
MEMORANDUM FOR

THE PRESIDENT

Nine MTB's are now at Navy Yard, Washington. I asked the Squadron Commander, Lt. Caldwell, to give me a synopsis of the MTB tactics developed by his experimentation.

I found his memo on the subject very informative and considered that the President would be interested, and am, therefore, forwarding Caldwell's memo for the President's information.

Respectfully,



E. J. CALLAGHAN

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DDO WH. 5200.9 (9/27/88)

Date- 4-8-70

Signature- 

MOTOR TORPEDO BOAT SQUADRONS ONE AND TWO

Navy Yard, Washington, D.C.,
16 January 1941.

PSF Navy Files

MEMORANDUM FOR: CAPTAIN CALLAGHAN

Subject: Tactical employment of Motor Torpedo Boats.

1. Considerable progress has been made by Motor Torpedo Boats toward the development of effective doctrines for torpedo attacks during daylight good visibility, in night actions, and during sudden encounters in low visibility.

(A) Daylight Attack Procedure: The attacking unit is the Squadron (12 MTB's). The battle approach is made in column formation; the standard distance between boats being 25 yards. The Squadron Commander conducts the attack, using voice radio or hand signals, since it is impossible to read signal flags down the column when making attack speed. The Squadron Commander solves the Base Torpedo Course and leads the column up to an attack point. A quick deployment is then made and when all MTB's are on the line, the order is given - "Close Throttle" - "Fire Torpedoes". (It is necessary to close throttles in order to avoid over-running the torpedoes and to give torpedoes smoother entrance into the water. It has been found possible to fire torpedoes at high speeds but the rush of water tends to act on the head of the outgoing torpedo, forcing it downward, and causing extremely deep dives.) Torpedoes are, of course, fired by Curve Fire Ahead. The Base Torpedo Course is obtained from the Sperry Torpedo Director. The torpedo tubes are trained out 10 degrees to each side, and opposite gyro angles are pre-set on the torpedoes so as to cause torpedoes to run parallel to ship's head. Torpedoes are launched from aft to forward in pair firing.

(B) Night Attack Procedure: The Squadron Commander leads the Squadron up to an attack point. Order is then given - "Attack". The individual MTB then proceeds independently to attack its particular target which has previously been designated by the Squadron Commander. (Dependent upon the number of targets, decision is made as to the number of MTB's which will concentrate on a target unit).

(C) Day Low Visibility Procedure: The mission the MTB's are carrying out will govern in conducting the attack. The Unit Commander concentrates his attack units to suit the immediate tactical situation.

2. All attacks are conducted at maximum speed of slightly over 50 knots. A smoke-laying torpedo has been developed which lays a screen 200 feet high and 50 feet wide behind which the Squadron is able to conceal its position until within the necessary effective range for the 18" torpedoes (3000 yards). A 1-degree unit of spread is used between the individual torpedoes on all attacks. This gives excellent density of torpedoes. The Sperry Torpedo Director is based upon the same principle as the Sperry Bomb Sight. It is not necessary to set target angle, target course, or target speed. A stabilized sight obtains the Base Torpedo Course quickly and accurately.

3. Extensive operations have been conducted to determine the best defense against aircraft attacks. It has been found that by making radical maneuvers at full speed (50 knots) the MTB's were able to successfully combat strafing planes and had no difficulty in avoiding bombing attacks. Machine gun camera pictures reveal that when operating in pairs the 4-twin mount, 50-caliber machine guns were extremely successful against strafing planes.

4. From the operating experience gained thus far, it is believed that the MTB is a weapon of opportunity, having characteristics which render the type suitable for multitudinous duties.

E. S. Caldwell
E. S. CALDWELL
Lieutenant, U.S.N.,
Commanding, MTB Squadrons ONE & TWO.

Navy folder - 1941

BSF

THE WHITE HOUSE
WASHINGTON

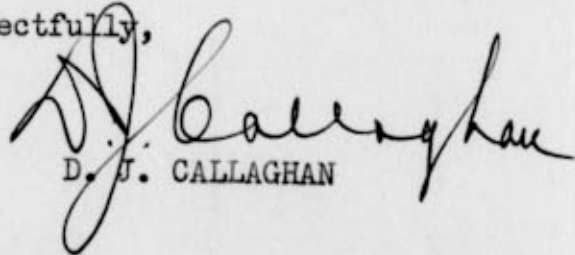
January 16, 1941.

MEMORANDUM FOR

THE PRESIDENT

Bureau of Ships' latest report showing progress as of January 1, 1941, on vessels under construction for the Navy is forwarded for the information of the President.

Respectfully,


D. J. CALLAGHAN

NAVAL AID WHITE HOUSE
SECRETARY'S OFFICE

2

NAVY DEPARTMENT
BUREAU OF SHIPS
WASHINGTON, D.C.

DECLASSIFIED

JANUARY 10, 1941

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY - REPORT OF PROGRESS AS OF JANUARY 1, 1941

Type, Number and Name	Contractor	Percentage		Date of Completion		Date of Completion		Date of Completion	
		of Completion	of Completion	As per	As per	As per	As per	As per	As per
		Jan. 1:	Dec. 1940:	Keel	Contract	to	or	Building	
		TOTAL	TOTAL	Laid	Launched	or	Order	Bld.	Order
		Yard							
: BATTLESHIPS									
BB55: NORTH CAROLINA	: New York	: 89.5	: 2.0	: 10/27/37	: 6/13/40	: 8/1/37	: 49	: 9/1/41	: 7/15/41
BB56: WASHINGTON	: Philadelphia	: 84.8	: 2.1	: 6/14/38	: 6/1/40	: 8/1/37	: 52	: 12/1/41	: 9/30/41
BB57: SOUTH DAKOTA	: N.Y.S.B.Corp.	: 41.2	: 2.0	: 7/5/39		: 12/15/38	: 52	: 4/15/43	: 12/15/42
BB58: INDIANA	: N.N.S.B.&D.D.Co.	: 33.5	: 3.1	: 11/20/39		: 12/15/38	: 52	: 4/15/43	: 4/15/43
BB59: MASSACHUSETTS	: Beth.Fore River	: 41.5	: 3.4	: 7/20/39		: 12/15/38	: 55	: 7/15/43	: 3/15/43
BB60: ALABAMA	: Norfolk	: 27.4	: 3.1	: 2/1/40		: 4/1/39	: 52	: 8/1/43	: 8/1/43
BB61: IOWA	: New York	: 13.1	: 2.4	: 6/27/40		: 7/1/39	: 49	: 8/1/43	: 6/1/43
BB62: NEW JERSEY	: Philadelphia	: 5.1	: 0.8	: 9/16/40		: 7/1/39	: 52	: 11/1/43	: 11/1/43
BB63: MISSOURI	: New York			: 1/6/41		: 6/12/40	: 48	: 6/12/44	: 3/1/44
BB64: WISCONSIN	: Philadelphia					: 6/12/40	: 48	: 6/12/44	: 6/12/44
BB65:	: Philadelphia					: 9/9/40		: 11/1/45	
BB66:	: Norfolk	: 0.1	: 0.0			: 9/9/40		: 5/1/45	: 5/1/45
BB67:	: Philadelphia					: 9/9/40			
BB68:	: Philadelphia					: 9/9/40			
BB69:	: New York					: 9/9/40			
BB70:	: New York					: 9/9/40			
BB71:	: Norfolk					: 9/9/40			

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DOD DIR. 5200.9 (9/27/58)

Date- 4-7-58

Signature- Carl S. Spicer

~~XXXXXXXXXX~~

January 10, 1941

Sheet 2

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Type, Number and Name		Percentage		Date of Completion		Date of Completion	
		of Completion	of Completion	As per	Reported	As per	Reported
		Jan. 1, 1941	Gain for Dec. 1940	Keel Laid	Date of Contract	to or Building Order	Contract by
		TOTAL	TOTAL	Laid	Launched	or Order	Bld. Order
AIRCRAFT CARRIERS							
CV5: HORNET	:N.N.S.D.&D.D.Co.	: 63.6	: 5.0	: 9/25/39	: 12/14/40	: 4/10/39	: 34 : 2/10/42: 2/10/42
CV9: ESSEX	:N.N.S.D.&D.D.Co.	:	:	:	:	: 7/ 3/40	: 4/15/44: 4/15/44
CV10: DON HOMME RICHARD	:N.N.S.D.&D.D.Co.	:	:	:	:	: 7/ 3/40	: 9/15/44: 9/15/44
CV11: INTREPID	:N.N.S.D.&D.D.Co.	:	:	:	:	: 7/ 3/40	: 2/15/45: 2/15/45
CV12: KEARSARGE	:N.N.S.D.&D.D.Co.	:	:	:	:	: 9/ 9/40	: 7/15/45: 7/15/45
CV13:	:N.N.S.D.&D.D.Co.	:	:	:	:	: 9/ 9/40	: 12/15/45: 12/15/45
CV14:	:N.N.S.D.&D.D.Co.	:	:	:	:	: 9/ 9/40	: 4/15/46: 4/15/46
CV15:	:N.N.S.D.&D.D.Co.	:	:	:	:	: 9/ 9/40	: 6/15/46: 6/15/46
CV16:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 5/15/44:
CV17:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 8/15/44:
CV18:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 2/15/46:
CV19:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 4/15/46:
LARGE CRUISERS							
CB1:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 4/ 1/45: 6/ 1/45
CB2:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 8/ 1/45: 11/ 1/45
CB3:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 12/ 1/45: 3/ 1/46
CB4:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 4/ 1/46: 7/ 1/46
CB5:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 8/ 1/46: 10/ 1/46
CB6:	:N.Y.S.D.Corp.	:	:	:	:	: 9/ 9/40	: 12/ 1/46: 2/15/47
HEAVY CRUISERS							
CA68: BALTIMORE	:Beth. Fore River	:	:	:	:	: 7/ 1/40	: 6/14/43: 6/14/43
CA69: BOSTON	:Beth. Fore River	:	:	:	:	: 7/ 1/40	: 8/14/43: 8/14/43
CA70: PITTSBURGH	:Beth. Fore River	:	:	:	:	: 7/ 1/40	: 12/14/43: 12/14/43
CA71: ST. PAUL	:Beth. Fore River	:	:	:	:	: 7/ 1/40	: 4/14/44: 4/14/44
CA72:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 7/ 9/45: 7/15/45
CA73:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 8/ 9/45: 8/14/45
CA74:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 9/ 9/45: 9/14/45
CA75:	:Beth. Fore River	:	:	:	:	: 9/ 9/40	: 10/ 9/45: 10/14/45

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January 10, 1941

Sheet 3

Sa

Type, Number and Name	Contractor	Percentage		Date of Completion				
		of Completion	of Completion	As per Reported	As per Reported			
		Jan. 1, 1941	Gain for Dec. 1940	Keel Laid	Launched	or Order	Bld. Order	Yard
<u>LIGHT CRUISERS</u>								
CL51: ATLANTA	: Fed. S. B. & D. D. Co.	: 40.9	: 3.9	: 4/22/40	: 4/25/39	: 36	: 4/25/42	: 4/25/42
CL52: JUNEAU	: Fed. S. B. & D. D. Co.	: 38.6	: 4.6	: 5/27/40	: 4/25/39	: 38	: 6/25/42	: 5/25/42
CL53: SAN DIEGO	: Beth. Fore River	: 31.3	: 3.8	: 3/27/40	: 4/25/39	: 39	: 7/25/42	: 5/25/42
CL54: SAN JUAN	: Beth. Fore River	: 29.7	: 3.8	: 5/15/40	: 4/25/39	: 41	: 9/25/42	: 7/25/42
CL55: CLEVELAND	: N. Y. S. B. Corp.	: 10.4	: 2.7	: 7/ 1/40	: 3/23/40	: 35	: 3/23/43	: 7/ 1/42
CL56: COLUMBIA	: N. Y. S. B. Corp.	: 7.2	: 1.7	: 8/19/40	: 3/23/40	: 39	: 6/23/43	: 9/ 1/42
CL57: MONTPELIER	: N. Y. S. B. Corp.	: 3.5	: 1.5	: 12/ 2/40	: 6/12/40	: 36	: 6/27/43	: 11/ 1/42
CL58: DENVER	: N. Y. S. B. Corp.	: 3.1	: 1.3	: 12/26/40	: 6/12/40	: 39	: 9/27/43	: 1/ 1/43
CL59: AMSTERDAM	: N. Y. S. B. Corp.	: 1.4	: 0.4	:	: 7/ 1/40	:	: 11/16/43	: 4/ 1/43
CL60: SANTA FE	: N. Y. S. B. Corp.	: 1.4	: 0.4	:	: 7/ 1/40	:	: 1/16/44	: 6/ 1/43
CL61: TALLAHASSEE	: N. Y. S. B. Corp.	: 1.5	: 0.5	:	: 7/ 1/40	:	: 3/16/44	: 8/ 1/43
CL62: BIRMINGHAM	: N. N. S. B. & D. D. Co.	:	:	:	: 7/ 3/40	:	: 3/ 3/43	: 3/ 3/43
CL63: MOBILE	: N. N. S. B. & D. D. Co.	:	:	:	: 7/ 3/40	:	: 6/ 3/43	: 6/ 3/43
CL64: FLINT	: Beth. Fore River	: 0.3	: 0.3	:	: 7/ 1/40	:	: 12/ 1/43	: 12/ 1/43
CL65: PASADENA	: Beth. Fore River	: 0.3	: 0.3	:	: 7/ 1/40	:	: 6/ 1/44	: 7/ 1/44
CL66: SPRINGFIELD	: Beth. Fore River	: 0.3	: 0.3	:	: 7/ 1/40	:	: 9/ 1/44	: 9/ 1/44
CL67: TOPEKA	: Beth. Fore River	: 0.3	: 0.3	:	: 7/ 1/40	:	: 11/ 1/44	: 11/ 1/44
CL76:	: N. Y. S. B. Corp.	:	:	:	: 9/ 9/40	:	: 5/15/44	: 10/ 9/43
CL77:	: N. Y. S. B. Corp.	:	:	:	: 9/ 9/40	:	: 7/ 1/45	: 12/ 9/43
CL78:	: N. Y. S. B. Corp.	:	:	:	: 9/ 9/40	:	: 9/ 1/45	: 2/ 9/44
CL79:	: N. Y. S. B. Corp.	:	:	:	: 9/ 9/40	:	: 11/ 1/45	: 4/ 9/44
CL80:	: N. N. S. B. & D. D. Co.	:	:	:	: 9/ 9/40	:	: 11/ 9/43	: 11/ 9/43
CL81:	: N. N. S. B. & D. D. Co.	:	:	:	: 9/ 9/40	:	: 3/ 9/44	: 3/ 9/44
CL82:	: Beth. Fore River	:	:	:	: 9/ 9/40	:	: 12/ 9/45	: 12/ 9/45
CL83:	: Beth. Fore River	:	:	:	: 9/ 9/40	:	: 2/ 9/46	: 2/ 9/46
CL84:	: Fed. S. B. & D. D. Co.	:	:	: Cancelled 16 December 1940.	:	:	:	:
CL85:	: Fed. S. B. & D. D. Co.	:	:	:	: 9/ 9/40	:	: 6/ 9/44	: 6/ 9/44
CL86:	: Fed. S. B. & D. D. Co.	:	:	:	: 9/ 9/40	:	: 12/ 9/44	: 12/ 9/44

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January 10, 1941

Sheet 4

Ss

Type, Number and Name	Contractor	Percentage		Keel	Date of Contract	Date of Building	Date of Completion
		Jan. 1, 1941	Dec. 1940				
		TOTAL	TOTAL	Laid	Launched	or Order	Eld. Order Yard
<u>LIGHT CRUISERS (CONT'D)</u>							
CL87	Fed. S. B. & D. D. Co.				9/ 9/40		6/ 9/45 6/ 9/45
CL88	Fed. S. B. & D. D. Co.	Cancelled 16 December 1940.					
CL89	Cramp S. B. Co.				9/11/40		1/ 1/44
CL90	Cramp S. B. Co.				9/11/40		7/ 1/44
CL91	Cramp S. B. Co.				9/11/40		1/ 1/45
CL92	Cramp S. B. Co.				9/11/40		5/ 1/45
CL93	Cramp S. B. Co.				9/11/40		9/ 1/45
CL94	Cramp S. B. Co.				9/11/40		12/31/45
CL95	Beth. San Francisco				9/ 9/40		6/ 9/43
CL96	Beth. San Francisco				9/ 9/40		8/ 9/43
CL97	Beth. San Francisco				9/ 9/40		10/ 9/44
CL98	Beth. San Francisco				9/ 9/40		12/ 9/44
CL99	N. Y. S. B. Corp.				12/16/40		12/30/45 7/ 1/44
CL100	N. Y. S. B. Corp.				12/16/40		3/ 1/46 10/ 1/44

