Report 32 [redacted]

N A T I O N A L W A R P R O G R A M

M O N T H L Y P R O G R E S S R E P O R T

May 31, 1943

Prepared by
Bureau of the Budget
Executive Office of the President

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, D. C.

June 14, 1943.

FOR THE PRESIDENT-

H. D. S.

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Report 32
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NATIONAL WAR PROGRAM

MONTHLY PROGRESS REPORT

May 31, 1943

Prepared by
Bureau of the Budget
Executive Office of the President

CONTENTS

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I. SUMMARY

Aircraft Production

Military aircraft acceptances in May totaled 7,114, a 10 percent increase over April. Four-engine bomber acceptances increased to 722, with 737 scheduled. 52,660,000 lbs. of airframes were accepted in April.

(Page 2; charts 1, 2)

Army Air Forces

First-line airplanes on hand totaled 42,148 on April 30; of these, 20,919 were tactical. Active duty personnel of the Army Air Forces totaled 2,133,925; 52,497 were pilots.

(Pages 3, 4)

Navy Aeronautical Program

The Navy had 16,808 airplanes on hand on May 23; of these, 8,092 were combat. Navy and Marine Corps aeronautical personnel totaled 177,667 on April 30; 24,563 were pilots.

(Pages 5, 6)

Active Military Strengths

	Total All Classes	Date
Army	6,954,900	May 30
Navy, Marine Corps, and Coast Guard ...	1,971,689	May 15

The Army reported 1,439,970 overseas on May 30.

(Pages 11, 14; charts 3, 4)

Army Ordnance Production

	March	April	Jan.-Apr.
Gun, 90mm antiaircraft	400	402	1,611
Gun, 155mm	13	81	199
Tank, medium	2,052	2,317	8,025
Garand rifles	87,210	91,600	344,470

(Page 7)

Navy Ship Construction

Since Jan. 1, 107 combatant vessels have been completed for the Navy thru May 20: 1 battleship, 5 aircraft carriers, 11 auxiliary aircraft carriers, 1 heavy cruiser, 2 light cruisers, 46 destroyers, 26 destroyer escort vessels, and 15 submarines. (Pages 12, 13; charts 5-9)

Merchant Shipping

The weekly average loss rate of 114,000 dwt. of United Nations' vessels for May is the lowest weekly average for any month since the U. S. entered the war. (Page 15; chart 9)

II. AERONAUTICAL PROGRAM

May Aircraft Production

Military aircraft accepted in May totaled 7,114. This was 95% of the 7,453 working schedule of the J.A.C., but 1,556 short of the 8-L schedule, and represented an increase of 643 planes or 10% over the April total. May acceptances of combat types totaled 4,214.

Aircraft Acceptances -- April and May

	April	May	Increase	
			Number	Per-cent
Bomber, 4-engine	642	722	80	12%
Bomber, 2-engine	861	1,038	177	21
Bomber, 1-engine	537	798	261	49
Fighter	1,671	1,614	-57	-3
Naval reconnaissance	45	42	-3	-7
Total combat	3,756	4,214	458	12
Transport, 4-engine	15	12	-3	-20
Transport, 2- & 1-eng.	573	553	-20	-3
Total tactical	4,344	4,779	435	10
Trainers	1,862	1,817	-45	-2
Communications	197	419	222	113
Special purpose	68	99	31	46
Grand total	6,471	7,114	643	10

52,660,000 pounds of airframes (spares included) were accepted in April, an annual rate of about 630,000,000 pounds as contrasted to 911,000,000 predicted for 1943. Chart 2 shows monthly production rates in pounds.

The "pool" of accepted but undelivered aircraft increased 7 percent from 1,748 (68% tactical) at the end of April to 1,875 (57% tactical) on May 31.

A revised aircraft schedule is in the course of preparation (probably 8-N) which is expected to schedule about 97,000 aircraft (900,000,000 pounds) for 1943.

Army Air Forces

A. Airplanes

On April 30, the Army Air Forces had on hand 42,148 first-line airplanes, an increase of 4,401 or 12 percent during the month. Of the total, 20,919 were tactical types, including 3,432 four-engine bombers.

Army Air Force Airplanes on Hand, Apr. 30, 1943

Type	On Hand Mar. 31	On Hand Apr. 30	April Increase
Tactical			
Combat:			
Bomber, heavy	2,939	3,432	493
Bomber, medium	2,486	2,815	329
Bomber, light	1,126	1,145	19
Fighter	5,663	6,416	753
Total combat	12,214	13,808	1,594
Service Combat:			
Transport:			
Heavy	200	219	19
Medium	1,304	1,477	173
Light	174	202	28
Utility	—	1,542	1,542
Special purpose	3,536	3,671	135
Total tactical	17,428	20,919	3,491
Trainers	20,319	21,229	910
Grand total	37,747	42,148	4,401

A.A.F. Airplane Inventories, Jan. 1 to April 30, 1943

	Bomber Heavy	Bomber Medium	Bomber Light	Fighter	Transport	Other	Total
Apr. 30, 1943	3,432	2,815	1,145	6,416	1,898	26,442	42,148
Jan. 1, 1943	1,996	1,628	641	4,453	1,297	20,321	30,336
Increase	1,436	1,187	504	1,963	601	6,121	11,812

B. Personnel of the Army Air Forces

The active duty strength of the Army Air Forces, including personnel assigned from other services, totaled 2,134,000 on May 1 — an increase of 88,000 during April and 88 percent of the requirements for the 273-group program.

Active Duty Strength of the Army Air Forces
May 1, 1943

	Active Duty Strength			Minimum Requirements for 273 Groups by Dec. 1943
	Officers	Enlisted	Total	
Pilots	51,675	822	52,497	104,677
Aviation cadets	111,861	-	111,861	86,132
Bombardiers	7,624	648	8,272	15,521
Navigators	6,858	-	6,858	19,405
Observers	575	-	575	1,070
Engineers	3,624	-	3,624	5,840
Mechanics	-	194,994	194,994	249,497
Armorers	1,387	46,846	48,233	75,072
Meteorologists	1,103	-	1,103	5,415
Communications	2,471	-	2,471	5,369
Photographic	647	-	647	1,022
Radar	-	41,028	41,028	72,286
Other, Army Air Corps	62,167	1,025,372	1,087,539	1,018,693
Total, Army Air Corps	249,992	1,309,710	1,559,702	1,659,999
Assigned from other branches	43,626	530,597	574,223	740,543
Total, Army Air Forces	293,618	1,840,307	2,133,925	2,400,542

C. Flying Training

During April, 5,616 pilots completed advanced training, as compared with 5,068 in March. A total of 37,163 were receiving pilot training in April, an increase of 2,980 during the month.

Bureau of Aeronautics

A. Airplanes

On May 23, the Navy reported a total of 16,808 airplanes on hand. Of these, 8,092 were tactical combat types—an increase of 794 tactical combat types since April 23.

Navy Airplanes on Hand — May 23, 1943

Type	On Hand		Increase
	Apr. 23	May 23	
Tactical Combat			
Scout bomber	1,459	1,736	277
Torpedo bomber	1,014	1,144	130
Patrol bomber, 2-engine			
Boat	920	992	72
Landplane	441	477	36
Patrol bomber, 4-engine			
Boat	64	79	15
Landplane	126	153	27
Observation scout	1,544	1,553	9
Fighter	1,730	1,958	228
Subtotal	7,298	8,092	794
Tactical Non-Combat			
Utility	231	232	1
Utility (multi-engine)	170	173	3
Transport	191	205	14
Transport (multi-engine)	213	231	18
Subtotal	805	841	36
Training			
Trainer, primary	3,486	3,635	149
Trainer, advanced	3,950	4,214	264
Subtotal	7,436	7,849	413
Experimental	27	26	-1
Grand total	15,566	16,808	1,242

B. Personnel

The active duty strength of the Navy and Marine Corps military aeronautical personnel on May 1 was 177,667, as compared with a requirement through December 31, 1943 of 272,919.

Navy and Marine Corps Military Aeronautical Personnel

	Navy		Marine Corps		Total	
	Requirements 12-31-43	Actual 4-30-43	Requirements 12-31-43	Actual 4-30-43	Requirements 12-31-43	Actual 4-30-43
Pilots						
Officers	25,061	19,964	11,507	3,630	36,568	23,594
Enlisted	2,415	856	1,253	113	3,668	969
Subtotal	27,476	20,820	12,760	3,743	40,236	24,563
Other						
Officers	22,055	18,020	2,729	2,047	24,784	20,067
Enlisted	133,925	89,000	73,974	44,037	207,899	133,037
Subtotal	155,980	107,020	76,703	46,084	232,683	153,104
Grand total	183,456	127,840	89,463	49,827	272,919	177,667

1,440 pilots completed training during April, as compared with 1,103 during March.

III. ARMY

Production of Ordnance Equipment

For the critical items of ordnance equipment reviewed below, maintenance of April production rates for the balance of the calendar year will meet the 1943 requirements of the Army Supply Program, with the exception of the 37mm antiaircraft gun, M1 rifle, and carbine.

Deliveries of Selected Critical Ordnance Materiel*
(Includes Defense Aid and Navy Items Procured by the Army)

Item	1943 Deliveries			Required Production 1943
	Jan. 1 Thru April 30	March	April	
Aircraft				
Gun, 20mm	28,403	6,600	6,600	79,015
Gun, 37mm	2,517	550	850	12,060
Antiaircraft				
Gun, 90mm	1,611	400	402	4,678
Gun, 40mm	5,223	1,241	1,239	14,753
Gun, 37mm	1,824	647	434	2,600
Combat Vehicles				
Tank, light (less armament)	2,993	877	768	7,575
Tank, medium (less armament)	8,025	2,052	2,317	24,386
Tank Guns				
Gun, 75mm	8,245	2,215	1,965	21,947
Gun, 37mm	5,110	1,140	1,060	9,219
Artillery				
Gun, 155mm (S.P., field)	199	13	81	595
Howitzer, 105mm (S.P., field)	1,808	511	614	5,499
Howitzer, 75mm (S.P., field, and pack)	1,534	468	390	3,822
Mortar, 60mm and 81mm	7,279	1,754	2,033	23,669
Small Arms				
Rifle, U.S., cal. .30, M1	344,470	87,210	91,600	1,497,372
Rifle, all other, U.S., cal. .30, .303	478,728	103,892	136,779	873,186
Carbine	330,767	129,005	102,555	3,791,207
Machine gun, cal. .30	102,411	23,418	15,406	166,172
Machine gun, cal. .50	193,034	55,110	53,257	619,171

*Proof firing may not be complete, and self-propelled guns lack motor carriage.

Production of Ammunition

With the exception of 250-pound general purpose and demolition bombs, 1,000-pound armor piercing and semi-armor piercing bombs, and ammunition for 155mm guns and howitzers, April production rates for the items reviewed below will have to be substantially exceeded if the 1943 requirements of the Army Supply Program are to be met.

