

PSF

C.F. War Shipping Administration

WAR SHIPPING ADMINISTRATION

Washington

March 30, 1942

The President
The White House

My dear Mr. President:

From time to time there have been various discussions between ourselves, Sir Arthur Salter, and representatives of War Supplies Limited of Canada, and Wartime Merchant Shipping Limited of Canada concerning the acquisition by us of one hundred vessels being constructed in Canadian yards. Seventy-four of these vessels are being built for the Canadian government and twenty-six for the British government. We have already purchased two which were constructed for the British and have chartered them to the British on a bareboat basis.

Ninety of these vessels are coal burners of 9,300 deadweight tons each, costing approximately \$1,800,000 U.S. apiece. Ten are of 4,700 deadweight tons each, costing approximately \$910,000 U.S. apiece. Between \$150,000,000 and \$200,000,000 will be required to purchase all of these vessels. We already have the funds and the authority required.

If the War Shipping Administration buys these ships and charters them to the British, it will accomplish two things: it will provide Canada with dollar exchange, and it will help to ease the crew situation. I am of the opinion, therefore, that the War Shipping Administration should purchase these vessels and charter them to the British Ministry of War Transport on a bareboat basis to be operated under provisional British registry with British crews.

Does this proposed plan meet with your approval?

Very respectfully,

E. S. Land
Administrator

Approved

April 1, 1942

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

Commerce Dept. Letter, 11-15-72

By *PK*

Date

APR 9 1973

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x48

x4193

E. S. L.

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J.P.R.

4/1/42

E. S. Land

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Filed by Miss
Tanner.

THE WHITE HOUSE
WASHINGTON

File.
Confidential

C.F.
War Shipping Admin.

May 12, 1943.

MEMORANDUM FOR

HON. HARRY HOPKINS x4117

FOR RECOMMENDATION.

F.D.R.

x4772

Memorandum to the President, 5-10-43, from
Admin. E.S. Land and Deputy Admin. L.W.
Douglas, War Shipping Admin., re demand of
Army to take over, either by transfer of title
or on bareboat charter the following ships:
(1) twenty P-2 troop transports building at
Federal and Bethlehem-Alameda; (2) thirty
* C4-S-A1 (cargo transports), building at Rich-
mond; (3) fifty C4-S-B1 (large fast cargo
ships), building at Sun. - Also attached is
memo same date from above re deliveries of
cargo for Second Protocol year and also
chart - "Persian Gulf - Russian - April
1943."

x773

x134

x25

x220

x99

x4193

x L.F. Lend Lease

THE WHITE HOUSE
WASHINGTON

July 2, 1943

MEMORANDUM FOR

MISS GRACE TULLY

I talked to Mr. Douglas
about this and the whole
matter has been settled.

This can be put in the
files.


H.L.H.

encls.
Douglas re
army and transfer
of ships.

WAR SHIPPING ADMINISTRATION

WASHINGTON

May 10, 1943

MEMORANDUM FOR THE PRESIDENT.

The Army has submitted a demand to take over, either by transfer of title or on bareboat charter, the following ships:

- (1) Twenty P-2 troop transports building at Federal and Bethlehem-Alameda;
- (2) Thirty C4-S-A1 (cargo transports), building at Richmond;
- (3) Fifty C4-S-B1 (large fast cargo ships), building at Sun.

The twenty P-2s and thirty C4s in categories (1) and (2) above, it is agreed are to be turned over to the Army for manning by the Navy. They are transports. There is, therefore, no issue in regard to them.

As to the fifty C4-S-B1s, large fast cargo ships belonging to the Maritime Commission, it is agreed by the Commission, on the one hand, and the War Shipping Administration on the other, that these ships should not be turned over to the Army and thereby frozen in any particular service.

The only difference between these fifty and other types of cargo ships is that these fifty are larger than most other types, with a greater bale cubic and a capacity to carry more freight and more tanks. Unless reasons not advanced as yet indicate to the contrary, they will therefore be held in the liquid pool of cargo shipping controlled by the WSA, for allocation on a voyage basis, so they will be available to lift the essential military materiel wherever and whenever it is most urgently needed.