Type, Number and Name	Contractor	Percentage		Date of Completion				
		Jan. 1: Gain for 1941	Dec. 1940	Keel Laid	Date of Contract	Mos. to Building	Contract by or Order	Yard
<u>SUBMARINES</u>								
SS202: TROUT *	: Portsmouth	: Completed	: 31 December	: 1940.				
SS203: TUNA **	: Mare Island	: 94.8	: 4.1	: 7/19/39:	10/2/40:	11/1/38:	30/5/1/41:	3/1/41
SS204: MACKEREL	: Elec. Boat Co.	: 94.0	: 2.0	: 10/6/39:	9/28/40:	6/15/39:	23/5/15/41:	3/31/41
SS205: MARLIN	: Portsmouth	: 49.9	: 10.0	: 5/28/40:		: 7/1/39:	27/10/1/41:	10/1/41
SS206: GAR	: Elec. Boat Co.	: 89.7	: 4.5	: 12/27/39:	11/7/40:	6/15/39:	25/7/15/41:	4/21/41
SS207: GRAMPUS	: Elec. Boat Co.	: 81.5	: 7.1	: 2/14/40:	12/23/40:	6/15/39:	27/9/15/41:	6/2/41
SS208: GRAYBACK	: Elec. Boat Co.	: 69.9	: 6.1	: 4/3/40:		: 6/15/39:	29/11/15/41:	7/14/41
SS209: GRAYLING	: Portsmouth	: 76.5	: 1.5	: 12/15/39:	9/4/40:	7/1/39:	25/8/1/41:	4/15/41
SS210: GRENADE	: Portsmouth	: 70.5	: 2.4	: 4/2/40:	11/29/40:	7/1/39:	29/12/1/41:	7/1/41
SS211: GUDGEON	: Mare Island	: 73.2	: 4.4	: 11/22/39:		: 7/1/39:	27/10/1/41:	7/1/41
SS212: GATO	: Elec. Boat Co.	: 19.6	: 6.3	: 10/5/40:		: 6/12/40:	20/2/12/42:	2/12/42
SS213: GREENLING	: Elec. Boat Co.	: 16.6	: 4.8	: 11/12/40:		: 6/12/40:	21/3/27/42:	3/27/42
SS214: GROUPER	: Elec. Boat Co.	: 14.1	: 3.5	: 12/28/40:		: 6/12/40:	23/5/12/42:	5/12/42
SS215: GROWLER	: Elec. Boat Co.	: 5.3	: 3.1			: 7/1/40:		7/16/42
SS216: GRUNION	: Elec. Boat Co.	: 4.9	: 2.7			: 7/1/40:		9/1/42
SS217: GUARD FISH	: Elec. Boat Co.	: 4.9	: 2.7			: 7/1/40:		10/16/42
SS218: ALBACORE	: Elec. Boat Co.	: 3.0	: 0.8			: 7/1/40:		12/1/42
SS219: AMBERJACK	: Elec. Boat Co.	: 3.0	: 0.8			: 7/1/40:		11/15/42
SS220: BARR	: Elec. Boat Co.	: 3.0	: 0.8			: 7/1/40:		3/1/43
SS221: BLACK FISH	: Elec. Boat Co.	: 3.0	: 0.8			: 7/1/40:		12/15/42
SS222: BLUE FISH	: Elec. Boat Co.	: 3.0	: 0.8			: 7/1/40:		4/15/43
SS223: BONE FISH	: Elec. Boat Co.	: 0.6	: 0.6			: 9/9/40:		2/24/44
SS224: COD	: Elec. Boat Co.	: 0.6	: 0.6			: 9/9/40:		3/24/44

* Commissioned 15 November 1940.

** Commissioned 2 January 1941.

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January 10, 1941

Sheet 6

Ss

Type, Number and Name	Contractor	Jan. 1: 1941	Gain for: Dec. 1940	Keel Laid	Date of Contract	Mos. to Building	Contract by	Date of Completion	As Reported	Yard
		TOTAL	TOTAL	Laid	Launched	or Order	Bld. Order	Yard		
<u>SUBMARINES</u> (CONT'D)										
SS225: CERO	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	5/24/44:	5/24/44 :	:	:
SS226: CERVINA	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	6/24/44:	6/24/44 :	:	:
SS227: DARTER	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	7/24/44:	7/24/44 :	:	:
SS228: DRUM	: Portsmouth :	18.2 :	5.2 :	9/11/40:	6/12/40:	21 :	3/12/42:	1/31/42 :	:	:
SS229: FLYING FISH	: Portsmouth :	12.1 :	5.1 :	12/ 6/40:	6/12/40:	23 :	5/27/42:	3/31/42 :	:	:
SS230: FINBACK	: Portsmouth :	7.7 :	1.2 :	:	6/12/40:	27 :	9/12/42:	5/22/42 :	:	:
SS231: HADDOCK	: Portsmouth :	4.0 :	0.0 :	:	6/28/40:	:	11/12/42:	7/10/42 :	:	:
SS232: HALIBUT	: Portsmouth :	2.3 :	0.3 :	:	6/28/40:	:	1/28/43:	9/15/42 :	:	:
SS233: HERRING	: Portsmouth :	2.0 :	0.0 :	:	6/28/40:	:	4/12/43:	11/ 6/42 :	:	:
SS234: KINGFISH	: Portsmouth :	2.0 :	1.0 :	:	6/28/40:	:	6/28/43:	12/31/42 :	:	:
SS235: SHAD	: Portsmouth :	2.0 :	1.0 :	:	6/28/40:	:	9/12/43:	2/22/43 :	:	:
SS236: SILVERSIDES	: Mare Island :	12.6 :	3.6 :	11/ 4/40:	6/28/40:	:	5/28/42:	4/ 1/42 :	:	:
SS237: TRIGGER	: Mare Island :	8.2 :	3.2 :	:	6/28/40:	:	8/28/42:	5/ 1/42 :	:	:
SS238: WAHOO	: Mare Island :	2.1 :	0.6 :	:	6/28/40:	:	3/28/43:	12/ 1/42 :	:	:
SS239: WHALE	: Mare Island :	2.1 :	0.6 :	:	6/28/40:	:	6/28/43:	1/ 1/43 :	:	:
SS240:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	8/24/44:	8/24/44 :	:	:
SS241:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	9/24/44:	9/24/44 :	:	:
SS242:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	10/24/44:	10/24/44 :	:	:
SS243:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	11/24/44:	11/24/44 :	:	:
SS244:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	12/24/44:	12/24/44 :	:	:
SS245:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	1/24/45:	1/24/45 :	:	:
SS246:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	2/24/45:	2/24/45 :	:	:
SS247:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	3/24/45:	3/24/45 :	:	:
SS248:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	4/24/45:	4/24/45 :	:	:
SS249:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	5/24/45:	5/24/45 :	:	:
SS250:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	6/24/45:	6/24/45 :	:	:
SS251:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	7/24/45:	7/24/45 :	:	:
SS252:	: Elec. Boat Co. :	0.6 :	0.6 :	:	9/ 9/40:	:	8/24/45:	8/24/45 :	:	:
SS253:	: Elec. Boat Co. :	2.7 :	0.5 :	:	7/ 1/40:	:	6/ 1/43:	2/24/43 :	:	:

January 10, 1941

Sheet 7

Ss

Type, Number and Name	Contractor	Percentage of Completion		Keel Laid	Launched	Date of Contract to or Order	Date of Completion	
		Jan. 1, 1941	Gain for Dec. 1940				As per Contract	As Reported
<u>SUBMARINES (CONT'D)</u>								
SS254:	:Elec. Boat Co.	: 2.7	: 0.5	:	: 7/ 1/40:	: 7/16/43	: 3/24/43:	
SS255:	:Elec. Boat Co.	: 2.7	: 0.5	:	: 7/ 1/40:	: 9/ 1/43	: 4/24/43:	
SS256:	:Elec. Boat Co.	: 2.7	: 0.5	:	: 7/ 1/40:	:10/16/43	: 5/24/43:	
SS257:	:Elec. Boat Co.	: 2.7	: 0.5	:	: 7/ 1/40:	:12/ 1/43	: 6/24/43:	
SS258:	:Elec. Boat Co.	: 2.7	: 0.5	:	: 7/ 1/40:	: 1/16/44	: 7/24/43:	
SS259:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	: 8/24/43	: 8/24/43:	
SS260:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	: 9/24/43	: 9/24/43:	
SS261:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	:10/24/43	:10/24/43:	
SS262:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	:11/24/43	:11/24/43:	
SS263:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	:12/24/43	:12/24/43:	
SS264:	:Elec. Boat Co.	: 0.6	: 0.6	:	: 9/ 9/40:	: 1/24/44	: 1/24/44:	
SS265:	:Manitowoc S.B.Co.	: 0.3	: 0.2	:	: 9/ 9/40:	: 8/ 4/43(a)	:	
SS266:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	:11/ 4/43(a)	:	
SS267:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 2/ 4/44(a)	:	
SS268:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 4/ 4/44(a)	:	
SS269:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 6/ 4/44(a)	:	
SS270:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 1/ 4/45(a)	:	
SS271:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 3/ 4/45(a)	:	
SS272:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 5/ 4/45(a)	:	
SS273:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 7/ 4/45(a)	:	
SS274:	:Manitowoc S.B.Co.	:	:	:	: 9/ 9/40:	: 9/ 4/45(a)	:	
SS275:	:Portsmouth	:	:	:	: 9/ 9/40:	: 5/ 1/43	: 5/ 1/43:	
SS276:	:Portsmouth	:	:	:	: 9/ 9/40:	: 7/ 1/43	: 7/ 1/43:	
SS277:	:Portsmouth	:	:	:	: 9/ 9/40:	: 9/ 1/43	: 9/ 1/43:	
SS278:	:Portsmouth	:	:	:	: 9/ 9/40:	:11/ 1/43	:11/ 1/43:	
SS279:	:Portsmouth	:	:	:	: 9/ 9/40:	: 1/ 2/44	: 1/ 2/44:	
SS280:	:Portsmouth	:	:	:	: 9/ 9/40:	: 3/ 1/44	: 3/ 1/44:	
SS281:	:Mare Island	:	:	:	: 9/ 9/40:	:10/ 1/43	: 8/ 1/43:	
SS282:	:Mare Island	:	:	:	: 9/ 9/40:	: 1/ 2/44	: 9/ 1/43:	

(a) Contract completion date changed.

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January 10, 1941

Sheet 8

Ss

Type, Number and Name	Contractor	Percentage		Date of Completion		As per Reported		Contract by		Building	
		Jan. 1, 1941	Gain for Dec. 1940	Keel Laid	Launched or Order	Bld. Order	Yard	to	or	Building	Yard
<u>DESTROYERS</u>											
DD433:GWIN	:Boston	: 90.4	: 5.8	: 6/ 1/39:	5/25/40:10/ 1/38:	29	: 3/ 1/41:	3/ 1/41	:	:	:
DD434:MEDEDITH	:Boston	: 87.0	: 4.6	: 6/ 1/39:	4/24/40:10/ 1/38:	31	: 5/ 1/41:	5/ 1/41	:	:	:
DD435:GRAYSON	:Charleston	: 86.0	: 5.3	: 7/17/39:	8/ 7/40:10/ 1/38:	30	: 4/ 1/41:	4/ 1/41	:	:	:
DD436:MONSSEN	:Puget Sound	: 82.4	: 4.2	: 7/12/39:	5/16/40:10/ 1/38:	29	: 3/ 1/41:	4/ 1/41	:	:	:
DD437:WOOLSEY	:Bath Iron Wks.	: 81.6	: 5.9	:10/ 9/39:		: 6/15/39:	26	: 8/15/41:	4/17/41	:	:
DD438:LUDLOW	:Bath Iron Wks.	: 87.6	: 7.3	:12/18/39:	11/11/40:	6/15/39:	24	: 6/15/41:	3/14/41	:	:
DD439:EDISON	:Fed.S.B.&D.D.Co.	: 90.4	: 9.2	: 3/18/40:	11/23/40:	6/15/39:	24	: 6/15/41:	2/15/41	:	:
DD440:ERICSSON	:Fed.S.B.&D.D.Co.	: 82.7	: 6.4	: 3/18/40:	11/23/40:	6/15/39:	26	: 8/15/41:	3/15/41	:	:
DD441:WILKES	:Boston	: 65.4	: 5.8	:11/ 1/39:	5/31/40:	7/ 1/39:	24	: 7/ 1/41:	7/ 1/41	:	:
DD442:NICHOLSON	:Boston	: 63.0	: 5.4	:11/ 1/39:	5/31/40:	7/ 1/39:	26	: 9/ 1/41:	9/ 1/41	:	:
DD443:SWANSON	:Charleston	: 65.6	: 6.0	:11/15/39:	11/ 2/40:	7/ 1/39:	26	: 9/ 1/41:	8/ 1/41	:	:
DD444:INGRAHAM	:Charleston	: 57.0	: 5.3	:11/15/39:		: 7/ 1/39:	28	:11/ 1/41:	11/ 1/41	:	:
DD445:FLETCHER	:Fed.S.B.&D.D.Co.	:	:	:	:	: 7/ 1/40:	6	: 9/43:	3/ 1/43	:	:
DD446:RADFORD	:Fed.S.B.&D.D.Co.	:	:	:	:	: 7/ 1/40:	7	: 9/43:	4/ 1/43	:	:
DD447:JENKINS	:Fed.S.B.&D.D.Co.	:	:	:	:	: 7/ 1/40:	8	: 9/43:	5/ 1/43	:	:
DD448:LA VALLETTE	:Fed.S.B.&D.D.Co.	:	:	:	:	: 7/ 1/40:	9	: 9/43:	6/ 1/43	:	:
DD449:NICHOLAS	:Bath Iron Wks.	: 0.4	: 0.2	:	:	: 7/ 1/40:	1	: 9/43:	4/ 1/42	:	:
DD450:O'BANNON	:Bath Iron Wks.	: 0.4	: 0.2	:	:	: 7/ 1/40:	2	:24/43:	5/ 1/42	:	:
DD451:CHEVALIER	:Bath Iron Wks.	: 0.4	: 0.2	:	:	: 7/ 1/40:	3	:24/43:	6/ 1/42	:	:
DD452:PERCIVAL	:Fed.S.B.&D.D.Co.	:	:	:	:	: 7/ 1/40:	10	: 1/43:	6/ 1/44	:	:
DD453:BRISTOL	:Fed.S.B.&D.D.Co.	: 23.3	: 8.1	:12/ 2/40:		: 6/12/40:	18	:12/12/41:	11/ 1/41	:	:
DD454:ELLYSON	:Fed.S.B.&D.D.Co.	: 20.4	: 6.5	:12/ 2/40:		: 6/12/40:	20	: 2/12/42:	11/21/41	:	:
DD455:HAMBLETON	:Fed.S.B.&D.D.Co.	: 18.3	: 5.6	:12/16/40:		: 7/ 1/40:	5	: 1/42:	12/15/41	:	:
DD456:RODMAN	:Fed.S.B.&D.D.Co.	: 17.1	: 5.3	:12/16/40:		: 7/ 1/40:	7	: 1/42:	1/ 8/42	:	:
DD457:EMMONS	:Bath Iron Wks.	: 21.6	: 6.7	:11/14/40:		: 6/12/40:	18	:12/12/41:	11/13/41	:	:
DD458:MACOMB	:Bath Iron Wks.	: 21.5	: 7.5	: 9/ 3/40:		: 6/12/40:	20	: 2/12/42:	12/31/41	:	:
DD459:LAFFEY	:Beth. San Francisco:	4.3	: 2.3	:	:	: 7/ 1/40:	3	: 1/42:		:	:

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Ss

Type, Number and Name	Contractor	Percentage		Keel	Launched	or Order	Bld.	Order	Yard	Date of Completion	
		of Completion	Jan. 1: Gain for:							1941	Dec. 1940	Contract: to	or	Building
		TOTAL	TOTAL	Laid	Launched	or Order	Bld.	Order	Yard	As per	Reported
<u>DESTROYERS (CONT'D)</u>											
DD460: WOODWORTH	: Beth. San Francisco	: 4.3	: 2.3	:	:	:	: 7/ 1/40:	:	:	: 4/ 1/42:	:
DD461: FORREST	: Boston	: 4.8	: 2.3	: 1/ 6/41:	:	:	: 6/12/40: 20	:	:	: 2/12/42: 2/12/42	:
DD462: FITCH	: Boston	: 4.8	: 2.3	: 1/ 6/41:	:	:	: 6/12/40: 22	:	:	: 4/12/42: 4/12/42	:
DD463: CERRY	: Charleston	: 8.1	: 2.1	: 9/ 4/40:	:	:	: 6/12/40: 20	:	:	: 2/12/42: 2/12/42	:
DD464: HOBSON	: Charleston	: 5.9	: 1.4	: 11/14/40:	:	:	: 6/12/40: 22	:	:	: 4/12/42: 4/12/42	:
DD465: SAUFLEY	: Fed. S. B. & D. Co.	:	:	:	:	:	: 7/ 1/40:	:	:	: 10/ 9/43: 7/ 1/43	:
DD466: WALLER	: Fed. S. B. & D. Co.	:	:	:	:	:	: 7/ 1/40:	:	:	: 11/ 9/43: 8/ 1/43	:
DD467: STRONG	: Bath Iron Wks.	: 0.4	: 0.2	:	:	:	: 7/ 1/40:	:	:	: 4/24/43: 7/ 1/42	:
DD468: TAYLOR	: Bath Iron Wks.	: 0.4	: 0.2	:	:	:	: 7/ 1/40:	:	:	: 6/ 9/43: 8/ 1/42	:
DD469: DE HAVEN	: Bath Iron Wks.	: 0.4	: 0.2	:	:	:	: 7/ 1/40:	:	:	: 8/ 9/43: 9/ 1/42	:
DD470: BACHE	: Beth. Staten Island	:	:	:	:	:	: 7/ 1/40:	:	:	: 1/ 1/43: 8/ 1/43	:
DD471: BEALE	: Beth. Staten Island	:	:	:	:	:	: 7/ 1/40:	:	:	: 3/ 1/43: 10/ 1/43	:
DD472: GUEST	: Boston	:	:	:	:	:	: 6/28/40:	:	:	: 3/ 1/43: 6/ 1/43	:
DD473: BENNETT	: Boston	:	:	:	:	:	: 6/28/40:	:	:	: 5/ 1/43: 7/ 1/43	:
DD474: FULLAM	: Boston	:	:	:	:	:	: 6/28/40:	:	:	: 7/ 1/43: 8/ 1/43	:
DD475: HUDSON	: Boston	:	:	:	:	:	: 6/28/40:	:	:	: 9/ 1/43: 10/ 1/43	:
DD476: HUTCHINS	: Boston	:	:	:	:	:	: 6/28/40:	:	:	: 1/ 1/43: 5/ 1/43	:
DD477: FRINGLE	: Charleston	: 0.2	: 0.0	:	:	:	: 6/28/40:	:	:	: 1/ 1/43: 1/ 1/43	:
DD478: STANLY	: Charleston	:	:	:	:	:	: 6/28/40:	:	:	: 3/ 1/43: 3/ 1/43	:
DD479: STEVENS	: Charleston	:	:	:	:	:	: 6/28/40:	:	:	: 5/ 1/43: 5/ 1/43	:
DD480: HALFORD	: Puget Sound	:	:	:	:	:	: 6/28/40:	:	:	: 2/ 1/43: 2/ 1/43	:
DD481: LEUTZE	: Puget Sound	:	:	:	:	:	: 6/28/40:	:	:	: 4/ 1/43: 4/ 1/43	:
DD482: WATSON	: Fed. S. B. & D. Co.	:	:	:	:	:	: 7/ 1/40:	:	:	: 11/ 1/43: 7/ 1/44	:
DD483:	: Fed. S. B. & D. Co.	:	:	:	:	:	: 9/ 9/40:	:	:	: 7/ 9/42: 4/ 1/42	:
DD484:	: Fed. S. B. & D. Co.	:	:	:	:	:	: 9/ 9/40:	:	:	: 8/ 9/42: 5/ 1/42	:
DD485:	: Fed. S. B. & D. Co.	:	:	:	:	:	: 9/ 9/40:	:	:	: 9/ 9/42: 6/ 1/42	:
DD486:	: Fed. S. B. & D. Co.	:	:	:	:	:	: 9/ 9/40:	:	:	: 10/ 9/42: 7/ 1/42	:
DD487:	: Fed. S. B. & D. Co.	:	:	:	:	:	: 9/ 9/40:	:	:	: 11/ 9/42: 8/ 1/42	:

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Type, Number and Name	Contractor	Percentage		Keel	Launched	or Order	Bld.	Order	Yard	Date of Completion	
		1941	Dec. 1940							As per	Reported
<u>DESTROYERS</u>											
<u>(CONT'D)</u>											
DD488:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 12/ 9/42: 9/ 1/42 :	
DD489:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/ 9/44: 10/ 1/42 :	
DD490:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 4/ 9/44: 11/ 9/42 :	
DD491:	: Beth. Staten Island	: 1.5	: 1.5	: 12/11/40:	:	:	:	:	:	: 9/ 9/40: : 4/ 9/42: 4/ 1/42 :	
DD492:	: Beth. Staten Island	:	:	:	:	:	:	:	:	: 9/ 9/40: : 8/ 9/42: 6/ 1/42 :	
DD493:	: Seattle Tacoma S. B. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 2/ 1/43: 12/30/42 :	
DD494:	: Seattle Tacoma S. B. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 2/15/43: 1/15/43 :	
DD495:	: Seattle Tacoma S. B. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/ 1/43: 2/ 1/43 :	
DD496:	: Seattle Tacoma S. B. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/15/43: 2/16/43 :	
DD497:	: Seattle Tacoma S. B. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/31/43: 3/ 1/43 :	
DD498:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 6/ 9/44: 9/ 1/43 :	
DD499:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 7/ 9/44: 10/ 1/43 :	
DD500:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1/ 9/45: 11/ 1/43 :	
DD501:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 2/ 9/45: 12/ 1/43 :	
DD502:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/ 9/45: 6/ 1/44 :	
DD503:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1945: 4/ 1/45 :	
DD504:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1945: 5/ 1/45 :	
DD505:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1945: 12/ 1/45 :	
DD506:	: Fed. S. B. & D. D. Co.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1945: 12/30/45 :	
DD507:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/ 1/43: 10/ 1/42 :	
DD508:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 4/ 1/43: 11/ 1/42 :	
DD509:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 10/ 1/43: 12/ 1/42 :	
DD510:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 11/ 1/43: 1/ 1/43 :	
DD511:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 1/ 2/44: 2/ 1/43 :	
DD512:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 2/ 1/44: 3/ 1/43 :	
DD513:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 3/ 1/44: 4/ 1/43 :	
DD514:	: Bath Iron Wks.	:	:	:	:	:	:	:	:	: 9/ 9/40: : 4/ 1/44: 5/ 1/43 :	

~~Cancelled~~

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Se

Type, Number and Name	Contractor	Percentage of Completion		Keel Laid	Lunched	or Order	Date of Completion	
		Jan. 1941	Dec. 1940				to	or
: <u>DESTROYERS (CONT'D)</u>		:	:	:	:	:	:	:
DD515:	:Bath Iron Wks.	:	:	:	: 9/ 9/40:	: 8/ 1/44:	6/15/43 :	
DD516:	:Bath Iron Wks.	:	:	:	: 9/ 9/40:	:11/ 1/44:	7/18/43 :	
DD517:	:Bath Iron Wks.	:	:	:	: 9/ 9/40:	:12/31/44:	8/15/43 :	
DD518:	:Beth. Staten Island:	:	:	:	: 9/ 9/40:	: 6/ 9/43:	11/15/43 :	
DD519:	:Beth. Staten Island:	:	:	:	: 9/ 9/40:	: 9/ 9/43:	12/31/43 :	
DD520:	:Beth. Staten Island:	:	:	:	: 9/ 9/40:	:12/ 9/43:	2/15/44 :	
DD521:	:Beth. Staten Island:	:	:	:	: 9/ 9/40:	: 1/ 9/44:	7/ 1/44 :	
DD522:	:Beth. Staten Island:	:	:	:	: 9/ 9/40:	: 3/ 9/44:	8/15/44 :	
DD523:	:Beth. Staten Island:	Cancelled 16	December 1940.	:	:	:	:	
DD524:	:Beth. Staten Island:	Cancelled 16	December 1940.	:	:	:	:	
DD525:	:Beth. Staten Island:	Cancelled 16	December 1940.	:	:	:	:	
DD526:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:10/ 9/42:	7/ 1/43 :	
DD527:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:12/ 9/42:	7/15/43 :	
DD528:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 2/24/43:	8/15/43 :	
DD529:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 3/ 9/43:	9/ 1/43 :	
DD530:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 4/ 9/43:	10/ 1/43 :	
DD531:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 6/ 9/43:	11/ 1/43 :	
DD532:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 7/ 9/43:	11/15/43 :	
DD533:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:10/ 9/43:	12/ 1/43 :	
DD534:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:12/ 9/43:	12/31/43 :	
DD535:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 1/ 9/44:	6/ 1/44 :	
DD536:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:1/24/44:	7/ 1/44 :	
DD537:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 2/ 9/44:	8/ 1/44 :	
DD538:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 5/ 9/44:	8/15/44 :	
DD539:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 6/ 9/44:	10/15/44 :	
DD540:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	: 9/ 9/44:	11/ 1/44 :	
DD541:	:Beth. San Francisco:	:	:	:	: 9/ 9/40:	:10/ 9/44:	12/15/44 :	
DD542:	:Beth. San Francisco:	Cancelled 16	December 1940.	:	:	:	:	

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Type, Number and Name	Contractor	Percentage of Completion		Keel	Launched	or Order	Date of Contract	Date of Completion	
		Jan. 1, 1941	Dec. 1940					Mos.	Contract by	Reported	Building
		TOTAL	TOTAL	Laid	Launched	or Order	Pld.	Order	Yard
<u>DESTROYERS (CONT'D)</u>									
DD543:	Beth. San Francisco	Cancelled 16 December 1940.							
DD544:	Beth. San Pedro				9/ 9/40:		3/ 9/43:	4/ 1/44 :	
DD545:	Beth. San Pedro				9/ 9/40:		4/ 9/43:	5/ 1/44 :	
DD546:	Beth. San Pedro				9/ 9/40:		2/ 9/44:	10/ 1/44 :	
DD547:	Beth. San Pedro				9/ 9/40:		3/ 9/44:	11/ 1/44 :	
DD548:	Beth. San Pedro	Cancelled 16 December 1940.							
DD549:	Beth. San Pedro	Cancelled 16 December 1940.							
DD550:	Gulf S. B. Co.				9/ 9/40:		7/ 9/43:	7/ 9/43 :	
DD551:	Gulf S. B. Co.				9/ 9/40:		1/ 9/44:	1/ 3/44 :	
DD552:	Gulf S. B. Co.				9/ 9/40:		6/ 9/44:	6/ 9/44 :	
DD553:	Gulf S. B. Co.				9/ 9/40:		11/ 9/44:	11/ 9/44 :	
DD554:	Seattle Tacoma S.B.Co.				9/ 9/40:		6/30/43:	10/15/43 :	
DD555:	Seattle Tacoma S.B.Co.				9/ 9/40:		7/15/43:	11/15/43 :	
DD556:	Seattle Tacoma S.B.Co.				9/ 9/40:		7/31/43:	12/ 1/43 :	
DD557:	Seattle Tacoma S.B.Co.				9/ 9/40:		8/16/43:	1/ 3/44 :	
DD558:	Seattle Tacoma S.B.Co.				9/ 9/40:		8/31/43:	2/ 1/44 :	
DD559:	Seattle Tacoma S.B.Co.				9/ 9/40:		12/ 1/43:	2/15/44 :	
DD560:	Seattle Tacoma S.B.Co.				9/ 9/40:		12/15/43:	3/15/44 :	
DD561:	Seattle Tacoma S.B.Co.				9/ 9/40:		1/ 3/44:	4/ 1/44 :	
DD562:	Seattle Tacoma S.B.Co.				9/ 9/40:		1/15/44:	5/ 1/44 :	
DD563:	Seattle Tacoma S.B.Co.				9/ 9/40:		1/31/44:	6/ 1/44 :	
DD564:	Seattle Tacoma S.B.Co.				9/ 9/40:		10/31/44:	6/15/44 :	
DD565:	Seattle Tacoma S.B.Co.				9/ 9/40:		11/15/44:	7/15/44 :	
DD566:	Seattle Tacoma S.B.Co.				9/ 9/40:		11/30/44:	8/15/44 :	
DD567:	Seattle Tacoma S.B.Co.				9/ 9/40:		12/15/44:	9/ 1/44 :	
DD568:	Seattle Tacoma S.B.Co.				9/ 9/40:		12/30/44:	10/ 2/44 :	
DD569:	Con. Steel (Orange)				9/ 9/40:		7/ 9/43:		
DD570:	Con. Steel (Orange)				9/ 9/40:		8/24/43:		
DD571:	Con. Steel (Orange)				9/ 9/40:		10/ 9/43:		
DD572:	Con. Steel (Orange)				9/ 9/40:		11/24/43:		

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Ss

Type, Number and Name	Contractor	Percentage		Keel	Launched	or Order	Bld.	Order	Yard	Date of Completion	
		Jan. 1: 1941	Gain for: Dec. 1940							As per	Reported
		TOTAL	TOTAL	Laid	Launched	or Order	Bld.	Order	Yard		
<u>DESTROYERS (CONT'D)</u>											
DD573:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	1/ 9/44:	:	:	:	:
DD574:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	2/24/44:	:	:	:	:
DD575:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	4/ 9/44:	:	:	:	:
DD576:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	5/24/44:	:	:	:	:
DD577:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	7/ 9/44:	:	:	:	:
DD578:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	8/24/44:	:	:	:	:
DD579:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	10/ 9/44:	:	:	:	:
DD580:	:Con. Steel (Orange)	:	:	:	9/ 9/40:	:	11/24/44:	:	:	:	:
DD581:	:Boston	:	:	:	9/ 9/40:	:	11/ 1/43:	11/ 1/43 :	:	:	:
DD582:	:Boston	:	:	:	9/ 9/40:	:	1/ 2/44:	1/ 1/44 :	:	:	:
DD583:	:Boston	:	:	:	9/ 9/40:	:	3/ 1/44:	2/ 1/44 :	:	:	:
DD584:	:Boston	:	:	:	9/ 9/40:	:	5/ 1/44:	4/ 1/44 :	:	:	:
DD585:	:Boston	:	:	:	9/ 9/40:	:	7/ 1/44:	5/ 1/44 :	:	:	:
DD586:	:Boston	:	:	:	9/ 9/40:	:	9/ 1/44:	6/ 1/44 :	:	:	:
DD587:	:Charleston	:	:	:	9/ 9/40:	:	8/ 1/43:	7/ 1/43 :	:	:	:
DD588:	:Charleston	:	:	:	9/ 9/40:	:	11/ 1/43:	9/ 1/43 :	:	:	:
DD589:	:Charleston	:	:	:	9/ 9/40:	:	2/ 1/44:	11/ 1/43 :	:	:	:
DD590:	:Charleston	:	:	:	9/ 9/40:	:	5/ 1/44:	1/ 1/44 :	:	:	:
DD591:	:Charleston	:	:	:	9/ 9/40:	:	8/ 1/44:	3/ 1/44 :	:	:	:
DD592:	:Puget Sound	:	:	:	9/ 9/40:	:	6/ 1/43:	6/ 1/43 :	:	:	:
DD593:	:Puget Sound	:	:	:	9/ 9/40:	:	8/ 1/43:	8/ 1/43 :	:	:	:
DD594:	:Puget Sound	:	:	:	9/ 9/40:	:	10/ 1/43:	10/ 1/43 :	:	:	:
DD595:	:Puget Sound	:	:	:	9/ 9/40:	:	12/ 1/43:	12/ 1/43 :	:	:	:
DD596:	:Puget Sound	:	:	:	9/ 9/40:	:	2/ 1/44:	2/ 1/44 :	:	:	:
DD597:	:Puget Sound	:	:	:	9/ 9/40:	:	4/ 1/44:	4/ 1/44 :	:	:	:

Type, Number and Name	Contractor	Percentage of Completion		Keel Laid	Launched	Date of Contract	Date of Completion		
		Jan. 1, 1941	Dec. 1940				As Reported	By Building Yard	
<u>DESTROYERS (CONT'D.)</u>									
DD598 :	Beth. Fore River :	:	:	:	:	12/16/40 :	:	12/1/42 :	:
DD599 :	Beth. Fore River :	:	:	:	:	12/16/40 :	:	12/1/42 :	:
DD600 :	Beth. Fore River :	:	:	:	:	12/16/40 :	:	12/1/43 :	:
DD601 :	Beth. Fore River :	:	:	:	:	12/16/40 :	:	1/1/44 :	:
DD602 :	Beth. Staten Island :	:	:	:	:	12/16/40 :	:	9/15/42 :	:
DD603 :	Beth. Staten Island :	:	:	:	:	12/16/40 :	:	11/1/42 :	:
DD604 :	Beth. Staten Island :	:	:	:	:	12/16/40 :	:	12/31/42 :	:
DD605 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	8/1/42 :	:
DD606 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	9/1/42 :	:
DD607 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	10/1/42 :	:
DD608 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	10/15/42 :	:
DD609 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	11/1/42 :	:
DD610 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	12/1/42 :	:
DD611 :	Beth. San Francisco :	:	:	:	:	12/16/40 :	:	12/31/42 :	:
DD612 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	11/1/42 :	:
DD613 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	12/1/42 :	:
DD614 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	1/15/43 :	:
DD615 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	2/15/43 :	:
DD616 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	10/1/43 :	:
DD617 :	Beth. San Pedro :	:	:	:	:	12/16/40 :	:	11/1/43 :	:
DD618 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	4/15/43 :	:
DD619 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	5/15/43 :	:
DD620 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	9/15/43 :	:
DD621 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	10/15/43 :	:
DD622 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	11/15/43 :	:
DD623 :	Fed. S.B.&D.D.Co. :	:	:	:	:	12/16/40 :	:	12/15/43 :	:

Type, Number and Name	Contractor	Percentage		Keel	Launched	or Order	Date of Completion
		of Completion	of Completion				
		Jan. 1, 1941	Gain for Dec. 1940				As per Reported
		TOTAL	TOTAL	Laid	Launched	or Order	Building
<u>DESTROYERS (CONT'D)</u>							
DD624:	:Seattle Tacoma S.B.Co.:	:	:	:	:12/16/40:	:	: 3/15/43 :
DD625:	:Seattle Tacoma S.B.Co.:	:	:	:	:12/16/40:	:	: 4/ 1/43 :
DD626:	:Seattle Tacoma S.B.Co.:	:	:	:	:12/16/40:	:	: 4/15/43 :
DD627:	:Seattle Tacoma S.B.Co.:	:	:	:	:12/16/40:	:	: 5/ 1/43 :
DD628:	:Seattle Tacoma S.B.Co.:	:	:	:	:12/16/40:	:	: 5/15/43 :
DD629:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	: 9/15/43 :
DD630:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	:10/15/43 :
DD631:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	:11/ 6/43 :
DD632:	:Boston:	:	:	:	:12/16/40:	:	: 8/ 1/42 :
DD633:	:Boston:	:	:	:	:12/16/40:	:	: 9/ 1/42 :
DD634:	:Boston:	:	:	:	:12/16/40:	:	:12/ 1/42 :
DD635:	:Boston:	:	:	:	:12/16/40:	:	: 1/ 1/43 :
DD636:	:Philadelphia:	:	:	:	:12/16/40:	:	: 4/ 1/43 :
DD637:	:Philadelphia:	:	:	:	:12/16/40:	:	: 5/ 1/43 :
DD638:	:Norfolk:	:	:	:	:12/16/40:	:	: 4/15/43 :
DD639:	:Norfolk:	:	:	:	:12/16/40:	:	: 5/31/43 :
DD640:	:Charleston:	: 3.0	: 3.0	:	:12/16/40:	:	: 7/ 1/42 :
DD641:	:Charleston:	: 3.0	: 3.0	:	:12/16/40:	:	: 9/ 1/42 :
DD642:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	:12/ 1/43 :
DD643:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	: 1/ 1/44 :
DD644:	:Bath Iron Wks.:	:	:	:	:12/16/40:	:	: 2/ 1/44 :

Type, Number and Name	Contractor	Percentage of Completion		Keel Laid	Date of Contract	Date of Completion		
		Jan. 1: 1941	Gain for: Dec. 1940			Mos. to Bld.	Contract or Order	Contract by Building Yard
<u>DESTROYER TENDERS</u>								
AD17	Sun S.B. & D.D.Co.				12/16/40	9/1/43		
AD18	Sun S.B. & D.D.Co.				12/16/40	1/1/44		
AD19	Sun S.B. & D.D.Co.				12/16/40	5/1/44		
<u>MINE SWEEPERS</u>								
AM55 : RAVEN *	Norfolk	97.7	1.5	6/28/39	8/24/40	9/1/38	24	9/1/40 : 1/15/41
AM56 : OSPREY **	Norfolk	95.6	2.6	6/28/39	8/24/40	9/1/38	26	11/1/40 : 2/15/41
AM57 : AUK	Norfolk	4.2	1.1			6/12/40	15	9/12/41 : 1/12/42
AM58 :	Defoe B. & M. Wks.					11/5/40(b)	5	5/42(c)
AM59 :	Defoe B. & M. Wks.					11/5/40(b)	7	5/42(c)
AM60 :	Defoe B. & M. Wks.					11/5/40(b)	9	5/42(c)
AM61 :	Defoe B. & M. Wks.					11/5/40(b)	11	5/42(c)
AM62 :	Genl. Eng. & D.D.Co.					11/5/40(b)	5	5/42(c)
AM63 :	Genl. Eng. & D.D.Co.					11/5/40(b)	7	5/42(c)
AM64 :	Genl. Eng. & D.D.Co.					11/5/40(b)	9	5/42(c)
AM65 :	Genl. Eng. & D.D.Co.					11/5/40(b)	11	5/42(c)
<u>COASTAL MINE SWEEPERS</u>								
AMc36 :	W. A. Robinson, Inc.					(d)	120&	(d)
AMc37 :	W. A. Robinson, Inc.					(d)	150&	(d)
AMc38 :	W. A. Robinson, Inc.					(d)	170&	(d)
AMc39 :	W. A. Robinson, Inc.					(d)	180&	(d)
AMc40 :	Bristol Yacht Bldg. Co.					(d)	120&	(d)
AMc41 :	Bristol Yacht Bldg. Co.					(d)	150&	(d)
AMc42 :	Gibbs Gas Engine Co.					(d)	120&	(d)
AMc43 :	Gibbs Gas Engine Co.					(d)	140&	(d)
AMc44 :	Gibbs Gas Engine Co.					(d)	160&	(d)
AMc45 :	Gibbs Gas Engine Co.					(d)	180&	(d)

* Commissioned 11 November 1940. (c) Completion date based on award date.
 ** Commissioned 16 December 1940. (d) Contract pending.
 (b) Award date. & Days.

RESERVED

January 10, 1941

Sheet 17

Ss

Type, Number and Name	Contractor	Percentage of Completion		Keel Laid	Launched	Date of Contract to or Order	Date of Completion		
		Jan. 1, 1941	Dec. 1940				As Reported	Contract Building Yard	
<u>COASTAL MINE SWEEPERS (CONT'D)</u>									
AMc46:	:Greenport Basin & Constr.Co.:	:	:	:	:	(d) :130a:	(d) :	:	:
AMc47:	:Greenport Basin & Constr.Co.:	:	:	:	:	(d) :140a:	(d) :	:	:
AMc48:	:Greenport Basin & Constr.Co.:	:	:	:	:	(d) :160a:	(d) :	:	:
AMc49:	:Greenport Basin & Constr.Co.:	:	:	:	:	(d) :180a:	(d) :	:	:
AMc50:	:Herreshoff Mfg. Co.:	:	:	:	:	(d) :135a:	(d) :	:	:
AMc51:	:Herreshoff Mfg. Co.:	:	:	:	:	(d) :180a:	(d) :	:	:
AMc52:	:Snow Shipyards:	:	:	:	:	(d) :150a:	(d) :	:	:
AMc53:	:Snow Shipyards:	:	:	:	:	(d) :150a:	(d) :	:	:
AMc54:	:Snow Shipyards:	:	:	:	:	(d) :180a:	(d) :	:	:
AMc55:	:Snow Shipyards:	:	:	:	:	(d) :210a:	(d) :	:	:
<u>NET LAYERS</u>									
AN1 :	:Ingalls S.B. Corp.:	:	:	:	:	:12/16/40:	:7/31/43:	:	:
AN2 :	:Ingalls S.B. Corp.:	:	:	:	:	:12/16/40:	:9/30/43:	:	:
AN3 :	:Ingalls S.B. Corp.:	:	:	:	:	:12/16/40:	:1/31/44:	:	:
AN4 :	:Ingalls S.B. Corp.:	:	:	:	:	:12/16/40:	:6/30/44:	:	:
<u>TRANSPORTS</u>									
AP2 :	:Con. Steel (Los Angeles)(x):	:	:	:	:	(a) :620:	(a) :	:	:
AP18 :	:Con. Steel (Los Angeles)(x):	:	:	:	:	(a) :660:	(a) :	:	:
<u>REPAIR SHIPS</u>									
AR5 :	:VULCAN	:N.Y.S.B.Corp.:	:51.3	:5.7	:12/26/39:	:12/14/40:	:8/1/39:	:32	:4/1/42: 9/1/41:
AR6 :	:	:Los Angeles S.B.&D.D.Corp.:	:0.4	:0.2	:	:	:9/9/40:	:	:9/9/43:
AR7 :	:	:Los Angeles S.B.&D.D.Corp.:	:0.1	:0.1	:	:	:11/4/40:	:	:8/30/43:
AR8 :	:	:Los Angeles S.B.&D.D.Corp.:	:0.1	:0.1	:	:	:11/4/40:	:	:7/30/44:
<u>SUBMARINE TENDERS</u>									
AS11 :	:FULTON	:Mare Island	:69.0	:3.4	:7/19/39:	:12/27/40:	:9/1/38:	:36	:9/1/41: 8/1/41:
AS12 :	:SPERRY	:Mare Island	:8.4	:3.5	:	:	:6/12/40:	:30	:12/12/42: 7/1/42:
AS15 :	:	:Mare Island	:	:	:	:	:10/3/40:	:	:9/30/43: 6/1/43:
AS16 :	:	:Mare Island	:	:	:	:	:10/3/40:	:	:6/30/44: 5/1/44:
AS17 :	:	:Puget Sound	:	:	:	:	:10/3/40:	:	:1/31/45: 1/31/45:
AS18 :	:	:Moore D. D. Co.:	:	:	:	:	:12/16/40:	:	:6/30/43:
AS19 :	:	:Moore D. D. Co.:	:	:	:	:	:12/16/40:	:	:1/2/44:

(d) Contract pending.
& Days.

(x) Being constructed by Maritime Commission for Navy.

~~UNCLASSIFIED~~

January 10, 1941

Sheet 18

5a

Type, Number and Name	Contractor	Percentage		Date of Completion					
		of Completion	of Completion	As per Contract	As Reported				
		Jan. 1, 1941	Dec. 1940	Keel Laid	Launched or Order Bld. Order	Building Yard			
SUBMARINE RESCUE VESSELS:									
ASR7	: Moore D.D. Co.	:	:	:	:	:			
ASR8	: Moore D. D. Co.	:	:	: 12/16/40	: 21	: 9/16/42(h):			
ASR9	: Moore D.D. Co.	:	:	: 12/15/40	: 25	: 1/16/43(h):			
ASR10	: Moore D.D. Co.	:	:	: 12/16/40	: 27	: 3/16/43(h):			
ASR11	: Moore D.D. Co.	:	:	: 12/16/40	: 29	: 5/16/43(h):			
				: 12/16/40	: 31	: 7/16/43(h):			
SEAPLANE TENDERS									
AV5	: ALBEMARLE	: N.Y.S.B.Corp.	: Delivered and Commissioned 20 December 1940.						
AV7	: CURRITUCK	: N.Y.S.B.Corp.	: 0.8	: 0.3	:	:			
AV11	:	: Sun S.B. & D.D. Co.	:	:	: 7/ 1/40	: 48	: 7/ 1/44	: 8/16/44:	
AV12	:	: Sun S.B. & D.D. Co.	:	:	: 12/16/40	:	: 7/ 1/44	:	
AV13	:	: Sun S.B. & D.D. Co.	:	:	: 12/16/40	:	: 9/ 1/44	:	
SEAPLANE TENDERS									
AVP10	: TARNEGAT	: Puget Sound	: 67.2	: 5.3	: 10/27/39:	:	:	:	
AVP11	: BISCAYNE	: Puget Sound	: 64.6	: 4.3	: 10/27/39:	: 9/ 1/38:	: 27	: 12/ 1/40	: 6/ 1/41:
AVP12	: CASCO	: Puget Sound	: 51.2	: 6.3	: 5/29/40:	: 9/ 1/38:	: 30	: 3/ 1/41	: 8/ 1/41:
AVP13	: MACKINAC	: Puget Sound	: 48.1	: 5.4	: 5/29/40:	: 7/ 1/39:	: 24	: 7/ 1/41	: 11/ 1/41:
AVP21	: HUMBOLDT	: Boston	: 19.1	: 7.8	: 9/ 6/40:	: 7/ 1/39:	: 27	: 10/ 1/41	: 12/ 1/41:
AVP22	: MATAGORDA	: Boston	: 18.7	: 7.7	: 9/ 6/40:	: 6/12/40:	: 16	: 10/12/41	: 11/12/41:
AVP23	:	: Lake Washington S.Y.	:	:	:	: 6/12/40:	: 18	: 12/12/41	: 1/12/42:
AVP24	:	: Lake Washington S.Y.	:	:	:	: 12/16/40:	: 17	: 5/16/42(h):	:
AVP25	:	: Lake Washington S.Y.	:	:	:	: 12/16/40:	: 19	: 7/16/42(h):	:
AVP26	:	: Lake Washington S.Y.	:	:	:	: 12/16/40:	: 21	: 9/16/42(h):	:
AVP27	:	: Lake Washington S.Y.	:	:	:	: 12/16/40:	: 23	: 11/16/42(h):	:
AVP28	:	: Lake Washington S.Y.	:	:	:	: 12/16/40:	: 25	: 1/16/43(h):	:
AVP29	:	: Associated S.B., Inc.	:	:	:	: 12/16/40:	: 27	: 3/16/43(h):	:
AVP30	:	: Associated S.B., Inc.	:	:	:	: 12/16/40:	: 21	: 9/16/42(h):	:
AVP31	:	: Associated S.B., Inc.	:	:	:	: 12/16/40:	: 23	: 11/16/42(h):	:
AVP32	:	: Associated S.B., Inc.	:	:	:	: 12/16/40:	: 25	: 1/16/43(h):	:
						: 12/16/40:	: 27	: 3/16/43(h):	:
MINELAYERS									
CM5	: TERROR	: Philadelphia	: 6.4	: 1.5	: 9/ 3/40:	:	:	:	:
CM6	:	: Willamette I. & S.Corp.	:	:	:	: 9/ 1/39:	: 36	: 9/ 1/42	: 1/ 1/43:
CM7	:	: Willamette I. & S.Corp.	:	:	:	: 12/16/40:	: 33	: 9/16/43(h):	:
						: 12/16/40:	: 35	: 11/16/43(h):	:

(h) Based on date of award.