Deliveries of Selected Items of Ammunition

Item	1943 Deliveries			Required Production 1943
	Jan. 1 Thru April 30	March	April	
Bombs				
250-lb., G.P. & demolition	503,644	141,309	121,893	799,000
500-lb., G.P. & demolition	159,421	9,966	99,639	1,664,000
1,000-lb., G.P. & demolition	159,604	14,028	29,962	784,000
2,000-lb., G.P. & demolition	43,253	12,386	11,735	160,000
4,000-lb., G.P. & demolition	400	0	400	4,875
1,000-lb., armor piercing and semi-armor piercing	92,683	19,181	44,384	348,429
Cluster, fragmentation	297,544	66,669	100,528	1,384,478
Fragmentation, parachute	0	0	0	2,160,000
Small Arms Ammunition (Thousand rounds)				
All .30 cal.	3,385,923	899,202	940,514	14,002,454
All .50 cal.	1,279,000	336,000	365,000	5,732,000
For 20mm Guns, M1, M2, Hispano (Thousand rounds)	25,255	5,152	8,927	243,295
Antiaircraft Ammunition (Thousand rounds)				
For 37mm A.A. guns	1,767	269	511	9,355
For 40mm A.A. guns	8,353	2,712	2,566	37,054
For 90mm A.A. guns	708	201	190	6,627
Artillery (Thousand rounds)				
For 75mm field guns	3,616	950	1,084	26,636
For 155mm guns (shell)	705	191	156	1,145
For 75mm pack & field howit.	2,127	519	645	11,187
For 105mm howitzers	2,697	687	910	18,413
For 155mm howitzers	1,448	365	179	2,784
For 60mm and 81mm mortars	6,859	1,534	1,410	19,688

War Construction Program by the Corps of Engineers

The Office of the Chief of Engineers has authorized a total of $10.9 billion for emergency projects under its War Construction Program, as follows:

Construction in the United States ..	$9.3	billion
Construction outside the U. S.	.6	"
Repairs and utilities, real estate and miscellaneous	1.0	"
Total	$10.9	"

The status of the program of construction in the United States, covering major projects only (jobs of $500,000 and over), on April 30, is as follows:

Status of the War Construction Program--April 30, 1943
(Jobs of $500,000 and over)

A. By Stages of Completion

Status	Number of Projects	Estimated Cost	Percent of Total Cost
Completed	1,431	$6,893,761,000	79.0
Under construction	495	1,805,555,000	20.7
Not started	25	25,263,000	.3
	1,951	$8,724,579,000	100.0

B. By Types of Work

Type	Estimated Cost		Construction in Place	
	Million Dollars	% of Total	Million Dollars	Percent of Estimated Cost % (0 25 50 75 100)
Air Force Facilities	$2,552	29	$2,332	91
Ground Force Facilities	2,475	28	2,404	97
Storage and Shipping Facilities	886	10	874	99
Industrial Facilities	2,812	33	2,658	94
Total, Apr. 30	$8,725	100	$8,268	95
Total, Mar. 31	8,694		8,109	
Increase	$ 31		$ 159	

A. Civilian Employment

Civilian employment on the total War Construction Program was 352,788 persons on April 30, a decrease of 52,296 during April.

B. Hospital Construction

New hospital construction authorized by the Chief of Engineers at general and station hospitals provides for 315,091 beds. Seventy-nine percent of this capacity was available for use on April 30, 1943.

Hospital Construction, April 30, 1943

	Beds Authorized for Construction	Beds Available	
		Number	Percent of Authorization
General Hospitals	77,401	46,910	61%
Station Hospitals	237,690	201,775	85
Total beds	315,091	248,685	79%

C. Housing for Officers and Enlisted Men

New construction to house 5,313,000 officers and enlisted men had been authorized by the Chief of Engineers through April 30, and 95 percent of the total was available for occupancy.

Capacity of New Housing, April 30, 1943
(Officers and Enlisted Men)

	Authorized by Chief of Engineers	Percent Available for Occupancy
Ground and Service Forces	3,730,000	96%
Air Forces	1,583,000	93
Total	5,313,000	95%

Military Personnel

The estimated increase in the active duty strength of the Army during May was 235,000, bringing the total to 6,955,000 on June 1.

Distribution of the Active Duty Strength of the Army

	May 1 Actual	June 1 Estimated	May Increase	Approved for Dec. 31, 1943
Commissioned officers	474,585	500,000	25,415	675,000
Warrant & flight officers	18,416	20,000	1,584	
Enlisted men & selectees	6,147,248	6,347,000	199,752	7,533,000
Subtotal	6,640,249	6,867,000	226,751	
Army Nurse Corps	28,113	28,900	787	
W.A.A.C.	51,465	59,000	7,535	
Total	6,719,827	6,954,900	235,073	

Commissioned officers and enlisted men overseas at the beginning of June were estimated at 1,440,000, an increase of 141,000 over May 1.

Disposition of Active Duty Commissioned Officers and Enlisted Men

	May 1 Actual	June 1 Estimated	May Increase
Army Ground Forces in U. S.	2,034,329	2,093,745	59,416
Army Air Forces in U. S.	1,627,147	1,659,845	32,698
Army Service Forces	1,237,619	1,248,680	11,061
Overseas	1,299,003	1,439,970	140,967
In ships	100,640	74,140	-26,500
In staging areas	52,596	69,945	17,349
In defense commands	368,493	368,575	82
Total	6,719,827	6,954,900	235,073

IV. NAVY

Completions of Naval Vessels

One hundred seven combatant vessels had been completed in 1943 through May 20, as compared with a total of 145 completions in the calendar year 1942. Thirty-one of these completions occurred during April and 18 more during the first 20 days of May.

Completions of Selected Naval Vessels

Type	Physical Completions				
		Calendar Year 1943			
	Cal. Yr. 1942 Actual	Actual Thru May 20	Scheduled for Balance of Year	April	May Thru 20th
Combatant Vessels:					
Battleships	4	1	1	0	0
Aircraft carriers	1	5	8	1	0
Auxil. air. carriers	17	11	49	5	1
Heavy cruisers	0	1	2	1	0
Light cruisers	8	2	6	0	0
Destroyers	81	46	84	10	7
Destroyer escorts	0	26	261	10	8
Submarines	34	15	46	4	2
Total combatants	145	107	457	31	18
Patrol craft	919	310	674	71	48
Mine vessels	272	110	322	33	18
Auxiliaries	208	123	260	36	14

Note: Table includes Lend-Lease and conversions.

Status of Construction of Selected Naval Vessels

On May 1, there were 1,385 uncompleted combatant vessels on order, and for 674 no construction progress had been reported.

Status of Construction of Naval Vessels
May 1, 1943

Type	Ordered but not Delivered May 1	No Progress	Percentage of Completion				
			0-5	5-25	25-50	50-75	75-100
Battleship	10	5*	0	2	2	0	1
Aircraft carrier	30	7	3	8	3	4	5
Auxil. air. carrier	91	65	5	6	8	3	4
Large cruiser	6	4	0	0	2	0	0
Heavy cruiser	24	11	2	8	0	1	2
Light cruiser	41	16	0	10	8	3	4
Destroyer	227	77	31	31	30	24	34
Escort vessel	782	414	124	109	72	40	23
Submarine	174	75	25	21	17	19	17
Total combatant	1,385	674	190	195	142	94	90
Patrol craft	1,182	323	146	258	152	167	136
District craft	667	267	59	95	81	78	87
Mine craft	455	83	28	63	98	112	71
Auxiliaries	536	240	36	87	73	52	48
Landing craft	16,538	-	-	-	-	-	-
Small boats	5,155	-	-	-	-	-	-

Note: Table includes Lend-Lease and conversions.
*Work suspended.

Navy, Marine Corps, and Coast Guard Personnel

The total active duty military personnel of the Navy, Marine Corps, and Coast Guard on May 15 was 1,971,689 — an increase of approximately 86,000 in the 30 days just prior.

Active Duty Military Personnel of the Navy, Marine Corps, and Coast Guard
May 15, 1943

	Officers	Enlisted Personnel	Nurses	Total
Navy				
Regulars	25,313	330,924	1,668	357,905
Reserves:				
Men	128,458	1,025,194	2,967	1,156,619
Women	2,891	14,428	—	17,319
Subtotal	156,662	1,370,546	4,635	1,531,843
Marine Corps				
Regulars	4,717	112,036	—	116,753
Reserves:				
Men	14,017	155,169	—	169,186
Women	95	1,873	—	1,968
Subtotal	18,829	269,078	—	287,907
Coast Guard*				
Regulars	2,947	27,266	—	30,213
Reserves:				
Men	4,243	114,892	—	119,135
Women	136	2,455	—	2,591
Subtotal	7,326	144,613	—	151,939
Grand total	182,817	1,784,237	4,635	1,971,689

*Does not include temporary reserves.

The enlisted strengths approved by the President are:

Navy .... 1,546,000 by June 30, 1943
Marine Corps ...... 334,500 by June 30, 1943
Coast Guard .... 150,000 by Feb. 28, 1943

V. MERCHANT SHIPPING

Gains and Losses, United Nations

Average weekly losses of United Nations' vessels continued to decline for the last four weeks in May, while gains from new construction were increasing.

Weekly Gains and Losses of United Nations' Merchant Vessels
For Eight-Week Period Ending May 30, 1943
(Thousand Dwt.)

Week Ending	Gains	Losses
Apr. 11	384	100
Apr. 18	340	111
Apr. 25	399	88
May 2	563	191
Total	1,686	490
Weekly aver.	422	125

Week Ending	Gains	Losses
May 9	392	137
May 16	351	140
May 23	479	101
May 30	561	77
Total	1,783	455
Weekly aver.	446	114

The average weekly losses of U. S. controlled vessels for the two four-week periods were 31,400 dwt. and 36,800 dwt., respectively.

Merchant Ship Deliveries by U. S. Shipbuilders

Four more dry cargo vessels and one more tanker were delivered in May by U. S. shipbuilders than were scheduled, bringing total deliveries for the month to 151 vessels.

Merchant Ship Deliveries by U. S. Shipyards, May 1943

Account of	Number and Deadweight Tonnage					
	Dry Cargo		Tankers		Total	
	No.	Dwt.	No.	Dwt.	No.	Dwt.
Maritime Commission	136	1,478,830	12	199,190	148	1,678,020
Private	-	---	3	46,010	3	46,010
Total	136	1,478,830	15	245,200	151	1,724,030

VI. REVIEW OF PRODUCTION IN SELECTED WAR INDUSTRIES

The War Projects Unit of the Bureau, under the direction of Colonel Henry M. Waite, has recently completed studies of Government-owned aircraft assembly plants and military tank production which are summarized below. These studies reflect on-site examinations of operating plants by engineers in the Unit.

Government-Owned Aircraft Assembly Plants

The eight Government-owned plants for aircraft assembly and manufacture provide for about one-fifth of the peak production capacity of the aircraft industry, measured in terms of either floor space or weight of airframes to be produced. Four of these plants are completed and the others are sufficiently advanced to preclude any production delays because of construction.

Production schedules have been revised several times within recent months, lately curtailing and postponing peak output, because of lack of sufficient fabricated aluminum and because of delays in developing production in entirely new plants.

Comparison of 1942 and 1943 Production and Schedules

Plant	Operator	Type of Plane	Deliveries		Schedule		
			1942	1943	1942	1943*	
			Total	1st Qtr.	Total	1st Qtr.	Year
Omaha	Martin	B-26 Med. B.	56	150	295	140	1,355
Kansas City	North Amer.	B-25 Med. B.	365	305	592	305	2,355
Tulsa	Douglas	B-24 Hvy. B.	11	9	67	15	160
		A-24 Lgt. B.	---	—	—	15	850
		A-26 Lgt. B.	—	—	—	—	—
Ft. Worth	Consol.	B-24 Hvy. B.	8	44	93	53	1,272
		C-87 Transp.	37	29	40	30	120
Okla. City	Douglas	C-47 Transp.	—	2	—	2	721
Marietta	Bell	B-29 Hvy. B.	—	—	—	—	2
Cleveland	Fisher Body	B-29 Hvy. B.	—	—	—	—	1
Chicago	Douglas	C-54 Transp.	—	—	—	—	55
Total			477	539	1,087	562	6,891

*Schedule 8-L Revised, effective Jan. 21, 1943 (now in process of revision).

For the first quarter of 1943, deliveries have nearly reached the modified schedule now in effect. However, for the entire year 1943 the scheduled output is twelve times the schedule for the first quarter. For March 1943, actual deliveries, as a percentage of peak output, were as follows: Kansas City 42%, Omaha 35%, Fort Worth 17%, Tulsa 4%, and Oklahoma City 1%.

Operating efficiency has been handicapped by the necessity of training a large force of supervisors to expand former staffs of the operating companies. Of the eight Government-owned plants, the over-all operating efficiency is rated as excellent in one (Kansas City), good in two, fair in three, and poor in two (Tulsa and Marietta). At Tulsa the efficiency has been greatly impaired by a shift, now in process, from the production of B-24 heavy bombers (4-engine) to A-26 light bombers (2-engine). The initial production for the latter cannot start until January 1944. At Marietta, which is the largest of the eight Government plants, the operator (Bell) is inexperienced in production of large planes.

Shortages of fabricated aluminum have interfered with production and necessitated adjusting schedules. The plant most advanced in production (Kansas City) has received an allotment for the third and fourth quarters of 1943 which is 13 percent under its requirements. Also, distribution of aluminum among the assembly plants has been unrealistic in reference to actual performance. Large quantities of sheets and shapes are being unused at Chicago, while their lack at Omaha and Kansas City has curtailed production. Shortages occurred in equipment and parts, particularly where subcontractors are overloaded in orders or where there is a single source of supply.

Labor during April 1943 at the eight plants totaled 90,000 employees. Peak labor requirements are estimated at 200,000. Some difficulty is anticipated in obtaining these requirements unless added provisions are made for transportation and housing. Women now constitute between 35 and 50 percent of the labor force, and at peak are expected to exceed 50 percent of the total.