Thus the Executive Order establishing the WSA will be observed, economy in personnel, as well as in carrying capacity through maintenance of the flexible pool of cargo shipping will be achieved, and the ability to meet strategic military requirements will be consequently increased.

Respectfully submitted,

E. S. Land

E. S. Land,
Administrator.

L. W. Douglas

L. W. Douglas,
Deputy Administrator.

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E.O. 11652, Sec. 3(E) and 3(D) or (E)
Commerce Dept. Letter, 11-13-72

By *PA*

Date APR 9 1973

WAR SHIPPING ADMINISTRATION
WASHINGTON

May 10, 1943

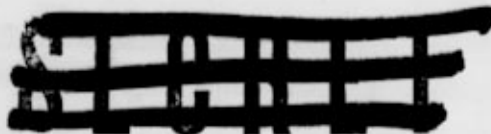
MEMORANDUM FOR THE PRESIDENT.

In April monthly cargo clearances reached their high for the Second Protocol Year and their second highest since our aid to Russia started. The aggregate was 337,197 long tons whereas the previous high was just a year ago April when 435,007 long tons were cleared. However, in contrast with that period it is expected all or most of this April's clearance will get through to Russia promptly.

The breakdown of this tonnage is interesting as it reflects the increasing importance played by the Pacific route. Of the 337,197 long tons total, 177,879 long tons in thirty-two ships moved by the Pacific route; 15,533 long tons in five ships proceeding from the East Coast via the Panama Canal and thence from the Pacific Coast to Vladivostok; and finally, 143,785 long tons in twenty-three ships, five of which were Army, via the Persian Gulf.

Mention should be made here that our transfer of the last twenty Liberties to the Russians is proceeding according to plan; in fact a little faster than schedule as we gave them six in April instead of four as agreed. We hope to complete all deliveries by June 30 by transferring six more this month and six more in June. In addition to these twenty dry cargo ships plans have been made to deliver four tankers on the Pacific Coast, two in May and two in

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Commerce Dept. Letter, 11-15-72
By *PS* Date *PR* 9 1973



June. With the completion of all these deliveries the Pacific supply route should be excellently prepared for handling the volume of freight planned for the immediate future.

Current reports from the Persian Gulf confirm the fact that discharge of ships is not proceeding as rapidly as calculated for this season of the year. Whereas the estimates for March and April by the Persian and Iraq Command were 187,000 long tons and 205,000 long tons respectively, the results were approximately 133,000 and 142,000 long tons. The backlog of freight on hand at Persian ports as of May 1 was 106,000 long tons. Additional arrivals due in subsequent months should more than offset any marked improvement in the probable monthly discharge rate with a reasonable margin to spare. In Exhibit A attached we have listed April sailings -- both Russian Aid and Army ships and in Exhibit B our proposed sailings for May.

A final word about the ships which were originally scheduled for North Russia and later held in the United Kingdom because of the discontinuance of North Russian convoys; all of these were discharged in the United Kingdom. However, seven ships, four British and three Americans will be loaded in the United Kingdom for the Persian Gulf during May with urgently needed priority freight selected from the cargoes ex these ships. It is planned to send these seven vessels by special convoy through the Mediterranean which, conditions being

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Commerce Dept. Letter, 11-16-72
By *DA* Date

APR 9 1973

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favorable, should insure late July or early August arrival at the Persian Gulf.

Respectfully submitted,

E. S. Land

E. S. Land
Administrator.

L. W. Douglas

L. W. Douglas
Deputy Administrator

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (B)
Commerce Dept. Letter, 11-15-74

By *PS*

Date APR 9 1973

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Respectfully forwarded to the President:

E.M.W.

E.M.W.

May 10, 1943

TO: THE PRESIDENT'S SECRETARY
FROM: L. W. DOUGLAS

THROUGH AN OVERSIGHT THE ENCLOSED EXHIBITS
WERE NOT ATTACHED TO A MEMORANDUM ADMIRAL LAND AND
MYSELF SENT TO THE PRESIDENT THIS AFTERNOON. WOULD
YOU BE GOOD ENOUGH TO ATTACH THEM?

L.W.D.