Type, Number and Name	Contractor	Percentage of Completion				Date of Completion
		Jan. 1: 1941	Gain for: Dec. 1940	Keel Laid	Launched or Order	
:SUBMARINE CHASERS:						
PC452:	:Defoe B. & M. Wks.	: 86.0	: 3.0	: 3/14/40:	: 10/19/39: 360	: 10/13/40: 6/ 1/41 :
PC453:	:Fisher Boat Wks.	: 55.0	: 10.0	: 9/24/40:	: 7/ 8/40: 360	: 7/ 3/41: 7/ 3/41 :
PC461:	:Geo. Lawley & Sons, Inc.	:	:	:	:12/26/40: 300	:10/22/41: :
PC462:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 330	:11/21/41: :
PC463:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 315	:12/ 6/41: :
PC464:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 360	:12/21/41: :
PC465:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 375	: 1/ 5/42: :
PC466:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 500	: 5/10/42: :
PC467:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 515	: 5/25/42: :
PC468:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 530	: 6/ 9/42: :
PC469:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 545	: 6/24/42: :
PC470:	:Geo. Lawley & Sons, Inc.:	:	:	:	:12/26/40: 560	: 7/ 9/42: :
PC471:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 270	: 9/22/41: :
PC472:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 300	:10/22/41: :
PC473:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 330	:11/21/41: :
PC474:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 360	:12/21/41: :
PC475:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 390	: 1/20/42: :
PC476:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 420	: 2/19/42: :
PC477:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 450	: 3/21/42: :
PC478:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 480	: 4/20/42: :
PC479:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 510	: 5/20/42: :
PC480:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 540	: 6/19/42: :
PC481:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 570	: 7/19/42: :
PC482:	:Defoe B. & M. Wks.	:	:	:	:12/26/40: 600	: 8/18/42: :
PC483:	:Con. S.B. Corp.	:	:	:	:12/26/40: 300	:10/22/41: :
PC484:	:Con. S.B. Corp.	:	:	:	:12/26/40: 330	:11/21/41: :
PC485:	:Con. S.B. Corp.	:	:	:	:12/26/40: 360	:12/21/41: :
PC486:	:Con. S.B. Corp.	:	:	:	:12/26/40: 420	: 2/19/42: :
PC487:	:Con. S.B. Corp.	:	:	:	:12/26/40: 480	: 4/20/42: :

Type, Number and Name:	Contractor	Percentage		Date of Completion:		
		of Completion:	of Completion:	As per Reported:	As per Reported:	
		Jan. 1: 1941	Gain for: Dec. 1940:	Keel Laid	Date of Contract: Cal. or Days: Order	Contract: by Building: Yard
: SUBMARINE CHASERS (CONT'D)		TOTAL	TOTAL	Laid	Launched: or Order: Days: Order	Yard
PC488:	Sullivan D.D. & Repair Corp.	:	:	:	12/26/40: 300	10/22/41:
PC489:	Sullivan D.D. & Repair Corp.	:	:	:	12/26/40: 360	12/ 2/41:
PC490:	Dravo Corp.	:	:	:	12/26/40: 270	9/22/41:
PC491:	Dravo Corp.	:	:	:	12/26/40: 315	11/ 6/41:
PC492:	Dravo Corp.	:	:	:	12/26/40: 360	12/21/41:
PC493:	Dravo Corp.	:	:	:	12/26/40: 405	2/ 4/42:
PC494:	Dravo Corp.	:	:	:	12/26/40: 435	3/ 6/42:
PC495:	Dravo Corp.	:	:	:	12/26/40: 465	4/ 5/42:
PC496:	Leathem, Smith Coal & S.B. Co.	:	:	:	(d) : 270	(d) :
PC497:	Westergard Boat Wks. Inc.	:	:	:	(d) : 180	(d) :
PC498:	Westergard Boat Wks. Inc.	:	:	:	(d) : 180	(d) :
PC499:	Fisher Boat Wks. Inc.	:	:	:	(d) : 180	(d) :
PC500:	Fisher Boat Wks. Inc.	:	:	:	(d) : 180	(d) :
PC501:	Seabrook Yacht Corp.	:	:	:	(d) : 300	(d) :
PC502:	Seabrook Yacht Corp.	:	:	:	(d) : 300	(d) :
PC503:	Rice Brothers Corp.	:	:	:	(d) : 180	(d) :
PC504:	Rice Brothers Corp.	:	:	:	(d) : 180	(d) :
PC505:	Luders Marine Constr. Co.	:	:	:	(d) : 233	(d) :
PC506:	Luders Marine Constr. Co.	:	:	:	(d) : 233	(d) :
PC507:	Mathis Yacht Bldg. Co.	:	:	:	(d) : 180	(d) :
PC508:	Mathis Yacht Bldg. Co.	:	:	:	(d) : 180	(d) :
PTC1 :	E.B. Co. Elco Wks.	)	:	6/13/40:	1/ 3/41: 12/13/39:	1/ 6/41: 1/27/41
PTC2 :	E.B. Co. Elco Wks.	)	:	6/20/40:	12/13/39:	1/ 6/41: 1/27/41
PTC3 :	E.B. Co. Elco Wks.	)	:	6/26/40:	12/13/39:	1/ 6/41: 1/31/41
PTC4 :	E.B. Co. Elco Wks.	)	:	7/ 2/40:	12/13/39:	1/ 6/41: 2/ 7/41
PTC5 :	E.B. Co. Elco Wks.	)	:	7/ 9/40:	12/13/39:	1/ 6/41: 2/13/41
PTC6 :	E.B. Co. Elco Wks.	)	72.0*	7/15/40:	12/13/39:	1/ 6/41: 2/19/41
PTC7 :	E.B. Co. Elco Wks.	)	6.0	7/23/40:	12/13/39:	1/ 6/41: 2/25/41
PTC8 :	E.B. Co. Elco Wks.	)	:	7/26/40:	12/13/39:	1/ 6/41: 3/ 5/41
PTC9 :	E.B. Co. Elco Wks.	)	:	8/ 1/40:	12/13/39:	1/ 6/41: 3/ 7/41
PTC10:	E.B. Co. Elco Wks.	)	:	8/ 7/40:	12/13/39:	1/ 6/41: 3/12/41
PTC11:	E.B. Co. Elco Wks.	)	:	8/13/40:	12/13/39:	1/ 6/41: 3/17/41
PTC12:	E.B. Co. Elco Wks.	)	:	8/23/40:	12/13/39:	1/ 6/41: 3/21/41

* Percentage completion for Class PTC1 to 12. (d) Contract pending.

Type, Number and Name	Contractor	Percentage		Keel Laid	Launched	or Order	Days	Contract	Date of Completion	
		Jan. 1941	Dec. 1940						As per Contract	As Reported
MOTOR TORPEDO BOATS:										
PT1	Miami S.B. Corp.	88.5	0.0	7/12/39	8/16/39	6/8/39	165	11/20/39		2/15/41(a)
PT2	Miami S.B. Corp.	88.5	0.0	8/19/39	9/30/39	6/8/39	165	11/20/39		2/15/41(a)
PT5	Higgins Ind. Inc.	98.5	0.0	8/1/39	11/12/40	6/10/39	175	12/2/39		1/18/41(a)
PT6	Higgins Ind. Inc.	98.4	0.0	5/15/40	10/29/40	6/10/39		8/26/40		1/18/41(d)
PT7	Philadelphia	98.4	4.0	8/29/39	10/31/40	6/23/39				1/25/41
PT8*	Philadelphia	98.5	0.5	12/29/39	10/29/40	7/18/39				1/25/41
PT16:	E.B.Co. Elco Wks.)	Delivered 31 December 1940.								
PT18:	E.B.Co. Elco Wks.)	Delivered 30 December 1940.								
PT19:	E.B.Co. Elco Wks.)	Delivered 31 December 1940.								
PT20:	E.B.Co. Elco Wks.)	97.0*	8.0	10/14/40:		12/13/39:		2/1/41(e)		2/28/41
PT21:	Elec. Boat Co.			12/2/40:		9/17/40:		4/4/41		4/3/41
PT22:	Elec. Boat Co.			12/10/40:		9/17/40:		4/4/41		4/8/41
PT23:	Elec. Boat Co.			12/17/40:		9/17/40:		4/4/41		4/14/41
PT24:	Elec. Boat Co.			12/27/40:		9/17/40:		4/4/41		4/18/41
PT25:	Elec. Boat Co.					9/17/40:		5/4/41		4/25/41
PT26:	Elec. Boat Co.					9/17/40:		5/4/41		5/1/41
PT27:	Elec. Boat Co.					9/17/40:		5/4/41		5/7/41
PT28:	Elec. Boat Co.					9/17/40:		5/4/41		5/13/41
PT29:	Elec. Boat Co.					9/17/40:		5/4/41		5/20/41
PT30:	Elec. Boat Co.					9/17/40:		6/4/41		5/26/41
PT31:	Elec. Boat Co.					9/17/40:		6/4/41		6/2/41
PT32:	Elec. Boat Co.					9/17/40:		6/4/41		6/6/41

- (a) These vessels delayed due to late engine deliveries.
- (d) Delivery date delayed due to construction of replacement boat.
- (e) Date changed due to design change.
- * Percentage completion for Class PT10 to 20.
- Commissioned 29 October 1940.

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

7P Conf. BSF Navy folder
January 25, 1941.

Dear Mr. President:

I just want to drop you a line to tell you how thoroughly I enjoyed yesterday's occasion. It was not only an outing from my standpoint, because I am almost never away from the office or the job, but also profitable in every way and I appreciate more than I can tell you your asking me. I know that this initial meeting with Lord and Lady Halifax which you made possible could not have other than engendered great good will and frankness in our British new Ambassador which should be helpful for all of us who may have to deal with him even perhaps in minor ways.

The only regret I have for the day was that you could not have gotten aboard the King George 5th. I did take advantage of the Captain's offer and sent twenty-two officers over to her this morning to go down the bay and to pick up all the information they could with regard to this latest BB. Also I directed Taussig to make a thorough search off the Capes today as well as to sweep the channels "just in case".

Incidentally you will remember your surprise on being told by Captain Patterson that his 5.2 double purpose guns were 45 calibre. I checked with our observers who were aboard yesterday and they brought back the information from the Gunnery Officer that these guns were 50 calibre.

The observers now on board will cover all activities from communications to oil-burning and I know they will have a wonderful day of great advantage to the Service, all made possible by your very thoughtful courtesy.

I will set in motion those things which you mentioned yesterday.

Sincerely,

The President,
The White House.

Betty

PSF Navy folder

THE WHITE HOUSE
WASHINGTON

January 26, 1941.

PRIVATE [REDACTED]

MEMORANDUM FOR THE SECRETARY OF THE NAVY:

I think this procedure is all right. In Appendix II - paragraph one - I would change the word "allies" to the word "associates".

In the last line of paragraph two I would substitute the words "be compelled" for the word "decide".

In paragraph five, Section B, I would make the last few words read "or navally in the Mediterranean regions".

The same change is suggested in the last line of Section D.

F.D.R.

Secret memo 1/22/41 from The Joint Board to the Secy. of the Navy. Subject: Joint instructions for Army and Navy Representatives for Holding Staff Conversations with the British, including an Agenda for the Conversations.

DECLASSIFIED
By Deputy Archivist of the U.S.
By W. J. Stewart Date **MAR 1 1972**

PSFx Navy

THE WHITE HOUSE
WASHINGTON

January 30, 1941.

CONFIDENTIAL

MEMORANDUM FOR THE SECRETARY OF STATE:

In view of the fact that Portuguese and Spanish waters are not within the proscribed zone and in view of our friendly relations with both nations, it has been suggested that we make up the squadron from the Atlantic Fleet to consist say of four or five cruisers and a dozen destroyers and send them on a visit of courtesy to Lisbon and Cadiz.

The origin of this suggestion is the thought that this might be a possible deterrent against (a) a German attack on England (b) a German southward through Spain.

I pass this on to you as merely something to give consideration to.

F.D.R.

COPY

BSF

Navy Folder

President's notation:

"O.K.
F.D.R."

WAR AND NAVY DEPARTMENTS
Washington

Franklin D. Roosevelt Library

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Jan. 30, 1941

~~CONFIDENTIAL~~

DOD DIR. 5200.9 (9/27/58)

The President,
The White House

Date- 4-7-70 JML

Dear Mr. President: Signature-

In accordance with your request of November 30, 1940, the War and Navy Departments have jointly considered the recommendations of the Secretary of War in his letter to you of November 28, 1940, in which he set forth the need for negotiations with the British Government for lease of land adjacent to the Newfoundland Airport, and stationing thereat of one composite group, U. S. Army Air Corps, as soon as suitable facilities can be constructed.

Negotiations with the Canadian Government through the Permanent Joint Board on Defense of Canada and the United States, of which it is understood that you have been informed by the Chairman of the United States Section, indicate that it is undesirable to attempt to lease land adjacent to the Newfoundland Airport. However, the War and Navy Departments are in complete agreement as to the urgency of initiating training of Army aircraft in operations in Newfoundland. It is therefore recommended:

(a) That a composite group of U. S. Army aircraft be stationed at the Newfoundland Airport for training as soon as practicable;

(b) That completion of such facilities as are necessary be expedited through the medium of the Permanent Joint Board on Defense of Canada and the United States;

(c) That, in order to clarify the status of the units concerned, appropriate language be included in the leases for sites elsewhere in Newfoundland to cover also the legal status of all United States forces which may be stationed temporarily at points outside the leased areas or which may be in transit between them.

Respectfully yours,

(Signed) HENRY L. STIMSON
Secretary of War

(Signed) FRANK KNOX
Secretary of the Navy.

MEMORANDUM FOR THE PRESIDENT

PSP *War Folder*
Feb. 8, 1941

FROM: The Secretary of War
The Secretary of the Navy
The Federal Security Administrator

SUBJECT: Outline of respective responsibilities of the
War Dept., the Navy Dept., and the Federal Security
Agency in connection with Leisure-Time activities
for Military and Naval Personnel.

SEE: War Dept. Folder - Drawer 2 for original memorandum.

—

PSF Navy Files

THE WHITE HOUSE
WASHINGTON

February 8, 1941

MEMORANDUM FOR THE PRESIDENT:

I asked Admiral Towers for his reaction to the proposal set forth in the attached papers re use of Army type O-49 (slow-flying) plane on board a converted tanker such as the CIMARRON.

His comments, with which I agree, are forwarded herewith for the President's information.

Respectfully,

s/ D.J. Callaghan

X

WASHINGTON
THE WHITE HOUSE

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~

February 10, 1941

Dear Bunny:

I enclose copy of memo-
randa from Captain Callaghan and
Admiral Towers in regard to the
use of an oil tanker. Work is
starting on one of the C-3 Diesel
type vessel toward the same objective.

F.D.R.

copy

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

FEBRUARY 7, 1941

MEMORANDUM FOR CAPTAIN CALLAGHAN:

SUBJECT: Proposed Operation of Slow Flying Airplanes from a
Deck Installed on a Tanker

REFERENCE:

- (a) Materiel Division, Wright Field, ltr. (no reference no.)
dated January 5, 1941.
- (b) Your memo. dated 5 February, 1941.

1. The proposed operation of slow landing airplanes from a deck installed on a tanker, as proposed in reference (a), has several inherent disadvantages as follows:

(a) The stack is not only an obstacle which must be cleared, but it is also a source of extremely unstable and polluted air due to the presence of flue gases. This is bound to cause an unsatisfactory condition in the vital "approach" region. Any landing on deck must have a clear, unobstructed approach and the air must be as free of turbulence as possible.

(b) Landing on a deck without arresting gear by conventional airplanes is considered extremely hazardous even with the low landing speeds mentioned. The airplanes will be landing on a surface which is rolling and pitching and where an extremely restricted landing run is mandatory. The use of brakes is frequently not possible due to one-wheel contacts, slippery deck if wet, and movement of the ship.

(c) The low freeboard of a tanker in the loaded condition makes it an undesirable type for use with aircraft, with probable damage to both the airplanes and the deck in heavy weather.

2. The installation of a suitable deck with arresting gear on a C-3 Diesel type cargo or passenger vessel, arranged for the use of airplanes equipped for shipboard operations, offers a much better solution to the problem. This latter project is now under way and proceeding at the highest priority, "AA".

J. H. TOWERS
Rear Admiral, U.S.N.
Chief of the Bureau of Aeronautics.

THE WHITE HOUSE
WASHINGTON

February 10, 1941.

MEMORANDUM FOR

CAPTAIN CALLAGHAN

I approve Admiral Land's recommendation.

However, I hate to see the NEREUS and PROTEUS sold by the Government at this time unless we know that they cannot be used by us. The only alternative would be to have them bought by the British for their carrying trade to England.

In any event, let me see the bids for their sale when they come in.

F. D. R.

PST Navy Folder

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

February 8, 1941.