Good cooperation exists among these plants in the exchange of ideas and experiences through the operation of industry production committees. The Army Air Forces are attempting to change the fixed-fee contracts in these assembly plants to a unit-cost basis. They are meeting with some success. The great difficulty lies with the many subcontractors who want to continue on a fixed-fee basis for the supplying of parts and equipment.

Military Tanks

There are 15 plants for manufacturing military tanks and motor gun carriages. All of these are Government-financed, at a total cost of $238 million. Facilities for light tanks represent only 5 percent of this cost, since conversion of existing plants was used.

The designed capacity and production for March 1943 are compared in the following table:

Type of Tank	Designed Capacity Per Month	Performance, Mar. 1943 (Per Mo.)		
		Scheduled	Actual	
			% of Schedule	% of Capacity
Medium (30-33 tons)	4,550	2,880	100	63
Light (8-18 tons)	2,800	1,077	96	37

The maximum production attained was for the month of December 1942. This was not peak capacity, as all plants were not then completed. Since then production has been materially reduced, with March production about two-thirds of capacity for medium tanks and one-third of capacity for light tanks. Scheduled production for April on light tanks was about 20 percent below that authorized for March. The current total production of tanks is only about one-half the capacity of the industry, due to reduction in requirements. A serious question is raised as to the necessity for operating all plants at a fractional output. Some of these plants are operated by builders of locomotives and railway equipment and have facilities and experience on heavy machinery which might be utilized for other war purposes.

Labor engaged in tank manufacture during April 1943 totaled approximately 50,000 employees, which was a 10 percent reduction since the period of maximum output. Excessive use of manpower is indicated by non-production forces at several plants amounting to about 50 percent of the total force.

Prices being paid for tanks exhibit a wide variation between plants. For medium tanks, the cost per tank ranges from $33,000 to $70,000, or from $0.53 to $1.10 per pound. For light tanks, the cost ranges from $32,000 to $64,000, or from $0.95 to $2.00 per pound. The Chrysler Tank Arsenal is producing M-4 tanks at about one-half the price charged by General Motors (Fisher Tank Division). Tank costs should be renegotiated in some cases and studies made on the economy of production costs, in connection with the diversion of plants to other uses as previously discussed. The magnitude of this item in ordnance procurement, at present prices, is indicated by an annual cost at peak capacity of $4.8 billion. For current output the annual cost is $2.6 billion.

VII. WAR INDUSTRIAL FACILITIES

A total of 16,063 war industrial plant expansions, publicly and privately financed, costing $19.3 billion, had been approved by April 1, 1943. This was a net increase during March of 845 expansions, estimated to cost $140 million.

War Industrial Facilities Financed with Public and Private Funds
Number of Plant Expansions and Estimated Cost (Millions of Dollars)
April 1, 1943

Type of Product	Total		Public Funds		Private Funds	
	Number	Est. Cost	Number	Est. Cost	Number	Est. Cost
Aircraft	1,256	$3,327	336	$3,085	920	$242
Ship construction & repair	709	2,087	221	1,992	488	95
Combat and motor vehicles	489	503	72	425	417	78
Guns	844	905	204	804	640	101
Ammunition, etc.	1,275	1,192	314	1,066	961	126
Explosives and assembling	155	2,868	81	2,856	74	12
Iron and steel	2,214	1,816	238	1,261	1,976	555
Non-ferrous metals	695	1,428	126	1,126	569	302
Machine tools	1,526	293	185	153	1,341	140
Machinery and equipment	2,318	771	322	462	1,996	309
Chemicals	822	1,388	180	1,106	642	282
Petroleum and coal products	254	581	37	198	217	383
Miscellaneous manufacturing	1,311	454	159	264	1,152	190
Non-manufacturing	2,445	1,726	97	342	2,348	1,384
Total	16,063	$19,339	2,322	$15,140	13,741	$4,199

Notes: Most projects costing less than $25,000 are excluded.
Public commitments for purchase of $2.3 billion of machine tools are excluded.
Number of plants by product groups do not add to totals because of duplication of facilities between product groups.

There was a net decrease of $16 million in public fund commitments during March, due principally to the cancellation of seven synthetic rubber projects estimated to cost $117 million.

Seventy-four percent of the $15.1 billion program of war industrial plant expansions financed by public funds was in place on April 1. Ammunition plants were nearest completion with 92 percent in place.

War Industrial Facilities Financed with Public Funds
Value and Percentage in Place on April 1, 1943
(Millions of Dollars)

Type of Product	Number of Expansions	Est. Cost	Construction in Place	
			Value	%
Aircraft	476	$3,085	$2,054	67
Ship construction and repair	365	1,992	1,627	82
Combat and motor vehicles	90	425	357	84
Guns	283	804	670	83
Ammunition, etc.	448	1,066	976	92
Explosives and assembling	94	2,856	2,587	91
Iron and steel	307	1,261	782	62
Nonferrous metals	147	1,126	735	65
Machine tools	212	153	124	81
Machinery and equipment	410	462	316	68
Chemicals	206	1,106	608	55
Petroleum and coal products	39	198	49	25
Misc. manufacturing	185	264	172	65
Non-manufacturing	103	342	130	38
Total	3,365	$15,140	$11,187	74

VIII. STOCKPILE AND PUBLIC PURCHASES OF BASIC WAR COMMODITIES

Strategic and critical materials are purchased by the Government: (1) for stockpiles to be used only in case of an emergency with respect to the specific items concerned; (2) for stockpiles to be released only by WPB; and (3) for resale to industry currently upon receipt. The following table shows the status of selected items as of May 15, 1943:

Stockpile Status of Selected Commodities - May 15, 1943

Commodity	Unit of Measure	Recommended Purchase Program	Percent of Purchase Program		
			Stockpile Inventory May 15, 1943	Inventory Increase Since Apr. 15	Inventory Increase Since Pearl Harbor
Antimony, metal	Tons	22,000	55%	2%	19%
Chrome ore	1,000 l.t.	1,950	35	- 3	21
Diamonds, indus.	1,000 carats	22,140	27	0	24
Diamond dies	Dies	60,000	14	0	8
Manganese ore	1,000 l.t.	3,300	22	- 2	8
Manila fiber	1,000 bales	2,037	5	0	-3
Mercury	Flasks	107,200	37	2	33
Mica	Tons	14,415	60	4	41
Nickel	Tons	15,000*	5	0	5
Nitrate of soda	1,000 tons	1,400	0**	0	-1
Opium	1,000 pounds	640	111	73	111
Quartz crystals	1,000 pounds	2,099	148	-1	77
Quinine sulphate	1,000 av. oz.	12,450	37	-3	-21
Rubber	1,000 l.t.	1,900	12	-2	-6
Silk	1,000 bales	50-100	12	0	4
Tin, refined	1,000 l.t.	307*	19	-1	3
Tungsten	Tons	40,500	23	-2	4
Zinc, metal	Tons	160,000	34	0	34
Zinc concentrates	1,000 tons	1,600	10	-4	6

*Part or all of this amount consists of recommended purchases per annum.
**88,770 tons stored in Chile.

IX. AGRICULTURE

Agricultural production and total physical volume of farm marketings for 1943 are expected to be about equal to those in 1942, a record year. However, it is estimated that net farm income will be between one and two billion dollars above the $11 billion income of 1942.

Production Outlook

Farmers have indicated their intention to plant approximately 3 percent more acreage this year than last, but weather conditions and labor uncertainties may affect acreage in some areas and are expected to have some offsetting influences on yield. There have been some losses (losses resulting from recent floods in the Middle West not yet determined), but with average weather from now on yields should be about average and crop production should about equal 1941, although it may fall as much as 10 percent short of 1942 production.

Livestock production is generally at a record level, and current prospects are for an even greater production of eggs, poultry, pork, and lard for 1943 than last year. Dairy, sheep and lamb, and beef production will be about the same as 1942.

It appears now that total agricultural production will be about equal to that in 1942.

Farm Prices and Income

Prices received by farmers in 1942 averaged 103 percent of parity and were about 50 percent above prices received during 1935-1939. Even though prices received were more than 25 percent below prices in 1919, cash and net farm income were both at record levels, since farm production was well above any previous record. Prices paid by farmers for goods used in production and family living were also about 25 percent under prices paid in 1919. Altogether, cash income from farm marketings and Government payments in 1942 totaled over $16 billion, as compared with an average of $8.5 billion in the 1935-39 period and a previous record of $14.6 billion in 1919.

So far this year farm prices averaged about 16 percent above average prices received in 1942. With current indications that production and marketings in 1943 will be about the same as in 1942, an increase of cash income of 15 to 20 percent over 1942 is now indicated for 1943. Net income to farm people from agriculture in 1942 is now estimated at over $11 billion and this is about twice as large as the average net income for 1935-39. It exceeds the previous record of $9.9 billion in 1919.

Farm Labor

It is estimated that some 3.5 million additional workers will be needed on farms at the peak of the season above the 8.2 million employed at the beginning of the year. In most areas the local available labor will be adequate, providing that it is mobilized and induced to work on farms and that the farmers will be willing to use this labor which in some instances will be inexperienced, since it includes townspeople, women, and youths. Needs will vary greatly in different areas. In the seasonal fruit and vegetable areas, particularly in California, Oregon, and the Atlantic truck regions, some seasonal labor shortages may develop.

Workers are being brought in from Jamaica, Bahama, and Mexico to assist in meeting the requirements of seasonal and shifting local labor needs. Mexicans will be used chiefly in California and Arizona, the Bahamans in Florida and the Southern Atlantic seaboard, and Jamaicans in the North Atlantic States and northern beet, potato, and vegetable areas. Through May 10, some 20,682 laborers have been imported from foreign sources, 4,378 from Jamaica, 2,294 from Bahama, and 14,010 from Mexico.

Machinery and Fertilizer

Production of new machinery for use in 1943 was originally limited to 23 percent of 1940 production; this has been revised upward to 40 percent. The increase will ease the general situation, but will probably not be fully realized during this season since the approval came too late. A supplemental harvesting machinery program has been authorized, requiring 21,482 tons of new steel for combines, corn pickers, and pick-up hay balers.

The machinery repair quota of 160 percent of the average production of parts produced during 1940 and 1941 is generally adequate, but there have been some delays in deliveries to farmers because of difficulties in obtaining raw materials.

One hundred percent of the fertilizer requirements is virtually assured for the more important food crops (vegetables with high food value, oil-seed, potatoes, and crops for processing).

The supply of fertilizing materials and the tonnage of fertilizer available for use will be about 11 percent more than was available in 1942. The supply of nitrogen will be greater than in 1942 and slightly less than the amount used in 1941, which was the largest amount for any one year. The supplies of phosphate and potash used in fertilizers will be the largest on record, exceeding last year's amount by 10 and 17 percent, respectively.

X. ECONOMIC STABILIZATION PROGRAM

The confidence of the people in the Government's ability to hold the line is seriously impaired. Labor leaders who support the stabilization program find it increasingly difficult to keep the rank and file in line. Opposition to much-needed subsidies is strong so long as farm and business groups believe that without subsidies price increases will be granted.

Prices--Cost of Living: Living costs rose 1.1 percent between March 15 and April 15, the main increase occurring before the President's hold-the-line order. Food prices increased 2.3 percent; fresh fruits and vegetables, 10.5 percent. Moving ahead in the face of intense Congressional opposition, OPA is instituting a 10 percent rollback of meat, butter, and coffee prices through RFC subsidies. In its drive to make price control simpler and more effective, OPA has issued 35 specific dollars-and-cents maximum price regulations at retail in addition to those on leading foodstuffs in 138 communities.

Prices--Farm: Between April 15 and May 15, prices received by farmers increased 1.1 percent; prices paid, 0.6 percent. Pace and Bankhead bills remain inactive as the outcome of coal dispute is undecided. House Banking and Currency Committee voted to permit the War Food Administrator to modify maximum prices on any agricultural commodity necessary to "secure an adequate production of such commodity for war purposes."

Wages: A breakdown of wage controls--already reflected in the coal mine dispute--is feared as labor leaders demand dramatic action to reduce and hold cost-of-living prices.

Taxes: Final passage of Current Tax Payment Act secures much-needed collection at source. Even if Congress immediately begins consideration of the maximum revenue program now feasible, collections in fiscal 1944 would fall far short of the $16 billion goal set by the President in January.