(Exhibit A)

PERSIAN GULF - RUSSIAN - APRIL 1943

	<u>Deadweight</u>	<u>Cubic</u>	<u>Loaded</u>	<u>Sailed</u>	<u>From</u>
1. WILLIAM OSLER	10,500	500,245	7,665	April 3	Philadelphia
2. MORMACSWAN	9,536	609,000	7,096	April 5	Philadelphia
3. HENRY G. COSTIN	10,500	500,245	7,524	April 5	Philadelphia
4. ZEBULON B. VANCE	10,500	500,245	8,035	April 7	New York
5. JOHN G. WHITTIER	10,500	500,245	8,014	April 7	New York
6. CLIFFORD MALLORY	10,500	500,245	7,502	April 10	Philadelphia
7. WILLIAM HAWKINS	10,500	500,245	8,142	April 12	Philadelphia
8. BENJAMIN HAWKINS	10,500	500,245	7,610	April 13	Philadelphia
9. DANIEL BOONE	10,500	500,245	8,221	April 15	Philadelphia
10. JAMES CALDWELL	10,500	500,245	7,897	April 18	Philadelphia
11. WILLIAM H. WELCH	10,500	500,245	7,798	April 20	Philadelphia
12. SANTA CATALINA	9,441	558,328	6,700	April 21	Philadelphia
13. THOMAS HEYWARD	10,500	500,245	8,027	April 22	Philadelphia
14. FAIRLAND	9,750	530,000	8,128	April 22	Philadelphia
15. SANTIAGO ISLESIAS	10,500	500,245	7,500	April 22	New York
16. PHILIP LIVINGSTON	10,500	500,245	7,617	April 22	Philadelphia
17. DANIEL HEISTER	10,500	500,245	7,249	April 23	Philadelphia
18. BENJAMIN RUSH	10,500	500,245	7,972	April 23	Philadelphia
	186,227	9,201,003	138,697		

ARMY

	<u>Deadweight</u>	<u>Cubic</u>	<u>Loaded</u>	<u>Sailed</u>	<u>From</u>
1. WILLIAM P. FESSENDEN	10,500	500,245	6,553	April 15	Hampden Roads
2. FRANKLIN P. MALL	10,500	500,245	6,170	April 23	Hampden Roads
3. CHRISTOPHER GALE	10,500	500,245	7,269	April 24	Hampden Roads
4. WILLIAM L. DAVIDSEN	10,500	500,245	6,020	April 25	Hampden Roads
5. WILLIAM H. WILMER	10,500	500,245	7,733	April 27	Hampden Roads
	52,500	2,501,225	33,745		

(Exhibit B)

PERSIAN GULF - RUSSIAN - MAY 1943

	<u>Deadweight</u>	<u>Cubic</u>	
1. MARTIN BAKKE	8,690	499,000	Sailed May 7
2. JOSEPH STANTON	10,500	500,245	Sailed May 8
3. JOSEPH B. BRADLEY	10,500	500,245	Expect to sail May 9
4. EDWARD PREBLE	10,500	500,245	" " May 9
5. MICHAEL J. STONE	10,500	500,245	" " May 10
6. JOHN C. CALHOUN	10,500	500,245	" " May 10
7. ALCOA POLARIS	9,100	437,000	" " May 11
8. CAPE DOUGLAS	7,485	450,000	" " May 15
9. AGWIPRINCE	9,075	424,557	" " May 20
10. JOHN H. EATON	10,500	500,245	" " May 21
11. STEPHEN J. FIELD	10,500	500,245	" " May 21
12. CHARLES CARROLL	10,500	500,245	" " May 22
13. SILAS WIER MITCHELL	10,500	500,245	" " May 22
14. JOHN DEERE	10,500	500,245	" " May 22
15. JOHN MORGAN	10,500	500,245	" " May 24
16. JOHN L. MOTLEY	10,500	500,245	" " May 26
17. SMITH THOMPSON	10,500	500,245	" " May 30
18. THOMAS NELSON PAGE	10,500	500,245	" " May 30
19. CAPE ST. GEORGE	7,416	446,100	" " May 30
	<u>188,766</u>	<u>9,260,087</u>	