MEMORANDUM FOR THE PRESIDENT

Subject: NEREUS AND PROTEUS

I discussed this morning with Admiral Land the question of reconditioning the subject ships for use in the rubber carrying trade in connection with Mr. Jesse Jones representations on this particular phase. Admiral Land gives me this information:

- (a) Cost of reconditioning NEREUS and PROTEUS, \$300,000 apiece.
- (b) Time about three months.
- (c) Vessels would be fitted then only for bulk carrying trade and would ~~further~~ have to be ^{for further} reconditioned to take rubber or similar items, requiring additional time for structural work and additional cost.

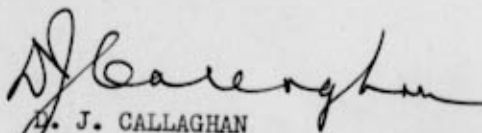
In view of the above, Admiral Land recommends that he go ahead in connection with Mr. Jones and recondition two vessels of their laid up ships which would be suitable for the rubber trade and which can be done at an expense of about \$200,000 apiece, and in from 45 to 60 days.

Admiral Land discussed the alternative above with Mr. Jones last night and Mr. Jones was in agreement on this proposal of Admiral Land's, and suggested that he go ahead. In view, however, of the President's instructions re NEREUS and PROTEUS, Admiral Land hesitated to start on the alternative proposal.

After discussing this matter with Mr. Forrestal, I am submitting it to the President with the respectful suggestion that Admiral Land's alternative be proceeded with and that bids for sale of the NEREUS and PROTEUS be gone ahead with. In this latter case, if bids are not high enough, they can be rejected, and then the matter of the use of these vessels in connection with manganese carrying re Philippine Islands can be taken up.

Does the President wish me to tell Admiral Land to go ahead with his alternative project?

Respectfully,


E. J. CALLAGHAN

PST Navy Folder

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

18 February 1941

MEMORANDUM FOR THE PRESIDENT

Please Don't forget to take a minute to dictate the
classic you told the other night about Vice President
Marshall going aboard ship with his cane and cigar -
- - etal.

also
X - anecdotes

MEMORANDUM FOR F.D.R.'s PERSONAL FILES

In 1915 the Assistant Secretary of the Navy and Mrs. Roosevelt went to the opening of the San Francisco Expedition with Vice President and Mrs. Marshall, the William Phillips, the Franklin E. Lanes and the Adolph Millars. Phillips and Roosevelt were Commissioners to the Exposition. The Vice President was to open it officially on behalf of President Wilson who could not go on account of the European War.

After a day or two at the Exposition, the Pacific Fleet, of which I think the old armored cruiser SAN DIEGO was the flagship, anchored off the Exposition Grounds and an official reception was held on the flagship in honor of the Vice President.

For this occasion, the Assistant Secretary of the Navy had designed a Vice President's Flag i.e. a white flag with the Presidential Eagle and Stars in the center but without the four stars demonstrating command of rank. It was this flag that was broken out at the main when the Vice President went on board.

All the other members of the party gathered on board and stood thirty or forty feet back of the gangway.

The Vice President and Mrs. Marshall came alongside in the Admiral's barge; the Vice President accompanied by a naval aid but had apparently not been given any instructions as to how to go aboard a Navy ship.

He appeared up the gangway -- silk hat, frock coat, cigar in his mouth, gloves in his left hand, and came in his right hand, and stepped over the rail to the grating.

At that moment, the Boatswain's pipe was heard and the four ruffles were played. Everybody, including the eight side boys -- four on each side of the Vice President -- was at salute.

The Star Spangled Banner began and the Vice President realized his predicament. There was a moment of hesitation but he then transferred the cane from right hand to left, took the cigar from his mouth and with a good deal of difficulty, got his hat off. At the end of the National Anthem, he started to put his hat on again when the first gun went off. The whole works went two feet in the air.

When the hat, cigar, gloves and cane were back in position, the Vice President, receiving no coaching from his Naval Aide, stepped down from the deck and extended his hand to the first sideboy on the right. The poor boy did the correct thing, grinned broadly, took his hand down from salute and shook hands warmly with the Vice President.

By that time, the Admiral and I had sprinted across the deck and rescued the Vice President.

It certainly was not the latter's fault. He had never done it before and if anyone was to blame, it was the Aide who failed to tell him what to do.

Three or four days later, we were all inspecting the San Diego Exposition and went into the auditorium to see pictures of ourselves at the San Francisco Fair. The poor Vice President was sitting next to me and when the moving pictures -- then in an early stage of development -- showed the whole scene on the armored cruiser, he turned to me and said:

"My God, if I looked like that I will never go on board another ship as long as I live!"

- - - - -

THE WHITE HOUSE
WASHINGTON

Navy folder
PSF

March 10, 1941.

MEMORANDUM FOR
CAPTAIN CALLAGHAN

Will you tell him that
everything is all right and
we are going after it?

F. D. R.

Letter from "Eckford" (E.C. DeKay),
Keywood, Springdale, Conn., 3/5/41 to
the President, in further reference to
Andy Dam's boat.

RECEIVED
MAY 1941
LAW BUILDING

*File
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Confidential*

THE WHITE HOUSE
WASHINGTON

February 27, 1941.

MEMORANDUM FOR THE PRESIDENT

I have tracked down the matter of air driven subchaser mentioned in the President's memorandum to me of February 22nd.

I find that Lieutenant Commander Dam's suggestion is under active prosecution by the Bureau of Ships. The developments are as follows:

- (a) A new 54-foot hull, subchaser type, will be employed in the experiment.
- (b) Two Allison engines, aircraft type, are to be installed in this vessel. An air propeller (lighter than aircraft type) will be driven by gear from the two Allison engines.

The above constitute the initial stages of the experimental development of Lieutenant Commander Dam's suggestion.

Respectfully,

D. J. Callaghan
D. J. CALLAGHAN



Mrs Marguerite LeHand,
The White House
Washington
D.C.

Personal.

00167

18

Hyde Park, N. Y.,
February 22, 1941.

MEMORANDUM FOR

CAPTAIN CALLAGHAN

x50-13

Does the Department know
anything of this air-driven three
men chaser mentioned by De Kay
and evidently invented by Andrew
Dam?

x

F. D. R.

Newspaper clipping "Nazis Reported Preparing Fleet of 600 U-Boats", x144-A
at top of which is penciled notation: "F.D.R. Andrew Dam's small
air driven chaser with 3 men can more than offset them - ECDK".
(E. C. deKay, Springdale, Conn.)

x117252
x scan.

x463-6
x99
x198
x198-A

File R - Andrew Dam's small
air driven chaser with 3 men
can move than offset them - ECK

NE, THURSDAY, FEBRUARY 20, 1941

Nazis Reported Preparing Fleet Of 600 U-Boats

London Hears Big Undersea Drive on Shipping May Be Invasion Substitute

LONDON, Feb. 19 (AP).—A great German undersea offensive this spring, with 600 submarines let loose against British shipping, was predicted today by a neutral naval source, who said the campaign would be for purposes of preparing the way for invasion of these islands or providing a momentary substitute for Fuehrer Adolf Hitler's promised assault.

"The deciding battle of the war zone more likely will be fought in the northwestern approaches to Britain than on her beaches," this source said, as a result of what he pictured as a "vast" Nazi submarine building program.

Should Hitler elect to substitute such an offensive for a spring invasion attempt, the results he would seek to achieve were predicted as twofold: to choke the flow of American supplies and empire reinforcements and to exhaust the Royal Navy's already overworked anti-submarine forces.

The Germans are reported equipped to throw 300 submarines at a time against Great Britain's shipping lanes. This is three times the number of U-boats attacking British shipping at any one time during the undersea campaign of 1940, the naval expert declared.

He estimated that the Germans had an undersea fleet of 300 by September, 1940, but that 100 of these always were in port and another third on the way to their hunting grounds.

"Because of the development of bases close to the shipping lanes and airplane reconnaissance," this observer said, "half of the present fleet of 600 U-boats always will be hunting."

Many of the new Nazi submarines were described as of the "minnow" type of between 250 and 330 tons. Since last June Germany was reported to be building U-boats in her own shipyards and those of Norway, Denmark and the Netherlands.

With ports along the Atlantic seaboard from the Arctic Circle to the Bay of Biscay and aircraft-spotting obviating long searches for convoys, the German Navy can emphasize construction of smaller types of U-boats.

The small types carry a complement of twenty-three men and have three twenty-inch torpedo tubes. Their surface speed is thirteen knots.

The naval expert pointed out that the smaller crews solved part of Germany's training problem. Up to now, he asserted, the Germans have employed for the most part ocean-going types of 740 tons, carrying

British Firemen Ask U. S. Asbestos Gloves

A request for 10,000 pairs of asbestos gloves to lessen injuries among civilian fire-fighters in England was received yesterday by the British War Relief Society, Inc., 730 Fifth Avenue, from its London representatives.

Winthrop W. Aldrich, president of the society, said that the gloves, which cost \$2 a pair, would be sent by the society as rapidly as delivery could be obtained. He added that by protecting the fire brigades Americans would be doing much to aid England, since injury to a British civilian fire-fighter, "even for a day, is a serious loss."

forty crewmen and six twenty-inch torpedo tubes, and other sea-going craft displacing 500 to 517 tons and carrying crews of thirty-five and the same number of torpedo tubes as the larger one.

The fear that inefficiency in the control of British merchant shipping might contribute to the possible success of this campaign was seen as behind current calls in the press for a "dictator" of shipping to end the "shipping muddle." Ronald H. Cross, Minister of Shipping, has been the principal target of these attacks.

Other points at which critics are hammering include the small number of ships actually at sea, the piling of fast ships in slow convoys—the slowest ship sets the pace for a convoy—ships held in ports where they are neither discharging nor receiving cargo and delays at docks which expose ships and cargoes to air attack.

British Borneo Restricts Ports

LONDON, Feb. 19 (AP).—A Colonial Office spokesman said today that all except two ports in British North Borneo had been closed to all ships except British. He said he could not give the reason for the action. The statement was a confirmation of reports from the Dutch East Indies yesterday that the ports were closed, but these had said only Japanese shipping was excluded.

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Silvery, Norwegian

THE FOX

PSF: Navy

THE WHITE HOUSE
WASHINGTON

CONFIDENTIAL

file →

March 10, 1941.

MEMORANDUM FOR THE PRESIDENT

The attached table of comparative
naval strengths as of March 1, 1941, is
forwarded for the President's information.

Respectfully,

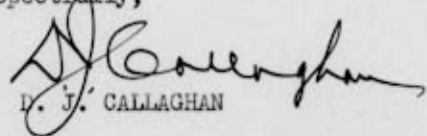

D. J. CALLAGHAN

TABLE VI
COMPARATIVE NAVAL STRENGTHS
BUILT

	G.B.	FRANCE	JAPAN	U.S.	ITALY	GERMANY	RUSSIA	SPAIN	TURKEY	
BB	2	—	—	—	2	2	—	—	—	BB
(35,000+)	11	—	8	12	—	—	—	—	—	
(27-35,000)	—	1	—	—	3	2	1	—	—	
(27,000-)	—	—	2	3	1	—	2	—	—	OBB
OBB	—	—	—	—	—	—	—	—	—	CC
CC	3	—	—	—	—	—	—	—	—	OCC
OCC	—	—	—	—	—	—	—	—	—	CV
CV	7	1	8	6	—	1	—	—	—	OCC
OCV	1	—	—	—	—	—	—	—	—	CV
CA	15	4	18	18	7	5 #	5	1	—	OCV
OCA	—	—	6	—	—	—	—	—	—	CA
CL	33	10	12	17	11	4	2	5	—	OCA
OCL	22	—	10 ##	2	2	—	2	—	—	CL
DL †	18 *	24	—	13	—	9 (e)	9	—	—	OCL
DD	79 **	27	75	74	78	18 (e)	40	13	4	DL
ODD	118 ***	1	50	74	37	—	15	5	—	DD
SS	34	50	38	38	85	118 (e)	160	8	7	ODD
OSS	13	10	33	68	7	2	13	2	—	SS
										OSS
TOTAL	356	128	260	325	233	161	249	34	14	

Greek Navy comprises following available naval vessels: -

1 OCA; 6 DD's; 4 ODD's; 4 SS's; 13 old TB's; 2 MTB's; 10 Auxiliaries.

- † DL's include all DD types of 1800 tons or over.
 * Does not include the following French ships reported under British control:
 1 BB; 2 OBB's; 3 CA's; 1 CL; 2 DL's; 10 DD's; 7 SS's.
 ** Does not include 1 Polish DL.
 *** Does not include 1 Polish DD nor one Norwegian TB of 597 tons now reported in England.
 **** Includes 50 ODD's acquired by Great Britain from United States but does not include any of the 900 tons type escort vessels of which 20 are believed completed; nor one old Norwegian TB of 520 tons; nor any of the Corvette Class of which approximately 100 are reported to be in service.
 @ The only French ships enumerated in this column are those considered as immediately effective units under control of Vichy Government.
 ## Includes YUBARI (2,890 tons) and 2 OCL's totalling 8,800 tons.
 & Following Italian ships believed presently ineffective due to attack of F.A.A. on Taranto 11/12/40: 3 BB's; 2 Cruisers. One additional CA believed sunk by British SS.
 # Includes 2 pocket battleships.
 (e) Estimated.
 § Statistics on Russian Navy are particularly incomplete and consequently unreliable. Recent unconfirmed reports credit Russia with 244 SS's and OSS.

Op-16-F-10 DISTRIBUTION:

Op-10	Gen. Board	C-in-C U.S.	ComAirBatFor
Op-16	BuShips	C-in-C A.F.	Com One-Sixteen (15)
Op-16-F	M.I.D.	C-in-C Lant.	War College
Op-12	Aide to President ✓	ComBatFor	Marine Corps
Op-22	Aide to SecNav	ComSecFor	

PSF Navy folder - 2-41
File personal
confidential

THE UNDER SECRETARY OF THE NAVY
WASHINGTON

10 March 1941

MEMORANDUM TO THE PRESIDENT.

The answers to the questions you raised last Friday:

1. Putting catapults on the Manhattan and George Washington is possible but only Navy planes could be launched by this method - there are basic structural characteristics in catapult planes that would limit this operation to Navy aircraft. Only a few planes could be carried unless extensive alterations were made in the ships so as to carry a profitable number of planes for such large ships.
2. It is expected that the converted ship will be ready, both as to the conversion itself and necessary aircraft, catapult, etc., by June 1.
3. Pontoon fighters. It would probably be necessary to design a new type for this purpose. The only plane of the kind available is the SB2U-3 which is lacking in speed for fighting purposes.
4. Regular Navy pilots can be furloughed on half pay. Reserve can be put upon inactive duty.

Respectfully,

James Forrester
James Forrester

R. E. Ingersoll
R. E. Ingersoll
Rear Admiral, U.S.N.

BF Navy folder
2-41

THE WHITE HOUSE
WASHINGTON

~~SECRET~~

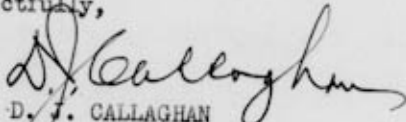
March 11, 1941.

file 2

MEMORANDUM FOR THE PRESIDENT

I feel sure the President will be
interested in the attached memorandum.

Respectfully,

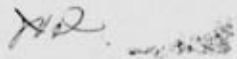

D. J. CALLAGHAN

Franklin D. Roosevelt Library

DECLASSIFIED

DIR. 5200.9 (9/27/58)

Date- 4-7-70

Signature- 

COPY

Op-16
(SC) A8-2/EF30

~~SECRET~~

March 11, 1941

MEMORANDUM for the Chief of Naval Operations.

SUBJECT: German battle cruisers at sea.

1. The British Naval Attache (Rear Admiral Pott) informed me this morning that he received word from London to the following effect:

Aircraft from HMS MALAYA, escorting a convoy on 8 March between Cape Blanco and the Canary Islands, sighted first one German battle cruiser, Scharnhorst class, and later a second.

MALAYA on first report stood over to engage, but, when second ship was reported, returned to her post with the convoy.

2. Pott added no information as to which way the convoy was headed or which way the German battle cruisers were headed. He had no further news of this contact.

3. Scharnhorst and Gneisenau are (from Jane's):

Tonnage	- 26,000
Battery	- nine 11-inch.
Speed	- 27 knots, considerably exceeded on trials.