War Bonds: War savings bond sales totaled $1.3 billion in May. Only partially recognizing the need for absorption of greatly increased purchasing power, the Treasury is intensifying its borrowing program and denies the need for compulsory savings.

Rationing: A partial breakdown in rationing, particularly of meats and gasoline, has brought--temporarily at least--a return to the haphazard method of distribution which rationing was designed to prevent.

XI. WAR FINANCES

Appropriations

From June 30, 1940 through May 31, 1943, Congress made appropriations and other authorizations for war purposes amounting to $232 billion. The increase during May was $2 billion.

	F.Y. 1941	F.Y. 1942	F.Y. 1943	Total
	(In billions)			
Appropriations and Contract Authorizations: 1/				
Army	$13.138	$71.419	$42.091	$126.648
Navy (including Coast Guard)	4.415	18.934	23.928	47.277
Defense Aid	7.000	2/ 12.033	.020	19.053
Maritime Commission	.469	5.397	5.377	11.243
Defense Housing	.420	.600	.615	1.635
Other Defense Activities	.601	2.238	2.790	5.629
Subtotal	$26.043	$110.621	$74.821	$211.485
Estimated appropriations required beyond F.Y. 1943 for completion of the expanded Navy				20.572
Grand total			3/	$232.057

1/ The parts of appropriations intended to liquidate prior contract authorizations are estimated and have been excluded. Amounts are subject to future adjustments based on actual allocations of appropriations for the liquidation of contract authorizations.

2/ Adjusted to include $600 million indefinite contract authorizations for lend-lease purposes, Pub. Law 282, 1st Session, 77th Congress, and $23 million special fund.

3/ Includes transactions through H.J. Res. 115, approved May 7, 1943, Pub. Law 50.

War Expenditures

The total Federal expenditures for war purposes, including RFC expenditures, amounted to $7.4 billion in May. This represents an annual rate of $87.9 billion as compared with $86.9 billion for April.

	War Disbursements (Millions)	
	During May	Yearly Rate
Army	$3,862	$46,035
Navy	2,251	26,832
RFC	281	3,349
Maritime Commission	243	2,897
Other	736	8,773
Total	$7,373	$87,886

War expenditures for the first eleven months of fiscal year 1943 totaled $67.3 billion, or an average of $5.6 billion per month.

Gross Debt

The gross debt increased $6.1 billion during May to a total of $135.9 billion on May 31, 1943.

XII. MANPOWER

Employment and Labor Supply

Employment in non-agricultural establishments for April 1943 showed an increase of about 150,000 over the preceding month and a gain during the last year of approximately 2.4 millions. The gain during the year has been outstanding in the case of government employment and in certain types of manufacturing employment, particularly in the metal fabricating industries. Net declines in employment have characterized the lumber, furniture, textile, apparel, leather, tobacco, and paper industries. In addition, there have been declines in employment in construction, mining, and trade among non-manufacturing industries.

The absorption of the unemployed has accounted for much of this increase in employment. Unemployment declined from 2.6 million in May 1942 to 900,000 in May 1943, which is lower than a "normal" turnover unemployment figure.

Agricultural employment was at a higher level in May 1943 than a year ago by 600,000. Recent increases in the employment of men in agriculture reflect the transfer of some workers from non-agricultural pursuits and the movement of boys in rural areas to work on the land, partly as a result of the policy of military deferments for farm workers.

The number of men in the labor force has declined by 3.3 million during the past year, while the number of women increased by 2.1 million. In May 1943 there were 53 million in the labor force, representing a net decline of 1.2 million from May 1942. The number of new workers entering the labor force in the past year has fallen short of the number required to offset military withdrawals in the country as a whole.

Labor Turnover and Absenteeism

Labor turnover in all manufacturing for March 1943 showed an increase over the preceding month and was substantially above the average for the year 1942. The total separations rate (including quits, discharges, lay-offs, military, and miscellaneous separations) was 7.69; the accessions rate was 8.32 per hundred employees. The corresponding figures for February were 7.04 and 7.87.

Absenteeism rates in selected manufacturing industries important in war production declined from 6.6 in March to 6.3 in April, according to preliminary reports. The rate is a percentage computed by dividing the whole days of work lost because of absences for any reason by the man-days scheduled. The range of rates in April was from 2.5 in petroleum refining to 9.8 in bituminous coal mining. The high rate in coal mining, which shows a substantial increase over the preceding month, was presumably related to industrial unrest. Absence rates for women tend to be higher than those for men. Besides sex, other factors affecting absenteeism include weather conditions, hours of work, management policies, and special local conditions.

Strikes in War Industries

According to a recent compilation made by the Bureau of Labor Statistics, the strike record for 1942 showed a substantial decline in the number of strikes and their length, as compared with 1941. Twenty-eight workers out of every 1,000 employed in 1942 were involved in a strike at some time during the year, and time lost during strikes is estimated to be one-twentieth of 1 percent of time worked. In the first months of 1943, however, the number of strikes increased. The following table shows for the first four months of 1943 the number of strikes, the number of workers involved, and the man-days lost.

Month	Number of Strikes	Workers Involved	Man-Days Lost
January	195	90,000	450,000
February	210	42,000	170,000
March	260	72,000	230,000
April	395	200,000	675,000

XIII. ADMINISTRATIVE DEVELOPMENTS

The comments which follow on administrative developments during May are based upon observations of staff members in close touch with the national war agencies.

Toward the end of the month the establishment of the Office of War Mobilization gave dramatic emphasis to the process of over-all coordination of the war program on the domestic front and stimulated the several war agencies to reconsider and clarify their parts in the total scene.

U. S. Economic Activities in Liberated Areas

Considerable progress was made in May toward securing coordination and positive direction of the economic activities of U. S. civilian agencies in liberated areas. Various efforts to improve the tangled inter-agency situation culminated in the President's letter of June 3 to the Secretary of State. Briefly, this letter gave clear leadership to the Department of State, amplified some functional assignments, and approved appropriate inter-departmental machinery.

Among the efforts made to clarify the situation prior to settlement by the President was a statement of policy issued by Governor Lehman outlining how he would operate and how the work of other agencies should be geared to his own. While several agencies were not in agreement, it was useful in crystallizing the main points of contention.

Following this, the Bureau of the Budget, as neutral agent for the President, held two meetings of the key persons in the interested agencies and conferred separately with a number of agency officials. Based in large part on these negotiations, a plan for inter-departmental organization was formulated by the Bureau and subsequently approved by the President.

With these developments, the way is now clear to the various agencies to proceed in their plans and operations with much more certainty and coordination than has heretofore been possible. Three major steps remain. The first is the readjustment and strengthening of State Department organization to supply the leadership and coordination. Second, working relationships between the civilian agencies and the military must be established along the lines outlined in the President's letters to Secretaries Hull and Stimson. Current negotiations by the Bureau of the Budget with the Departments of State and War are resolving this question. Third, specific arrangements must be made with our Allies as to the manner in which civilian affairs will be set up in combined operations. The proposed committee of the Combined Chiefs, on which the State Department will be represented, looks like a good step forward.

War Production Board

During May the War Production Board adopted a firmer policy with regard to the justifications to be required for the use of resources for construction and facilities. The policy is designed to prevent the waste of resources by the construction of excess facilities and thus to assure the use of materials and manpower for essential production.

On May 1, the Chairman issued an order defining the functions of the WPB Vice Chairman for Civilian Requirements who assumes the duties relating to consumer goods and services of the former Office of Civilian Supply. Later in the month the Senate passed the Maloney Bill (S. 885) to establish an independent civilian supply administration. The bill, pending in the House at the end of May, would, if passed, weaken WPB further and cause additional confusion in the administration of the War Supply Program.

Early in May the WPB, operating under the Controlled Materials Plan, allocated materials for major uses during the third quarter of 1943. Further modifications and refinements in the CMP improved its operations, and the general trend of events gave hope that the broad outlines of the system for controlling the flow of materials had become stabilized.

On the whole, the WPB "front" was quiet during the month. No major internal "crises" occurred, and the organization was free to operate within a less critical environment than has been customary.

Office of Price Administration

The OPA continued to lose ground in its internal management. The long-standing need for a competent and reliable general manager to supply day-to-day administrative leadership was not yet met.

War Food Administration

The work of determining over-all agricultural needs for critical materials and of presenting claims to WPB was centralized within the War Food Administration in a new Office of Materials and Facilities. A new Office of Labor Programs was also established through consolidation of organization units previously concerned with farm labor and "processing" labor. A request of the Director of the WFA to the Economic Stabilization Director to have agricultural labor redefined to include first processing of perishable commodities was denied.

Considerable attention was given to the problem of unifying for more effective operation the loose federation of organizations that constitute the War Food Administration. But action was not taken and the most serious problems of organization have yet to be solved.

Transportation

The Office of Defense Transportation acted, in cooperation with OPA, to curtail gasoline consumption by 40 percent in the Eastern Districst and, in cooperation with WPB, to curtail retail delivery service.

The War Shipping Administration reorganized its Washington staff on a zone basis so that all problems of shipping to any given area will be handled by the same group of men.

Responsibility for handling WSA-ODT problems was concentrated upon two men, one to represent each agency.

War Manpower Commission

The authority and responsibility of the top executive staff of the War Manpower Commission were clarified and strengthened. It was decided to place the field operations of the Commission on a state basis, with the hope that appropriations and personnel confirmations would be more readily forthcoming, and to confine the functions of the regional offices as much as possible to those of supervision.

The Fair Employment Practice Committee, which had been transferred to the War Manpower Commission, was once again given independent status outside the Commission.

The deadline for compliance with the forty-eight hour week in the steel industry, which was originally set for July 1, was later extended to August 1.

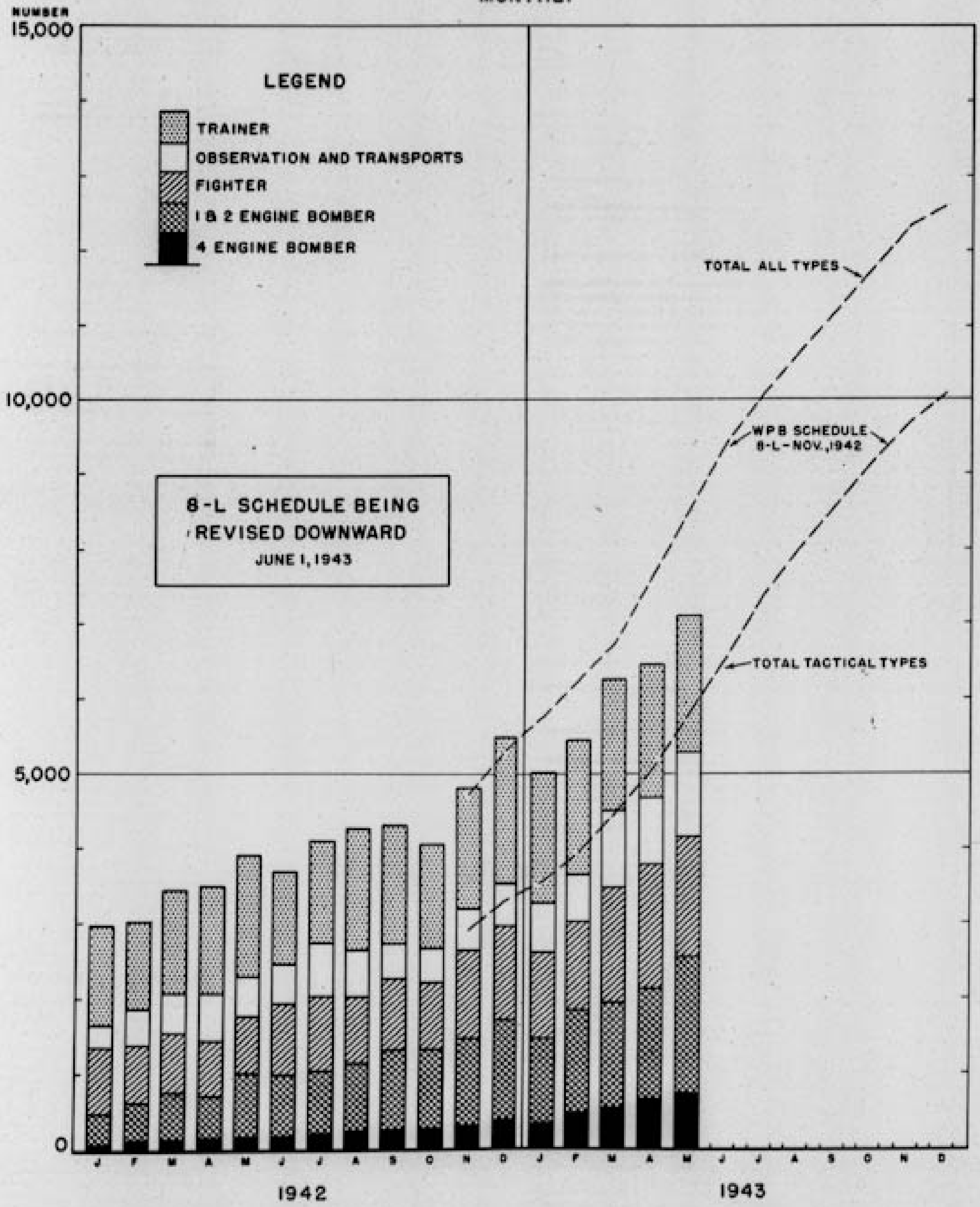
XIV. PROGRESS CHARTS

1. Acceptance of Military Airplanes
2. Monthly Aircraft Acceptances by Weight
3. Total Army Strength
4. Total Active Duty Strength of Navy, Marine Corps, and Coast Guard
5. Construction Progress on Battleships and Aircraft Carriers
6. Construction Progress on Large and Heavy Cruisers
7. Construction Progress on Light Cruisers
8. Construction Progress on Destroyers and Submarines
9. Construction Progress on Escort Vessels
10. Gains and Losses of Merchant Ocean Vessels Available to the United Nations
11. Deliveries of Merchant Ships by U. S. Shipbuilders
12. Status of Basic War Commodities Program — Selected Critical and Strategic Materials
13. War Expenditures