4. Cape Blanco is on the west coast of Africa, south of the Canary Islands.

/s/ A.G.Kirk.

CC: Op-12
Op-16-F
Op-16-F-1
Op-16-F-4
Op-38-W

Franklin D. Roosevelt Library

DECLASSIFIED

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Date- 4-7-70

Signature- *X/2*

~~Confidential~~

BSF

Navy folder
2-41

File Confidential

THE UNDER SECRETARY OF THE NAVY
WASHINGTON

March 12, 1941

MEMORANDUM TO THE PRESIDENT.

Other questions discussed last Friday:

- 1) Flying by easy stages via Newfoundland, Greenland and Iceland does not seem practicable owing to bad weather conditions and impossible landing-field conditions at Greenland.
- 2) Transfer of small planes by carriers to Takoradi or Lagos is practicable if carriers have adequate protection of cruisers and destroyers.

Forrestal
James Forrestal

P.S. There is another question that you asked - that is with reference to use of 70 and 77 foot sea sleds with pompon and Y-gun. The answer on this is not yet available but Admiral Ingersoll is working on it.

PSF

Navy folder
2-41

THE WHITE HOUSE
WASHINGTON

March 17, 1941

~~CONFIDENTIAL~~

MEMORANDUM FOR
THE DIRECTOR OF THE BUDGET

For recommendation.

F. D. R./tmb

Enclosure

Confidential

Let to the President 3/12/41
from Acting Sec. of Nav - Forrestal
requesting allotment of \$27,000 be
made available from the President's
Defense Fund for the Navy Dept's
authorization of the Gov. of American
Samoa to establish a Native Samoan
Defense Force.

*BSF - Navy folder
file
personal.*

THE WHITE HOUSE
WASHINGTON

March 18, 1941.

MEMORANDUM FOR

THE PRESIDENT

Contents noted -- and respectfully
returned.

D. J. Callaghan
D. J. CALLAGHAN

THE WHITE HOUSE
WASHINGTON

March 17, 1941

MEMORANDUM FOR
CAPTAIN CALLAGHAN

For your information.

F. D. R.

Enclosure

March 11. 1911

Kaywood

SPRINGDALE, CONNECTICUT

My dear Frank —

Please omit Flowers —
My trip to Greenwood is postponed —
Mr Dutch is hard to kill —

Got a letter from Andrew Darr (the Van
was dropped several hundred years ago)
from the Ambassador Hotel where he
is trying to keep on good terms with the
Div. of Ships - Poor Dog - they've got
him acting like a "Regular" —

His original idea of a small, very
fast cheap boat to be carried on deck
of transports & cruisers is still your
best bet to save billions of equipment
from the swarm of 11 boats that will
increase the alarming tonnage being
drunk even now —

Div. of Ships is going to experiment!
My God in Heaven — Why can't we
build 10-20 or 30 of Andrew's original
design operated by a crew of 3 and
try them out while the "number watchers"
are making "experiments" with expensive
P.T. & and 110 footers —

There won't be enough ships left to
carry our products by the time we get
around to safeguarding — cheaply —

Sam. could get 20 or 30 of his
little fellows built in 60 days at
private yards -

Is it it worth trying, even if it
turns out to be N.G. And only 3 or 4
men exposed instead of 8 to 15 -

As Louis Howe would say. I can't
get it through my Dutch head.

Sincerely

Eckford C. DeKay

Eckford C. DeKay

BRADLEY'S COMMERCIAL

Stationery

MADE IN U.S.A.

18 Mar 1941

PSK

Navy folder
2-41

MEMORANDUM FOR THE FILES:

Memorandum for the President from Capt. Callaghan, 3/18/41, with attached memorandum for the President from the Secretary of the Navy, 3/18/41, requesting that the Secretary of the Navy be authorized to proceed with the overhaul of British Naval ships in the private yards or Navy yards of the U.S. as provided in the lend-lease bill, H.R. 1776, and attached is a memorandum for the Secretary of the Navy to be signed by the President authorizing the above. The President did not sign the memorandum to the Secretary of the Navy, but wrote the following at the bottom of memorandum from the Secretary of the Navy: "O.K. - But Secret until I release story later. FDR". A copy of this memorandum has been retained for our files. Papers sent to Capt. Callaghan, 3/19/41.

COPY

THE SECRETARY OF THE NAVY

Washington

18 March 1941

MEMORANDUM for the President of the United States:

It is requested that the Secretary of the Navy be authorized to proceed with the overhaul of British Naval ships in the private yards or Navy yards of the United States as provided in the lend-lease bill, H.R. 1776.

It is understood that the Budget will provide funds for this purpose which will become available after the appropriation bill now before Congress, to make H.R. 1776 effective, becomes law.

(Signed) FRANK KNOX

Secretary of the Navy.

"O.K. - But Secret until
I release story later.

FDR"

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

MISS GRACE TULLY
THE WHITE HOUSE
WASHINGTON D C

TELL CAPTAIN KIRK I APPROVE MEMBRANDUM ABOUT INTELLIGENCE
ACTIVITIES

ROOSEVELT

FROM

Nancy folder
The White House 2-41

Washington

MARCH 19 1941

BT

...

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

.YA86

SYMBOLS

DL = Day Letter
 NT = Overnight Telegram
 LC = Deferred Cable
 NLT = Cable Night Letter
 Ship Radiogram

R. B. WHITE
 PRESIDENT

NEWCOMB CARLTON
 CHAIRMAN OF THE BOARD

J. C. WILLEVER
 FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RXWA645 26 GOVT=THE WHITE HOUSE WASHINGTON DC 19 729P
 THE PRESIDENT= 041 MAR 19 PM 7 38

CARE PRESIDENTS SPECIAL TRAIN ACL RR ROCKYMOUNT NCAR

PLEASE LET ME KNOW AS SOON AS POSSIBLE IF YOU APPROVE
 CAPTAIN KIRK'S MEMORANDUM SENT THROUGH CAPTAIN CALLAGHAN
 RE INTELLIGENCE ACTIVITIES AREA COORDINATOR NEWYORK
 DISTRICT. AFFECTIONATELY=

GRACE.

PSF

Navy folder
1-41

March 19, 1941.

My dear Mr. DeKay:

The President has asked me to reply to your letter of March 5, 1941, and to say in effect that everything is all right and that the Navy Department is going after what Lieutenant Commander Andrew Dam proposes for anti-submarine work.

I can assure you that the matter is under active prosecution and I feel certain that the continuing interest of the President in this subject will act as a spur in speeding up action.

Very sincerely yours,

D. J. CALLAGHAN,
Captain, U. S. Navy,
Naval Aide to the President.

Mr. Eckford C. DeKay,
Kaywood,
Springdale, Connecticut.

March 19, 1941

THE WHITE HOUSE
WASHINGTON

March 17, 1941

MEMORANDUM FOR
CAPTAIN CALLAGHAN

For your information.

F. D. R./tab

Enclosure

Letter from Eckford G. deKay, Kaywood,
Springdale, Conn., 3/11/41 to the President.
Again refers to boat designed by Andrew
Dem.

Pages of no books and journals
found at the office of the
Director of the FBI, dated
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March 5-41

Kaywood
SPRINGDALE, CONNECTICUT

Dear Franklin -

As long as I didn't cash in
I am at it again -

Engels bravely states that

Only 68000 tons were sunk last week!

Only 10000 tons a day - My God!

And while I understand you have
put Capt Callahan on the job to find
out what the Div of Ships did to Andy
Dam's boat, please remember that
even Callahan has a number!

Frank - there isn't one officer in a
thousand dares to let his name be
associated with anything that might
be a flop or invite ridicule -

That's why I begged you in that
crazy four pages of yellow pad paper
to send for Dam and give him carte
blanche to build his original design
and then order Div of sound to supply
the super sonics and other Divs to supply
the motors, ash cans + crews -

(2)

Sir of Ships has completely emasculated the original idea of a small, very fast scouting vessel and then has the nerve to say the new design is no good -

Frank you cant beat those babies even you - President of the quarterly united States - If you leave it to them, they'll do just enough to comply with orders and hand youreams of talk about how not -

Giving some outside carte blanche is the only way to get things done in a hurry - Look at that Camp I built at Tarrytown ^{June 1917} 2 $\frac{3}{4}$ buildings in 28 days for \$11,000 - Why - because I cut all red tape and got grand support from patriotic citizens - I ordered supplies and got the requisitions approved at the Department's leisure - !

You can trust Andrew Colton Dam as you could me but at present he is under the anaesthesia of the Department -

I'm still on my back but going to get "sat up" Saturday -

Sincerely
Rockford

P.S.

Take care of your own precious health -

Dear Miss Le Hand -

To Monsieur le President

Please - and thank you -

Robert Kay

SPRINGFIELD CONNECTICUT

Kaywood

TELEPHONE
STAMFORD 2479

PSF File Navy folder 2-41
Personal
Confidential

THE SECRETARY OF THE NAVY
WASHINGTON

March 21, 1941

MEMORANDUM FOR THE PRESIDENT:

In connection with the Harriman cable about ship repairs, I understand there are 57 British merchantmen in the harbor at Halifax awaiting repairs.

I haven't confirmed the number, however, assuming that this is correct, it seems to me we could do no more expeditious job right now in adding to the ship capacity than by getting most of these ships at Halifax down in our yards and putting them into shape for use in the shortest possible time.

If you approve, I will take this up with Land and Admiral Robinson and get the thing moving.

J.K.

PARAPHRASE

Telegram No. 1086

From: Embassy , London

Sent: March 19, 1941, 7 P.M.

Personal and Strictly Confidential from Harriman for
Admiral Land, Harry Hopkins, and Secretary Knox.

In Britain the first priority ahead of all else is repairs
to ships, naval as well as merchant. Construction of new
vessels is being postponed. You should have by the 24th of
March information I am collecting with the help of the Naval
Attaché in London which will uphold recommendation that en-
larged program of repairs be undertaken in the yards on the
Atlantic Coast to British naval vessels as well as merchant
ships.

It is my suggestion that a survey be made, in order to as-
certain the greatest amount of work which could be immediately
undertaken, of available repair facilities. This matter is be-
ing given the personal attention of the Prime Minister.

WINANT

811.20 (D) E.M.D.E./14

U-L:KA:IMF
3/20/41

Copy to:
Secretary Knox,
Harry Hopkins,
Admiral Land.

COPY FOR SECRETARY KNOX.

*PSP Navy folder
2-41*

THE WHITE HOUSE
WASHINGTON

March 30, 1941

MEMORANDUM FOR DR. McINTIRE

Please ask the Navy Department
to get a recommendation on this right
away.

F. D. R.

Enclosure

Report to the Secnav from Lt. Commandr.
Paul F. Foster 3/17/41 re proposed com-
mercial lease of Albemarle Island.

PSF

Navy folder
2-41

THE WHITE HOUSE
WASHINGTON

March 30, 1941

MEMORANDUM FOR

HON. HARRY HOPKINS

To read and bring this to
the meeting with Jerry Land.

F. D. R.

Enclosures

Let to the President 3.21.41 from Secnav
re the shipping situation, enclosing memo
to the P. 3.21.41 re recommendation to take
into "Protective Custody" idle foreign
registry ships in U. S. ports and also
Judge Advocate General Woodson's memo 3/21/41
re same.

*PSF Navy folder
2-41*

THE WHITE HOUSE
WASHINGTON

April 1, 1941

~~CONFIDENTIAL~~
MEMORANDUM FOR

THE SECRETARY OF THE TREASURY

To speak to me about.

F. D. R.

Enclosure

Memo from Admiral H. R. Stark, Chief
of Naval Operations 3/17/41 to Secnav
re Coast Guard being taken over by the
Navy in time of war - OK'd by Knox



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
OP-921K1C1/1e
Ser: 001326P92

SECRET - Unclassified Upon Removal of Enclosure 5

PSF
NAVY
2 APR 1958

Dear Mr. Williams:

↓ Enclosure 5 removed H.K. 11/3/58

Reference is made to your letter of 12 December 1957 in which you requested declassification review of certain documents. Those documents which are under the cognizance of the Department of the Navy are returned herewith declassified. Further, there is no objection to declassification of the Memorandum from the President to the Secretary of the Navy, April 1, 1941 which is also returned herewith.

Sincerely yours,

Onofrio F. Salvia
ONOFRIO F. SALVIA
Captain, U.S. Navy
Head, Security Control Branch
Office of Naval Intelligence

Mr. Forest L. Williams
Archivist
General Services Administration
National Archives and Records Service
Washington 25, D.C.

- Encl: (1) Summary of current trends, dtd 4 Sept 1939
(2) Ltr from SecNav to Pres dtd 24 Mar 1941
(3) Paraphrase of msg from NA London to SecNav undtd
(4) Ltr from SecNav to Pres dtd 24 Mar 1941
(5) Memo from Pres to SecNav dtd 1 Apr 1941

SECRET

~~SECRET~~

This document is automatically declassified when separated from classified enclosure.

PSF:navy

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, Roosevelt Library

DATE: October 22, 1958

FROM : Forest L. Williams, Administrative Office

NA

SUBJECT: Return of Roosevelt Papers Submitted for Declassification

The enclosed photostats and letters authorizing certain declassifications are returned, as you requested today.

Forest L. Williams~~SECRET~~

This document is automatically declassified when separated from classified enclosure.

*Classified enclosure removed
11/3/58 HK.*

Navy folder
2-71

THE WHITE HOUSE
WASHINGTON
April 1, 1941

~~SECRET~~

MEMORANDUM FOR

THE SECRETARY OF THE NAVY

I have yours of March twenty-fourth in regard to repairs for British ships -- and I concur.

Please go ahead and make all preparations for work on British ships as needed on both Coasts, both in U. S. Navy Yards and in commercial plants.

I am reasonably certain that there are a good many small commercial plants which can make normal repairs to merchant ships of the smaller type. We should use every one of these smaller private yards.

F. D. R.

SECRET

THE SECRETARY OF THE NAVY
WASHINGTON

March 24, 1941

PST
Navy

My dear Mr. President:

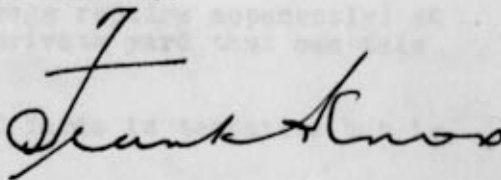
I am enclosing herewith a letter which, while signed by myself, was actually prepared by Stark, Ingersoll and Turner after long conference. It deals, as you will observe, with the matter of ship repairs.

I have been able to confirm my statement in the last letter I wrote you about the number of ships at Halifax Harbor awaiting repair. It is 59 instead of 57. This only emphasizes the judgment I expressed in my prior letter, that the most important thing we can do to help the British shipping situation is to bring these ships down here and get them into private yards at once with priority over everything else in those yards.

You will also note from the enclosed dispatch from our Naval Attache in London, that from 50 to 60 per cent of the escort vessels designed for duty in the Northwest Approaches are immobilized due to injury of one sort or another. I know of no way in which we could augment the present British convoys more quickly and more effectively than to get these ships requiring repair over here and get them back into commission, giving these combatant ships priority over everything else in our Navy Yards.

Pending your approval, I am urging the British to make preparations to get down here at once all of the ships at Halifax that need repairs so that we can get to work on them at once. As soon as I hear from you, I should like to initiate negotiations to bring over here the immobilized convoy ships now lying uselessly in British harbors and get them back into service as quickly as possible.

Yours sincerely,



The President

The White House

Enclosures

ADDRESS REPLY TO
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND NO.

~~SECRET~~

Classification this Correspondence
changed to UNCLASSIFIED
Authority CNO (921K)
DATE 3-31-58

(15)

Op-11 Hu 3/24/41

NAVY DEPARTMENT

WASHINGTON

(SC) L9-3/QS15
Serial 0910

My dear Mr. President:

Mr. Harriman has sent through our Naval Attache in London a despatch stating that he is being furnished daily by the Admiralty, in the utmost secrecy, a summary of naval events. He will send important parts of these to Naval Operations and requested that you be personally advised. We will send to you such items that we think you should know but will not burden you with items that you may have already received by other channels.

Mr. Harriman in his first despatch reported the presence of the two German Battle Cruisers southwest of Brest. The planes of the ARK ROYAL made contacts with these ships on the 20th and 21st of March, the latter contact being about 70 miles from Brest. The previous locations given us were in error.

He also reported that the Battleship MALAYA had been torpedoed and was proceeding to Gibraltar. When the extent of her damage has been determined, the British may ask us to repair her in a United States Yard.

In connection with the repairs to British ships in our yards, we have informed the British that we can and will take immediately the following ships:

The Battleship RESOLUTION (torpedo damage), repairs and alterations, at Philadelphia;

The Aircraft Cruiser ILLUSTRIOUS (bomb damage) at Norfolk;

The Light Cruiser LIVERPOOL (extensive hull repairs including new bow) at Mare Island;

The Light Cruiser DELHI (installation of a U.S. 5"/38 AA battery) at New York;

Three merchant cruisers (voyage repairs apparently) at Boston, if we cannot locate a private yard that can take them.

The above allocation of Yards is tentative but is the best we can make at the moment.

In addition to these we have informed them that we will take the Aircraft Carrier FURIOUS for a refit at a date yet to

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be determined when they give us the approximate date. We hope we can have her follow the ILLUSTRIOUS at Norfolk. They have also asked if we could undertake overhaul of their battleships employed in the North Atlantic Convoys, but we have given them no definite answer on this. We can't do this until we know the load and schedule; and we have asked for this.

Today they inquired about the MALAYA and we informed them we would take her but the yard can not be assigned until we know the extent of damage and the date of arrival. We have tentatively set New York, to which we had previously assigned the LIVERPOOL, until they informed us yesterday that she would come to our West Coast. ^{the Malaya} This was before the British Embassy informed you she was headed for the United States now.

We are agreed that so long as we ourselves are not fighting that priority in our yards should be given to British men of war. We are also of the opinion that repairs to British merchantmen at our private yards should be given priority over the construction of merchant vessels. This priority in Navy Yards will not interfere much with mobilizing the Atlantic Fleet as they should be clear of the Yards before we get heavily involved with British repairs.

This brings up another subject broached in a despatch from the Naval Attache in London (a paraphrase inclosed). After relating the shipping losses, and delay in repairs in British yards due to many causes, he recommends, no doubt upon representation by the British, that one of our yards "having large dry dock facilities" be set aside for British repairs. While this has some advantages, it is out of the question from many standpoints, and I propose to inform him that we will handle the repairs of British ships here in the manner best suited to expedite the work. I do not propose to turn over one yard exclusively to British work. The requests we now have are beyond the capacity of one yard to do the work expeditiously and simultaneously.

I might add that with the exception of the RESOLUTION and the DELHI, we are completely in the dark as to the approximate dates when the ships will arrive and the work desired to be done on them. We keep hammering away at them to furnish us with complete information so that we can lay plans to go ahead promptly when they do arrive.

Sincerely yours,

Frank Knox

The President,
The White House.

*Re The Liverpool in the Pacific,
hence assignment to Mare Island*

*⊗ Refers to despatch sent you by Mr. Wells
yesterday - Sunday - stating Malaya was heading
for the U. S. (our previous information was that Malaya
was proceeding to Gibraltar)*

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PARAPHRASE

Classification this Correspondence (A)
changed to UNCLASSIFIED
authority CNO (921K) DATE 3-31-58

OBSERVATIONS WHICH MY ASSISTANTS AND I HAVE MADE HAVE RESULTED IN AN ESTIMATE WHICH INDICATES THAT THE PRESENT SITUATION IS CRITICAL. THE FOLLOWING IS THE BASIS ON WHICH THIS CONCLUSION IS REACHED:

WAR EFFORT IS IMPERILED BY CONTINUATION OF THE PRESENT HEAVY LOSSES OF SHIPPING. DUE TO ALL CAUSES, IT IS ESTIMATED THAT OF THE EFFECTIVE ESCORT VESSELS OF NORTHWEST APPROACHES, 50 TO 60 PERCENT ARE IMMOBILIZED. MUCH OF THE EXISTING NAVAL AND PRIVATE SHIP REPAIR PLANT CAPACITY IS NOT AVAILABLE, DUE TO ENEMY ACTION, ACUTE SHIPYARD LABOR SHORTAGE AND THE RESTRICTIONS IMPOSED BY BLACKOUTS. NECESSARY REPAIRS TO NAVAL AND MERCHANT SHIPS ARE DELAYED, BECAUSE OF THE INADEQUACY OF AVAILABLE PLANT CAPACITY. AS A RESULT SUCH REPAIRS ARE DELAYED WITH RESULTANT LOSS OF MERCHANT TONNAGE AND LOWERED FLEET MAINTAINANCE STANDARD. GREATLY INCREASED UNDERWAY OPERATIONS HAVE ALSO HAD AN ADVERSE EFFECT ✓ ON FLEET MAINTAINANCE. AVAIL^{able} SHIP REPAIR FACILITIES WILL BE REDUCED TO A STILL FURTHER EXTENT BY THE AUGMENTED AIR ATTACKS ON CLYDE AND MERSEY AREAS WHICH WILL COME WITH IMPROVED WEATHER CONDITIONS. IT IS BELIEVED TO BE URGENTLY NECESSARY TO MAKE MAXIMUM USE OF SHIP REPAIR FACILITIES FOR REPAIR TO ENGLISH MERCHANT AND NAVAL VESSELS, ON A THREE SHIFT BASIS. IT IS RECOMMENDED THAT SUCH REPAIRS BE CONCENTRATED IN ONE NAVY YARD HAVING LARGE DRYDOCK FACILITIES. DUE TO THE FACT THAT OUR YARDS ARE UNFAMILIAR WITH REPAIRS TO BRITISH SHIPS, IN WHICH TECHNICAL DETAILS VARY CONSIDERABLY FROM OURS, IN INSTALLATION, IT IS BELIEVED THAT THIS PROCEDURE WILL RESULT IN MINIMIZING THE AMOUNT OF TRAINING OF REPAIR FORCES NECESSARY, CONSIDERABLY EXPEDITE REPAIRS, AND PERMIT CENTRALIZATION OF MATERIAL PROCUREMENT, AND ASSEMBLY OF SPECIAL MATERIAL NECESSARY FROM ENGLAND. FROM OVER HERE IT LOOKS AS THOUGH THE NEED OF THE BRITISH FROM US IS BATTLESHIPS, CRUISERS AND AIRPLANE CARRIERS FOR CONVOY PROTECTION. THESE SHOULD BE IN A FULLY

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EFFECTIVE CONDITION. FURTHER, IT SEEMS THAT THE DELAYS INCIDENT TO TRAINING BRITISH CREWS AND MANNING THESE SHIPS WITH THEM, WOULD RESULT IN DELAY UNTIL IT WAS TOO LATE TO MEET THE REQUIREMENTS OF THE ALREADY CRITICAL SITUATION. ANOTHER DESPATCH ✓ WILL BE SENT GIVING AN ESTIMATE OF THE AIRCRAFT SITUATION.

Navy Dept folder
2-41

PSF

COPY

April 5, 1941

MEMORANDUM FOR
HARRY HOPKINS

Will you speak to me about this?

F. D. R.

Note from the Secretary of War and the Secretary of the Navy transmitting a basis Joint Army and Navy Plan to Provide Armed Support to Recognized Latin-American Governments, prepared by the Joint Board.

ORIGINAL CARBON OF ABOVE MEMO FILED * HOPKINS FOLDER

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DOD DIR. 5200.9 (9/27/58)

Date- 3-20-59

Signature-

Carl L. Spicer

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PSF Navy folder - 1941

REPORT TO THE SECRETARY OF THE NAVY
10 April 1941

Total Enlisted Strength, 9 April 222,411

Fleet Reservists (enlisted) on active duty 7,980
Other Reservists " " " " 17,994
Retired Men " " " " 536

Total 26,510

Aggregate Enlistments (last 24 hours) 213
Aggregate Discharges " " " " 105

Gain 108

Retired Officers returned to active duty as of 31 March:

Line Officers 924
Staff Officers 214
Warrant Officers 74
Total - 1212

Naval Reserve Officers ordered to active duty for enforcement of neutrality and the strengthening of the national defense within the limits of peace time authorization, as of 5 April:

<u>Character of Duty</u>	<u>Ashore</u>	<u>Afloat</u>	<u>Total</u>
V-G Officers	598	1938	2537
Merchant Marine Reserve	56	536	649
Aviation Instructors	304	2	306
I-V(S) Officers	321	-	324
CEC-V(S) Officers	396	-	396
Supply Corps Officers	390	87	478
Medical and Dental Officers	756	24	781
Communication Officers	353	71	426
CC-V(S) Officers	58	-	58
Miscellaneous	821	110	941
Organized Reserve Officers	<u>340</u>	<u>306</u>	<u>646</u>
Total	4359	3074	7542

2. Vichy, French government quarters promised today that French naval forces and naval bases would not be used by any power against the British.

War Sinkings, Berlin claimed merchant ships totalling 46,000 tons including a 20,000 ton transport were sunk and three ships totalling 19,000 tons were damaged in the last 24 hours.

National Defense Agencies, are taking steps to spread the defense program to 30,000 additional industrial concerns. 20,000 companies are now engaged in defense work. This will probably be done by refusal to approve Federal loans for plant expansions where there are unused facilities and clamping down on further orders to industries working on defense contracts if the Army and Navy find there has been an overload or delays.

Army Strength, is 1,185,600 officers and men at the present time.

Strikes, 17 were in progress today in defense industries totalling 409 days idle and involving 93,000 men.

85,000 of these are in the Ford factories. Phelps-Dodge Corporation, handling Navy contracts, was in its fifth day.

3.

Merchant Marine, is experiencing a shortage in crew members due to induction into the Army and attractive shore jobs.

Turkey, The government offered free evacuation to citizens of Istanbul who desire it to Anatolia. The population of Istanbul is 830,000.

Spain, will be lent \$10,000,000 by Britain to buy food and raw materials.

Zagreb, is expected to fall to the Germans shortly. German troops were about to enter the city.

Greenland, according to an agreement with the U.S. will give us military rights and naval bases on a lease basis under American protection.

Greece, German forces claim 30,000 Greek prisoners to date.

Foreign vessels, immobilized in U.S. waters will be requisitioned and payed for if a special message to Congress by the President is carried out. 69 Danish, Italian and German vessels are concerned. Funds would come from lend-lease money.

Defense Mediation Board, is taking up the Phelps-Dodge strike, Standard Tools strikes among others.

4.

New economic agreement, with the Soviet Union was about to be signed according to German sources.

Cooper-Bessemer Corporation, received a contract for construction of propelling machinery for 15 motor mine-sweepers of the UMS 45-134 class at a total contract price of \$1,860,000, or \$124,000 for each set of machinery.

Japanese Navy, has chartered the KOKUYO MARU, a Japanese tanker, with a personnel of 13 petty officers and 2 Japanese commissioned officers plus a regular crew of 47, all possessing visas, and will leave on 6 April from the naval station at KURE for San Francisco to load gasoline and oil.

Balkan War, Germany was apparently consolidating her newly gained positions while extending her lines toward the Albanian border in preparation for an attack on the British and Greeks thirty miles to the South of Salonika. German confidence claimed the Greek war would be concluded as desired with Bulgaria asked to police Greek territory in exchange for concessions after the victory. Germany claimed capture of Macedonia would keep Turkey from entering the war.

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PSF Navy folder
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THE SECRETARY OF THE NAVY

WASHINGTON

April 12, 1941

MEMORANDUM FOR THE PRESIDENT:

At the Cabinet Meeting Thursday, you asked me to investigate the matter of Navy dive bombers operating at Bermuda from the proposed Army Flying Field.

The Navy can provide the dive bombers all right, but unfortunately the Army Flying Field is a long way from completion. In fact, the actual construction has not yet started and I am advised that it will take a minimum of five months before completing it.

I have also investigated the possibility, with British cooperation, of providing a temporary flying field for the use of these dive bombers and find that there is no level ground on the Island which could be used for this purpose. The best substitute we can suggest is the possible employment at Bermuda of seal-dive bombers equipped with pontoons which could land in the bay. These are not as effective, as you know, as the regular dive bombers, but might be used in an emergency.

It is the purpose of the Commander-in-Chief of the Atlantic Fleet to base a carrier at Bermuda and, of course, a part of the equipment on the deck of the carrier would consist of dive bombers. These, however, would only be available for the defense of the Island when the carrier was in port.

If you have any further instructions on the subject, please let me have them.

F. K.

The original of this memorandum, with President's notation, as above, returned to the Secretary of the Navy, 4/14/41.
hm

O.K.
O.K.
F.D.R.

In reply refer to Initials
and No.

Op-12-CTB

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Confidential*

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

Navy folder
Franklin D. Roosevelt Library

2-46
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DDO DIR. 5200.9 (9/27/58)

Date- 8-9-66

Signature- *Carl S. Spicer*

April 12, 1941.

Memorandum for the Chief of Naval Operations.

Subject: Situation of the British in the Eastern Mediterranean.

1. It has long been my opinion that driving the British out of Egypt, and driving the British Fleet out of the Mediterranean, is a "MUST" for the Germans. When they are out, several of Germany's supply problems will be partially solved, and there will remain no area from which a successful land offensive against Germany can be launched by the British.
2. Sending British troops to Greece has so weakened the British Army in Egypt that the Germans will have little difficulty in regaining all of Libya. However, it will take considerable time for them to prepare forces and supplies for crossing the desert and attacking the Nile position.
3. It was essential, in my opinion, for the British to send an army to support Greece. There was a chance that Yugoslavia could offer effective resistance; Turkish backs needed stiffening; Russia has been influenced by this move; and, finally, abandoning Greece to its fate, after the great help they have already given to Great Britain, would have been an action so base and immoral that reenforcing them was necessary, regardless of its influence on the future of Britain. It is doubtful if the Greeks and British can withstand the Germans and hold on to any part of Greece. Nevertheless, it is possible that they can do so for a time, and thus absorb German military energy. The Germans may win within the next ten days; on the other hand, the British and Greeks might even hold out for six weeks.
4. When the Germans shall have conquered all of Greece, they will then begin to work directly against Egypt with great strength. They will drive the British out of Crete. They will move into the Dodecanese Islands and launch a vigorous air and submarine campaign, which will be difficult for Admiral Cunningham's fleet to sustain. They may land troops by air in

Egypt and Syria, and doubtless will insist on the transportation of troops and supplies across Turkey. However, I do not believe that they can make the position of British troops untenable before some time in June. Once they drive the British Fleet out of the Mediterranean, however, the German Army will go by sea to Syria, and the end will then be in sight.

5. Because of the present tragic situation of the British Government, I do not recommend troubling them further at this time by informing them as to our opinion on the seriousness of the situation. They realize it pretty well themselves, even though they are somewhat too optimistic. Warning them on this score could have only a bad influence on their morale, and could serve no useful purpose.

6. On the contrary, I believe that a public statement by the President praising the courage and self-sacrificing stand taken by the British in sending troops to Greece would strengthen Mr. Churchill's position, might give some uplift to morale, and might influence neutrals, particularly if coupled with praise of the Greeks themselves. However, I suggest that any such statement not be made until we clearly see the end of the hostilities in Greece.

*Col. K...
has ok'd
For Brass
HRS*

R. K. Turner
R. K. Turner.

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Navy Folder
2-41

THE SECRETARY OF THE NAVY.
WASHINGTON

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12 April 1941

Memorandum for The President

Subject: Submarine Destroyer Proposed By
Lt. Comdr. A. C. Dam, USNR (Ret)

Reference: (a) White House Memo to Secretary
of the Navy dated 9 April 1941

1. Early in December, 1940, I approved a recommendation from the Office of Inventions to carry out tests with an air propelled boat to determine its efficiency as a submarine chaser, and referred it to the Bureau of Ships for action. The Bureau of Ships selected a 54 ft. patrol vessel which was under construction at the Norfolk Navy Yard, with which to carry out these tests.

2. It is proposed to mount a 650 HP Allison engine, direct connected to an air screw on the after deck to accomplish the air propulsion, and to install both sonic and supersonic listening equipment and supersonic echo-ranging equipment in this hull. Tests will then be run to obtain data as to the comparative usefulness of this sonic equipment in the air and water screw propelled vessels.

3. The boat will be ready to receive the sound equipments by the middle of May. However, the only available sound equipments for this project are now installed and undergoing tests in other patrol vessels. The availability of this sound equipment for the air screw propelled vessel will depend upon the successful completion of these tests. It is estimated that the tests with the air screw propelled vessel can be undertaken early in June.

Frank Knox