CHART I

ACCEPTANCE OF MILITARY AIRPLANES

MONTHLY



SOURCE: WAR PRODUCTION BOARD

CHART 2

MONTHLY AIRCRAFT ACCEPTANCES BY WEIGHT

(INCLUDES SPARE AIRFRAME PARTS BUT EXCLUDES GOVERNMENT-FURNISHED EQUIPMENT SUCH AS ENGINES, PROPELLERS, TURRETS, ETC.)

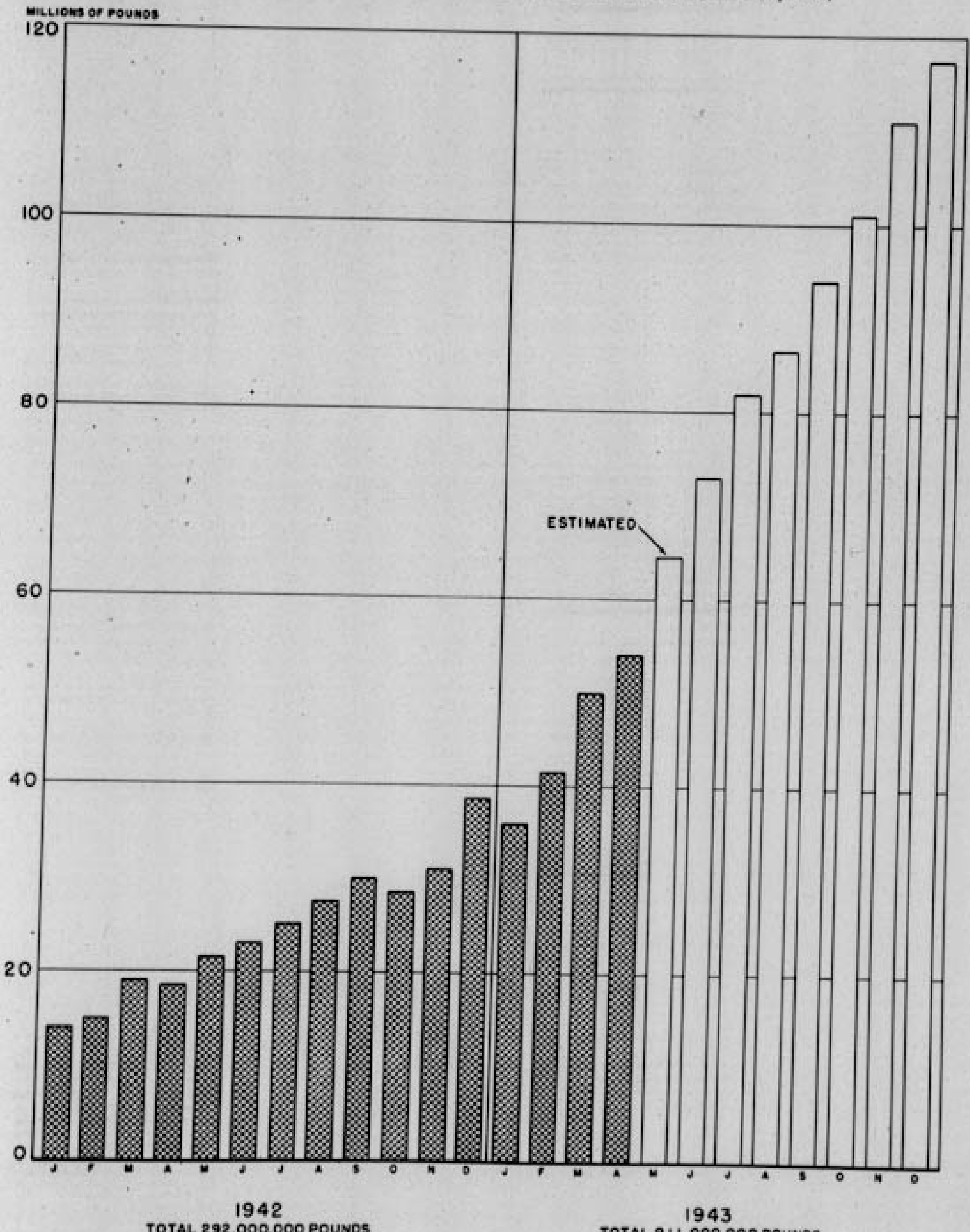


CHART 3

TOTAL ARMY STRENGTH

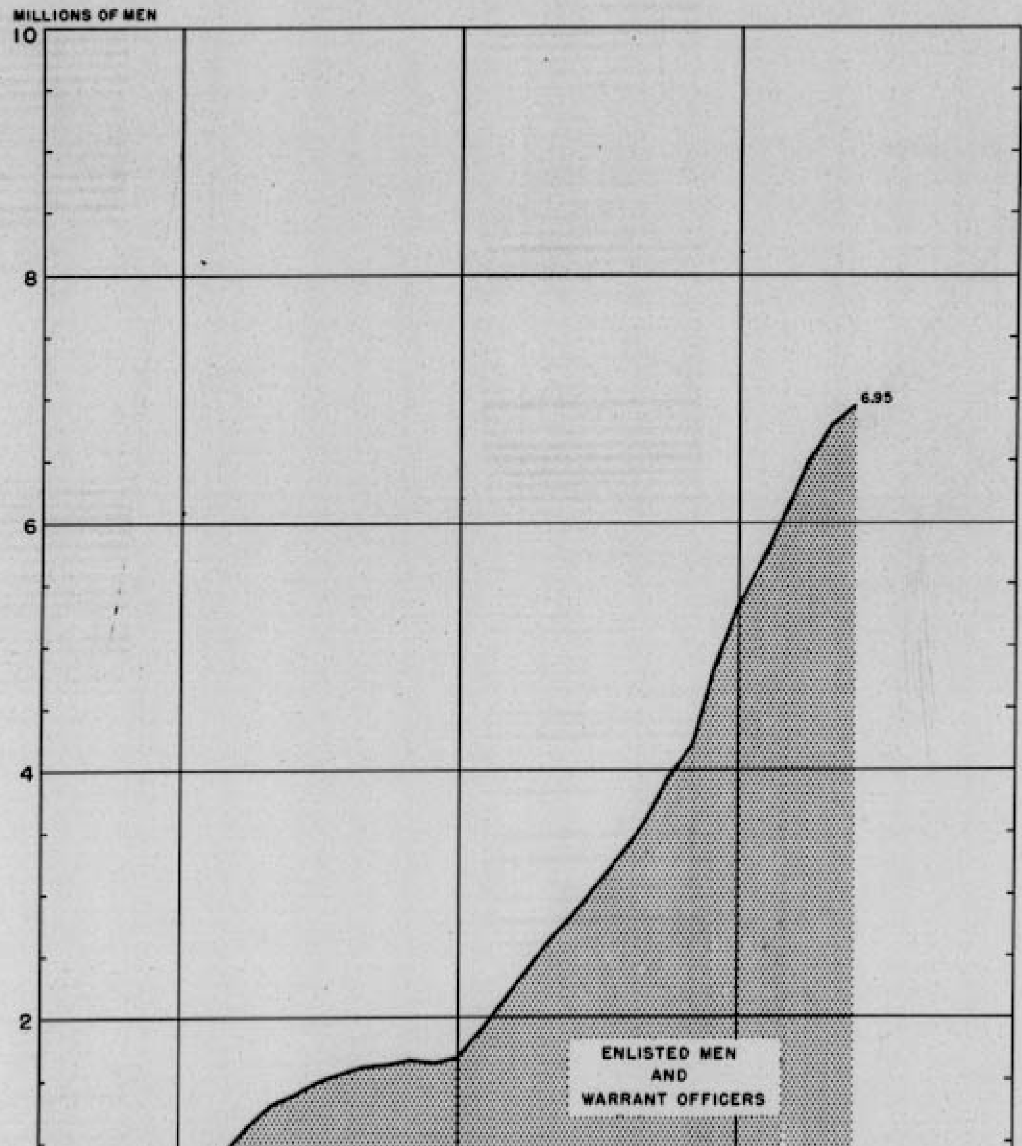


CHART 4

TOTAL ACTIVE DUTY STRENGTH OF NAVY, MARINE CORPS AND COAST GUARD

OFFICERS AND ENLISTED MEN

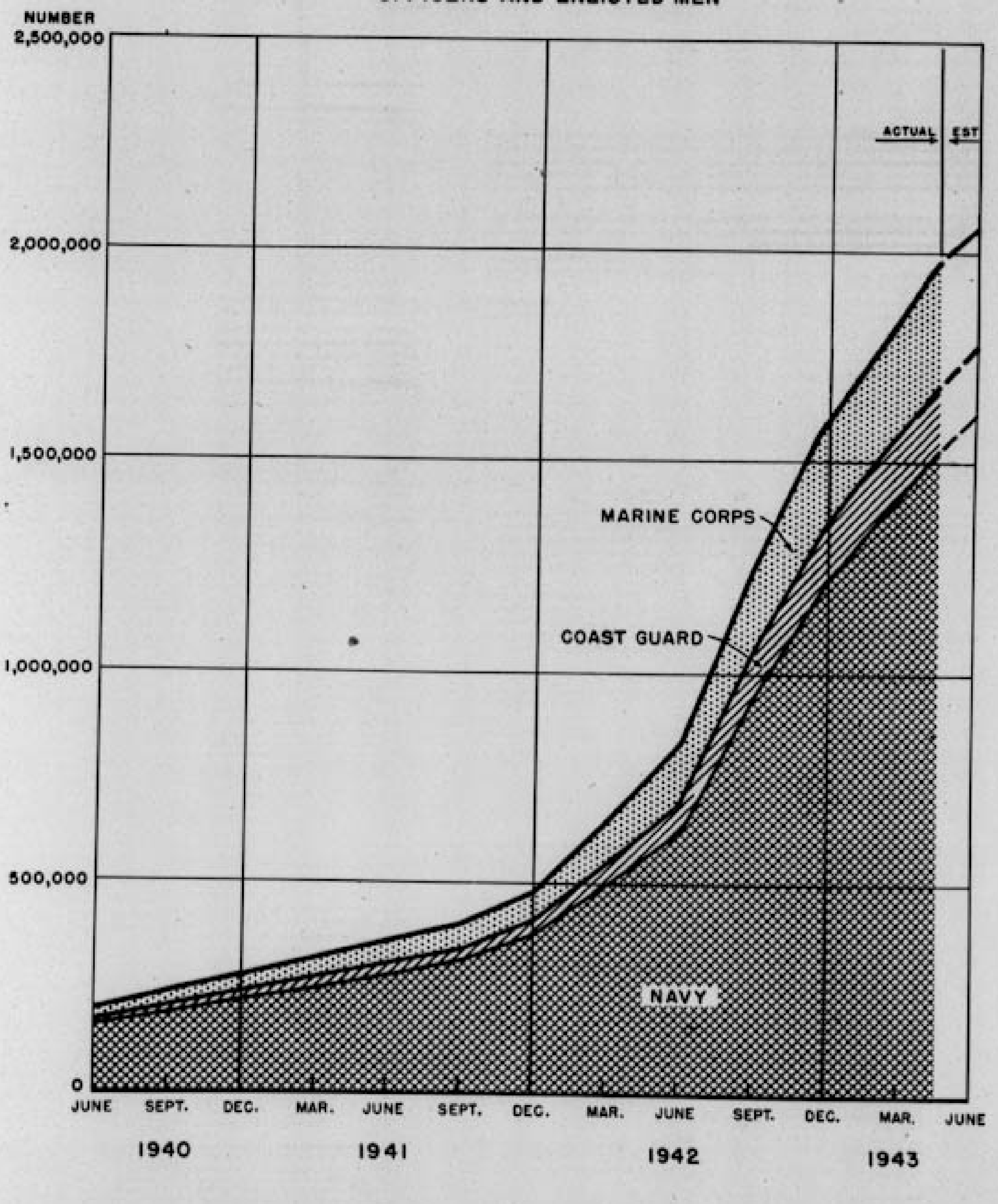


CHART 5

CONSTRUCTION PROGRESS ON BATTLESHIPS AND AIRCRAFT CARRIERS

JULY 1,1940 TO MAY 1, 1943

TYPE AND NAME	Keel Laid	Estimated Completion Date
BATTLESHIPS		
NORTH CAROLINA	10-27-37	7-31-41
WASHINGTON	6-14-38	7-31-41
SOUTH CAROLINA	7-15-39	3-20-42
INDIANA	11-20-39	4-30-42
MASSACHUSETTS	7-20-39	5-15-42
ALABAMA	2- 1-40	8-16-42
IOWA	6-27-40	3-28-43
NEW JERSEY	9-16-40	6-30-43
MISSOURI	1- 6-41	2-15-45
WISCONSIN	1-25-41	8-31-44
ILLINOIS	11- 1-42	9- 1-46
KENTUCKY	6- 1-44	3- 1-47
MONTANA	WORK SUSPENDED	
OHIO	WORK SUSPENDED	
MAINE	WORK SUSPENDED	
NEW HAMPSHIRE	WORK SUSPENDED	
LOUISIANA	WORK SUSPENDED	
AIRCRAFT CARRIERS		
HORNET	9-25-39	10-20-41
ESSEX	4-28-41	12-31-42
YORKTOWN	12- 1-41	4-15-43
INTREPID	12- 1-41	8-16-43
HORNET	8- 3-42	2-15-44
FRANKLIN	12- 7-42	4-15-44
TICONDEROGA	2- 1-43	7-15-44
RANDOLPH	5-10-43	12-31-44
LEXINGTON	7-15-41	2-17-43
BUNKER HILL	9-15-41	5-24-43
WASP	3-18-42	1-15-44
HANCOCK	1-26-43	7-15-44
BENNINGTON	12-15-42	10-15-44
BOXER	10-11-43	3-15-45
INDEPENDENCE	1-14-43	2-25-43
PRINCETON	6- 2-41	2-25-43
BELLEAU WOOD	8-11-41	3-31-43
COWPENS	11-17-41	5- 5-43
MONTEREY	12-29-41	6-10-43
LANGLEY	4-11-42	9-15-43
CABOT	3-16-42	7-21-43
BATAAN	8-31-42	11-10-43
SAN JACINTO	10-26-42	12-22-43
BON HOMME RICHARD	2- 1-43	12- 1-44
CROWN POINT	3- 1-44	11- 1-45
KEARSARGE	5- 1-44	3- 1-46
ORISKANY	6- 1-44	4- 1-46
REPRISAL	8- 1-44	6- 1-46
ANTIETAM	3-15-43	2- 1-45
CV37	8- 1-43	12-31-45
CV38	1-15-43	11- 1-44
CV39	3-15-43	12-31-44
CV40	4- 1-44	3- 1-46
CV41	11- 1-43	9-15-45
CV42	10- 1-43	7- 1-45
CV43		
CV44		

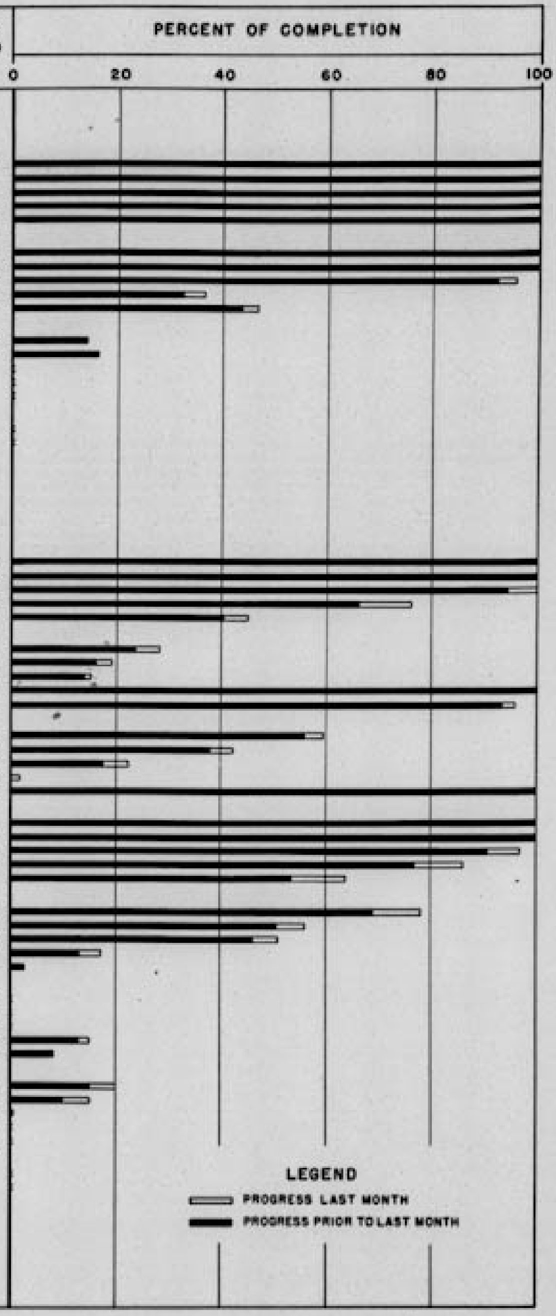


CHART 6

CONSTRUCTION PROGRESS ON LARGE AND HEAVY CRUISERS

JULY 1, 1940 TO MAY 1, 1943

TYPE AND NAME	Keel Laid	Estimated Completion Date
LARGE CRUISERS		
ALASKA	12-17-41	6-15-44
GUAM	2- 2-42	8-15-44
HAWAII	WORK SUSPENDED	
PHILIPPINES	WORK SUSPENDED	
PUERTO RICO	WORK SUSPENDED	
SAMOA	WORK SUSPENDED	
HEAVY CRUISERS		
BALTIMORE	5-26-41	4-15-43
BOSTON	6-30-41	6-15-43
CANBERRA	9- 3-41	11- 1-43
QUINCY	10- 9-41	1- 1-44
PITTSBURGH	2- 1-43	7-15-44
ST. PAUL	2- 3-43	8-15-45
COLUMBUS	6-25-43	1-15-45
DES MOINES	8-15-43	2- 1-45
OREGON CITY	2- 1-44	6- 1-45
ALBANY	2-15-44	6-15-45
ROCHESTER	2-20-44	7-15-45
CA125	3- 1-44	8- 1-45
CA126	5-15-44	8-15-45
CA127	7- 1-44	9- 1-45
CA128	7- 1-44	10- 1-45
CA129	8-15-44	12- 1-45
CA130	2- 1-43	12-15-44
CA131	4-12-43	1-15-45
CA132	5-29-43	2-15-45
CA133	8-23-43	6- 1-45
CA134	11-29-43	8- 1-45
CA135	6-15-43	12-31-44
CA136	6-15-43	2- 1-45
CA137	3-15-43	10-31-45
CA138	3-15-43	3-31-46
AUXILIARY CRUISERS		

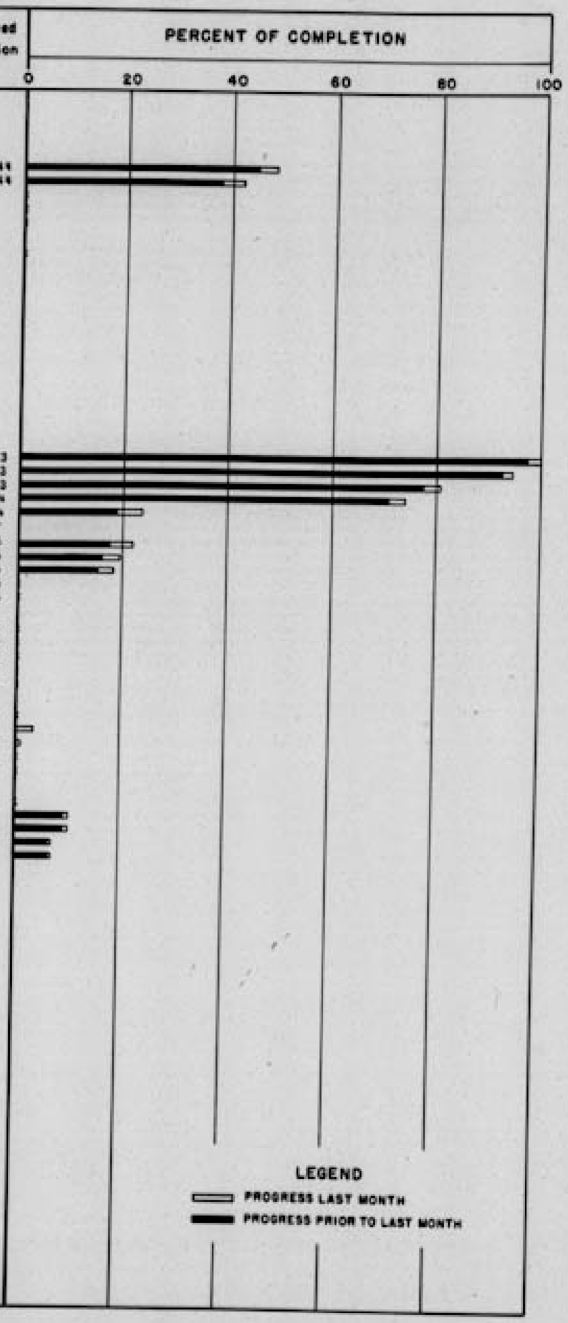


CHART 7

CONSTRUCTION PROGRESS ON LIGHT CRUISERS

JULY 1,1940 TO MAY 1,1943

TYPE AND NAME	Keel Laid	Estimated Completion Date
LIGHT CRUISERS 6000 TONS		
ATLANTA	4-22-40	12-29-41
JUNEAU	5-27-40	2-11-42
SAN DIEGO	3-27-40	1-10-42
SAN JUAN	5-15-40	2-28-42
OAKLAND	7-15-41	5- 1-43
RENO	8- 1-41	8- 1-43
FLINT	10-23-42	8- 1-44
TUCSON	12-23-42	10- 1-44
CL119	12- 1-43	6- 1-45
SPOKANE	12- 1-43	7- 1-45
CL121	2- 1-44	9- 1-45
LIGHT CRUISERS 10,000 TONS		
CLEVELAND	7- 1-40	6-15-42
COLUMBIA	8-19-40	7-15-42
MONTPELIER	12- 2-40	9- 9-42
DENVER	12-26-40	10-15-42
SANTA FE	6- 7-41	11-24-42
BIRMINGHAM	2-17-41	1-29-43
MOBILE	4-14-41	3-24-43
VINCENNES	3- 7-42	12- 1-43
PASADENA	2- 6-43	6- 1-44
SPRINGFIELD	2-13-43	8-15-44
TOPEKA	4-21-43	10- 1-44
BILOXI	7- 9-41	10-23-43
HOUSTON	8- 4-41	2-19-44
PROVIDENCE	7- 1-43	12-15-44
MANCHESTER	1- 1-44	5- 1-45
VICKSBURG	10-26-42	6-19-44
DULUTH	11- 9-42	8-21-44
MIAMI	8- 2-41	10- 1-43
ASTORIA	9- 6-41	12- 1-43
OKLAHOMA CITY	12- 8-42	10-15-44
LITTLE ROCK	3- 6-43	12-31-44
GALVESTON	12-22-43	8- 7-45
YOUNGSTOWN	3-15-44	11- 1-45
AMSTERDAM	3- 3-43	11- 8-44
PORTSMOUTH	6-28-43	2-24-45
WILKES-BARRE	12-14-42	6-15-44
ATLANTA	1-25-43	8-15-44
DAYTON	3- 8-43	9-15-44
FARGO	8- 9-43	3-15-45
HUNTINGTON	9-18-43	4-15-45
NEWARK	1- 1-44	7- 1-45
NEW HAVEN	2- 1-44	9- 1-45
BUFFALO	3- 1-44	10- 1-45
WILMINGTON	6- 1-44	12- 1-45
CL112	7- 1-44	1- 1-46
CL113	8- 1-44	2- 1-46
CL114	9-15-44	3-15-46
CL115	11- 1-44	5- 1-46
TALLAHASSEE	11- 8-43	6- 1-45
CHEYENNE	12-13-43	8- 1-45
CL118	3-13-44	11-15-45

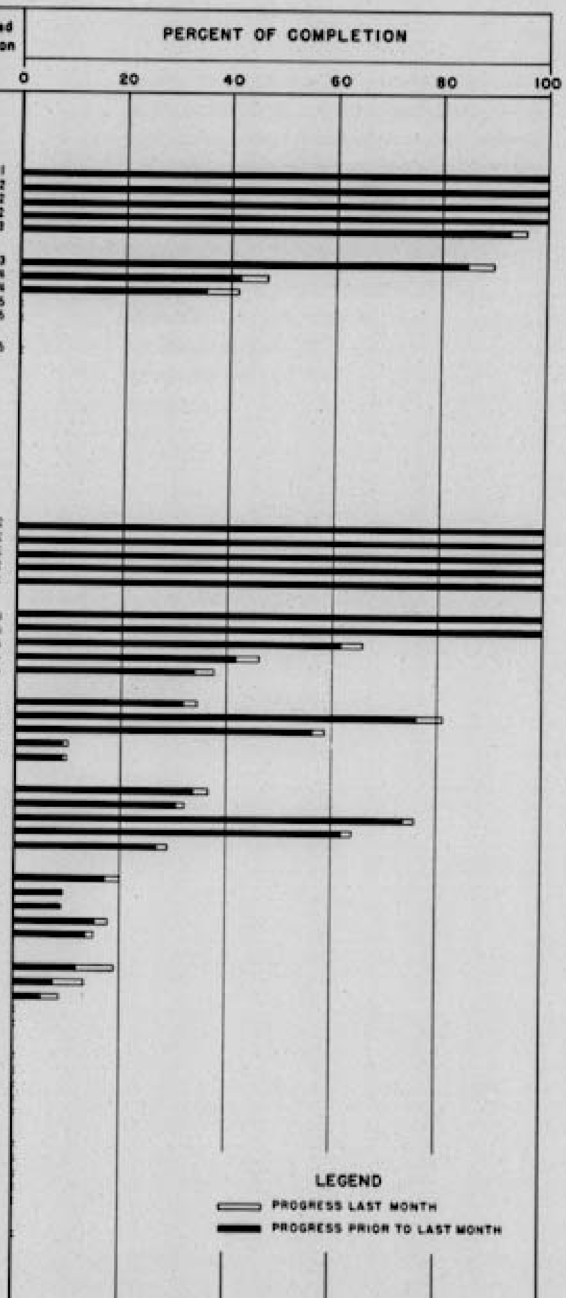


CHART 8

CONSTRUCTION PROGRESS ON DESTROYERS AND SUBMARINES

JULY 1, 1940 TO MAY 1, 1943

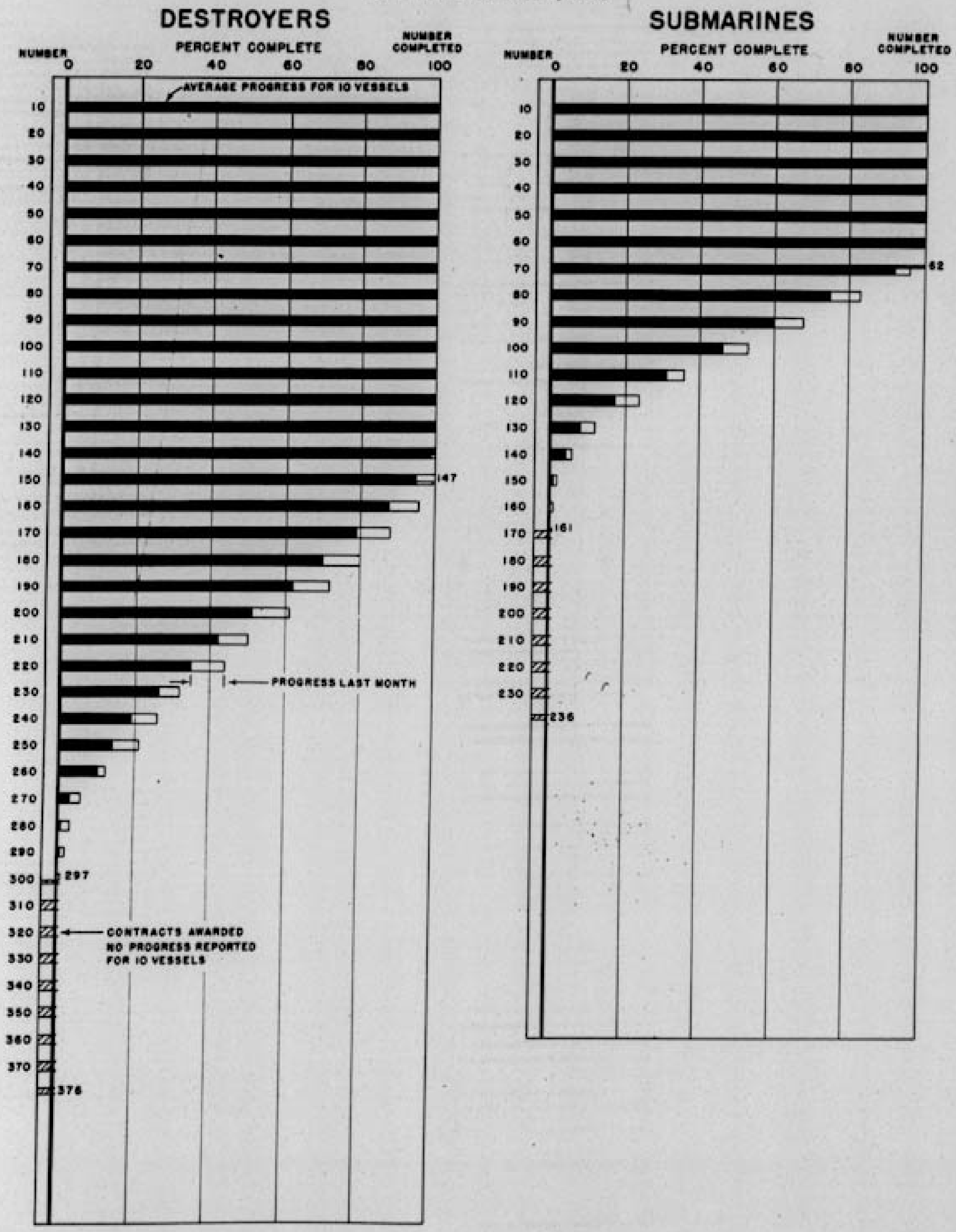
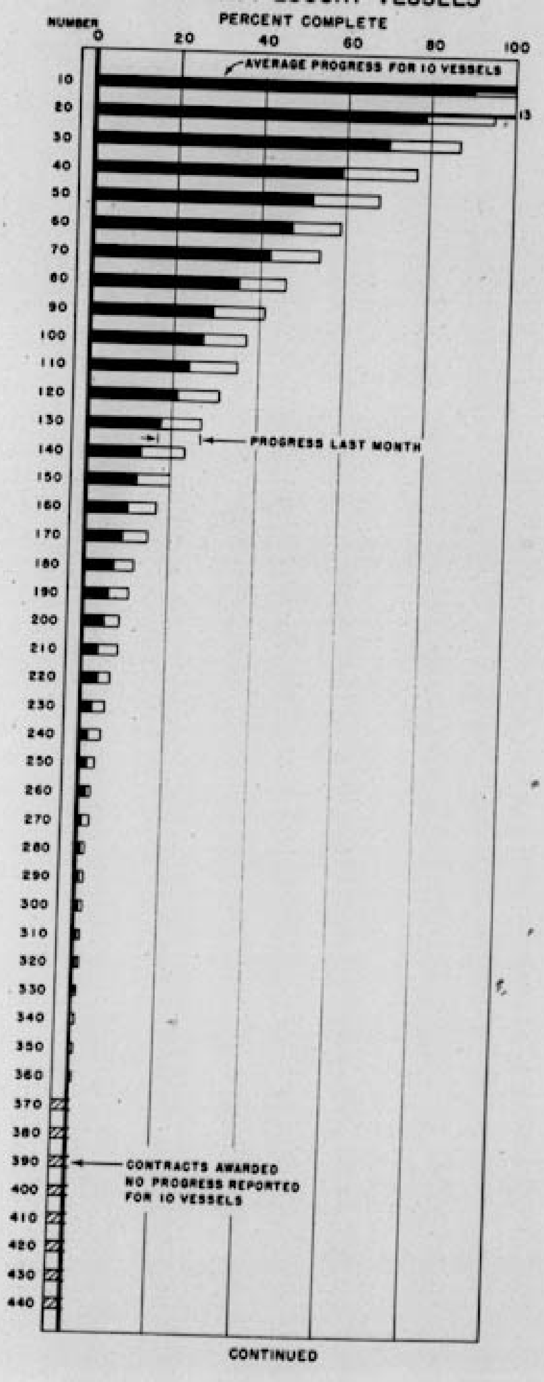
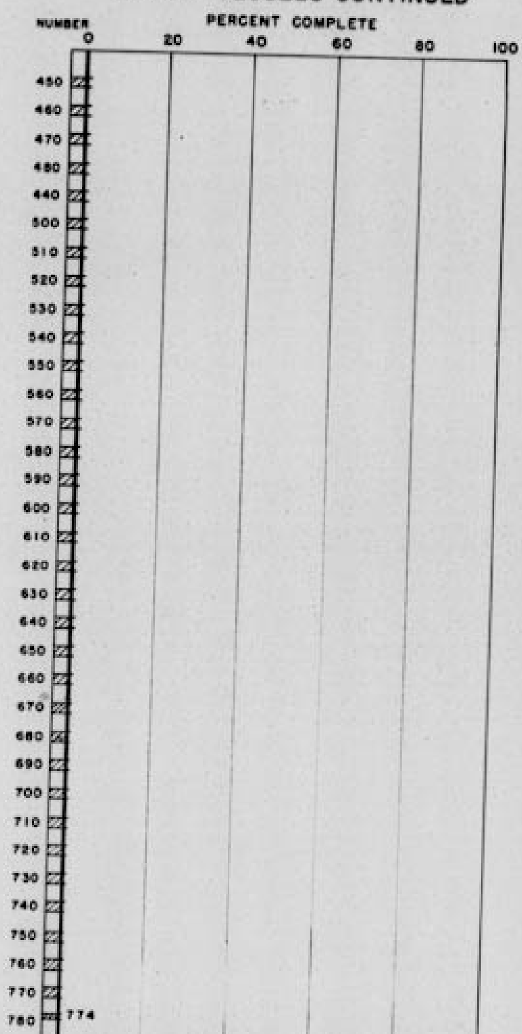


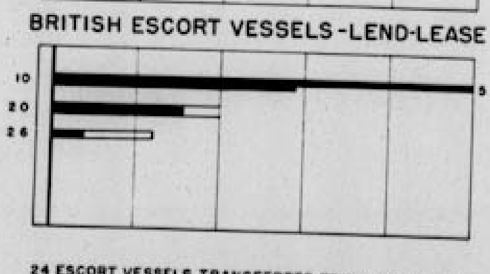
CHART 9

CONSTRUCTION PROGRESS ON ESCORT VESSELS

JULY 1, 1940 TO MAY 1, 1943



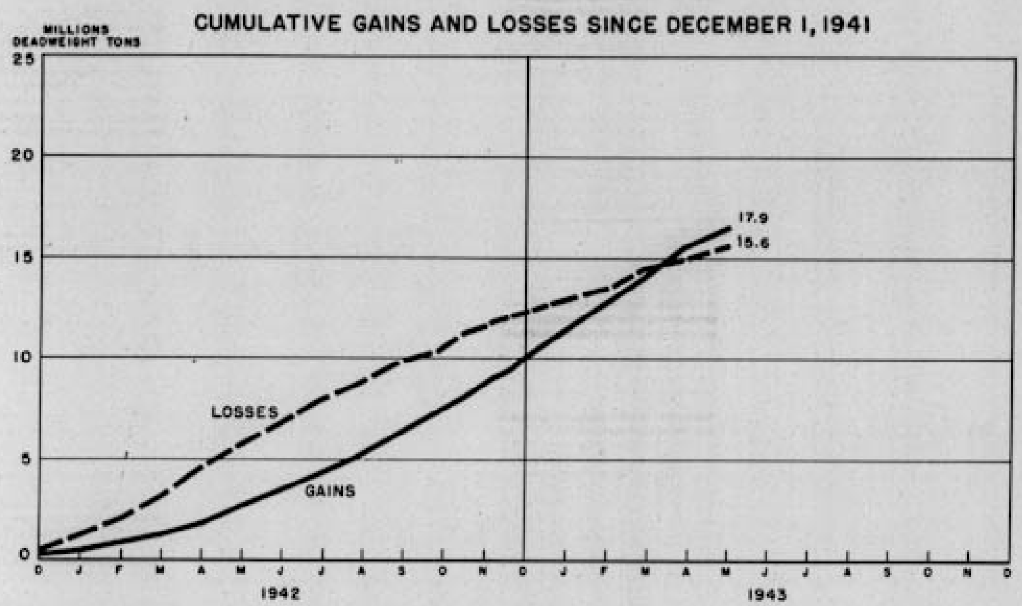


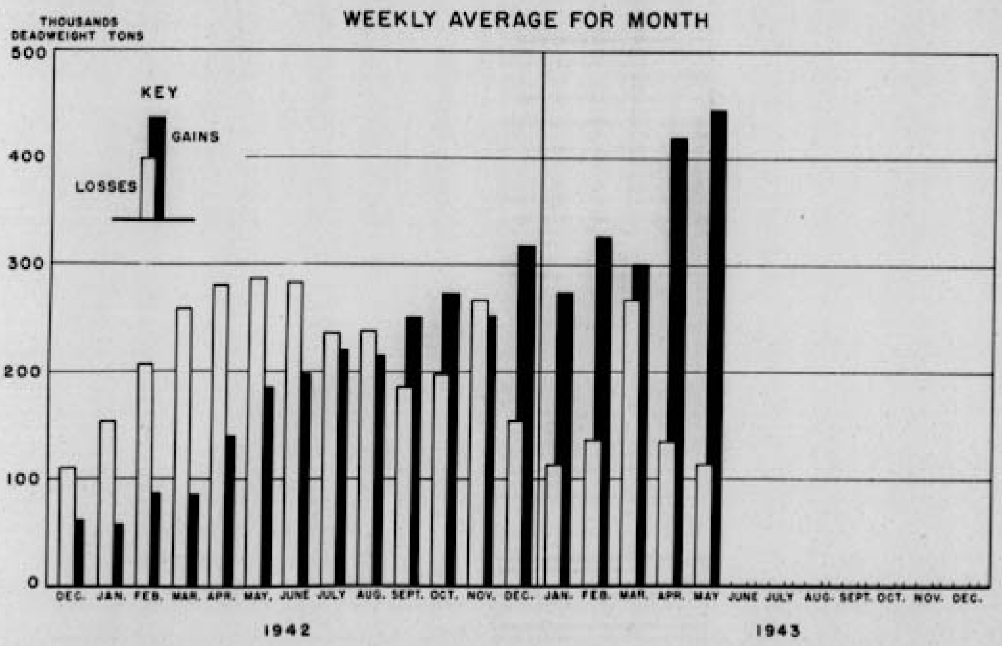


24 ESCORT VESSELS TRANSFERRED FROM LEND LEASE TO NAVY PROGRAM DURING FEBRUARY

CHART 10

GAINS AND LOSSES OF MERCHANT OCEAN VESSELS AVAILABLE TO THE UNITED NATIONS





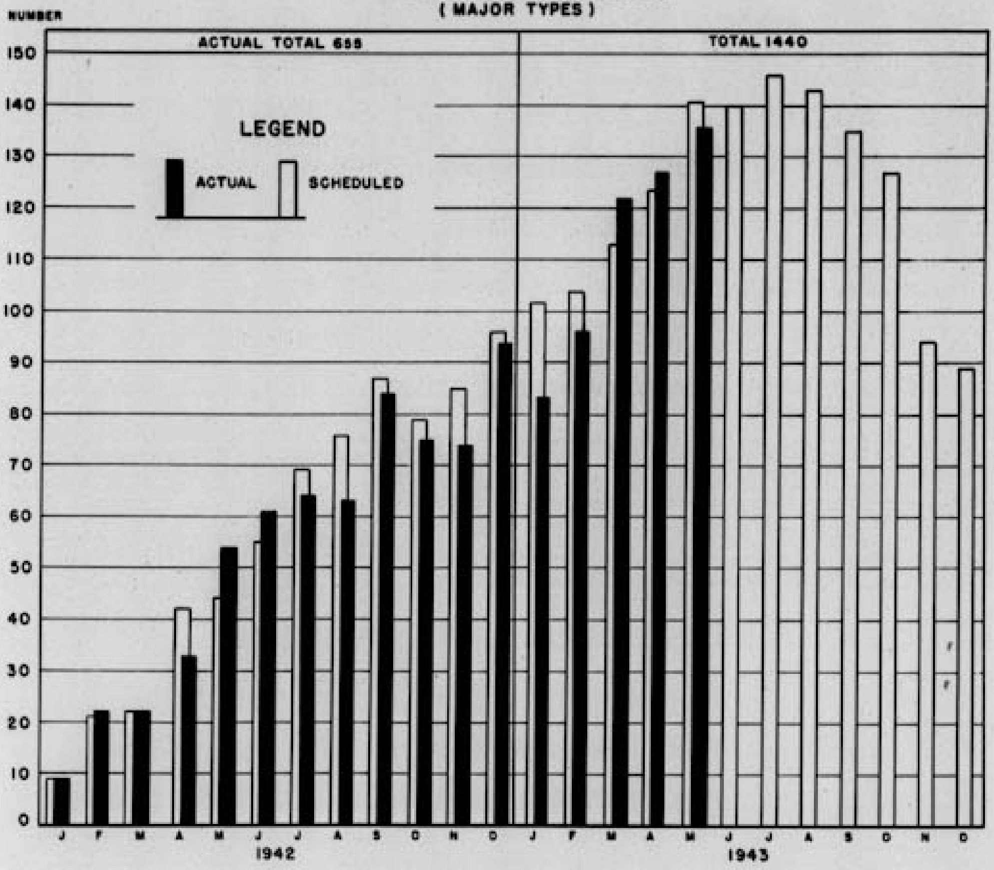
SOURCE: WEEKLY REPORT OF THE COMBINED SHIPPING ADJUSTMENT BOARD

CHART II

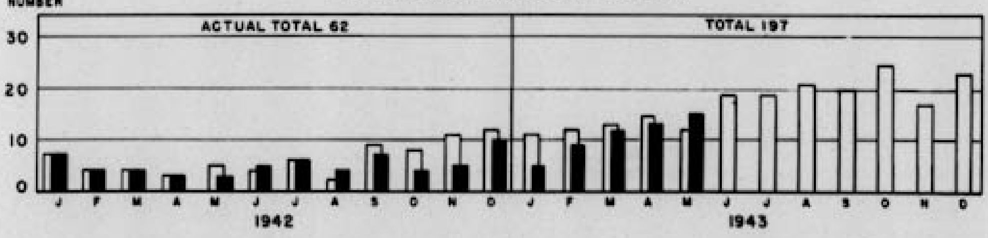
DELIVERIES OF MERCHANT SHIPS BY U.S. SHIPBUILDERS

U.S. MARITIME COMMISSION – PRIVATE AND BRITISH ACCOUNTS

1. DRY CARGO VESSELS, (MAJOR TYPES)



2. TANKERS (MAJOR TYPES)



SOURCE: MARITIME COMMISSION – SCHEDULE REVISED 3-31-43

CHART 12

STATUS OF BASIC WAR COMMODITIES PROGRAM
SELECTED CRITICAL AND STRATEGIC MATERIALS

(PERCENTAGES BASED ON QUANTITIES IN RECOMMENDED PURCHASE PROGRAM)

AS OF MAY 15, 1943

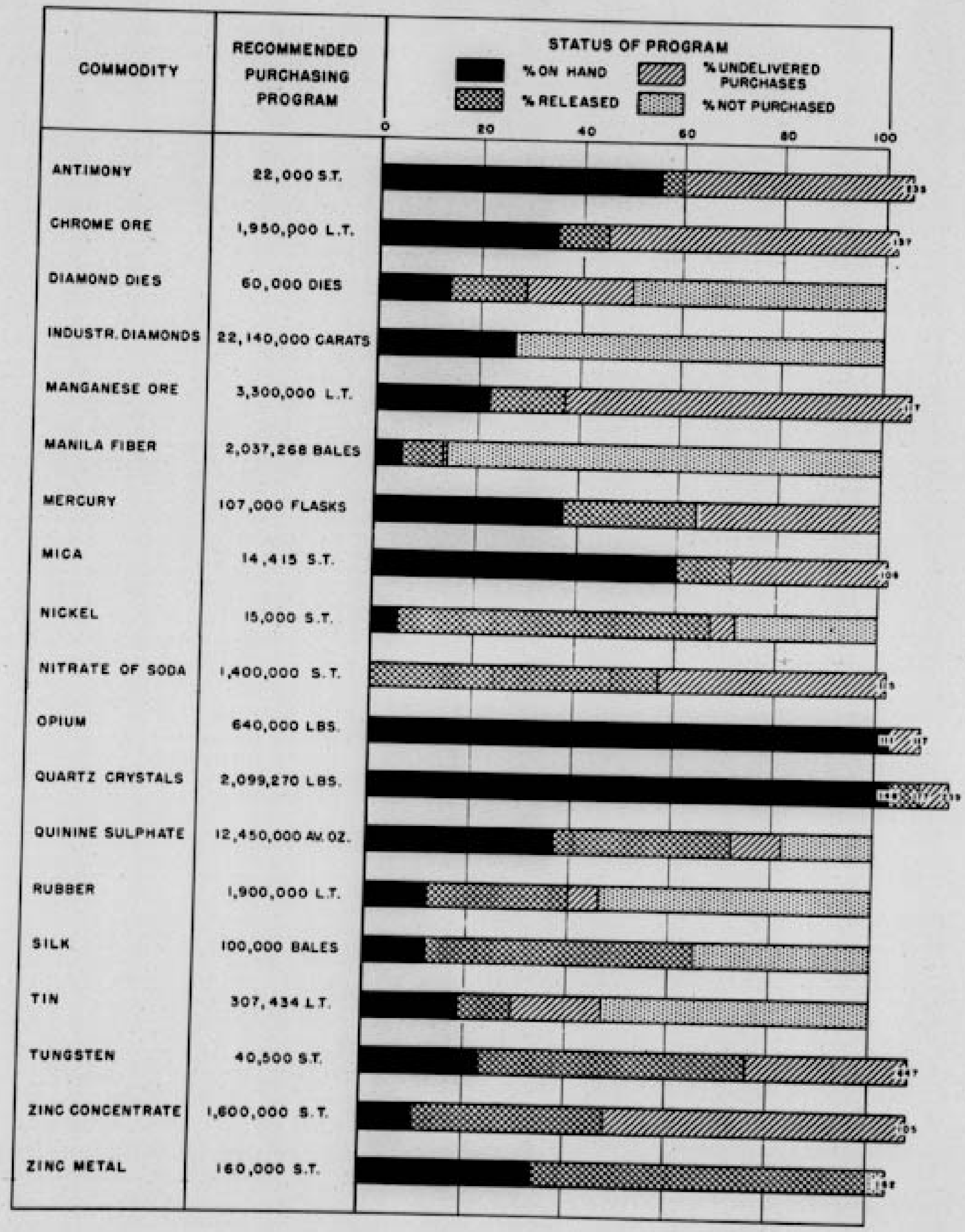


CHART 13

WAR EXPENDITURES

YEARLY RATES