

Auxiliary Vessels Board Reports

1941

1 – 29

DECLASSIFIED

Authority RG 24By 04 NARA Date 2/13/79

AU OF NAVIGATION.

24
RG 24 Box 2129 QB-497

NAVY DEPARTMENT

WASHINGTON

Op-23-APC
QB(145)/P14-2(410123)

23 January 1941

From: Secretary of the Navy.
To : All Bureaus and Offices of the Navy Department.SUBJECT: Auxiliary Vessels Board to Coordinate the Demands
for Additional Large Ships to Convert into Naval
Auxiliaries.BUREAU OF NAVIGATION
NAVY DEPARTMENT
RECEIVED

QB (497)

1941 JAN 27 AM 10 30

1. A permanent board to coordinate the demands from all sources to acquire and convert merchant ships into Naval auxiliaries is hereby established, to consist of the following members:

- (a) The Director of Fleet Maintenance, Office of Chief of Naval Operations, Senior Member (Op-23).
- (b) Representative of the Director of Fleet Maintenance, Office of Chief of Naval Operations, for Auxiliaries (Op-23E).
- (c) Representative of the Director of Ship Movements, Office of Chief of Naval Operations, for Merchant Marine Liaison (Op-38S).
- (d) Representative of the Director of Ship Movements, Office of Chief of Naval Operations, for Cargo and Fuel Ships, member and recorder (Op-38F).
- (e) Representative of the Director of War Plans, Office of Chief of Naval Operations, for Policy and Projects (Op-12A-2).

In addition to the above regularly appointed members, each Bureau and the Commandant of the Marine Corps will detail representatives to attend board meetings upon receipt of notification from the Senior Member that matters of interest to the Bureaus or the Marine Corps will be discussed.

2. The board will study the requests from all Naval sources, originating both in and out of the Navy Department, for additional ships of the auxiliary classes, and determine the possible dispositions of existing ships to meet the required demands, or the number and type of ships which must be acquired or built to meet essential needs. Specifically the board will recommend as to:

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QB(145)/PL4-2(410123)

- 2 -

- (a) Redistribution of existing auxiliaries to meet the immediate urgent needs of the Naval service where practicable.
- (b) The number and type of Merchant Marine ships which are suitable and should be acquired for conversion into Naval auxiliaries to meet present or the immediate future needs of the Naval service.
- (c) A progressive Naval auxiliary building program for types which are not available or cannot be obtained by acquisition, or to provide for an orderly replacement program for overage and worn out auxiliary ships.
- (d) The establishment of a priority under which auxiliary ships should be built or acquired.

3. After recommending with respect to action to be taken in the present situation, the board will meet from time to time at the call of the Senior Member as necessary to consider changes in the situation and to submit revised recommendations to meet new conditions. Projects for successive years should be submitted by April 1 each year in order that the Bureaus concerned may provide therefor in their annual budget estimates.

4. In all of its considerations, the board will be guided by the interests of Naval efficiency and of economy, to the end that the service requirements for auxiliary ships may be adequately met by the retention, conversion, or construction of only such types and such numbers as are required.

FRANK KNOX

Copies to:

Cincus	Comsubscfor
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Comcrubatfor	Comsubrolfor
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In reply refer to Initials
and No.

Op-38-F-MG

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

FEB 11 1941

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.
Via: Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 1.
References: (a) Wm. Barclay Harding's letter of 5 Feb.
1941 to Comdr. J. E. Gingrich, U.S. Navy.
(b) CinCus confidential serial 031 of 8 Jan.
1941 to CNO.
(c) CinCus confidential serial 0126 of 25 Jan.
1941 to CNO.
(d) BuSanda letter L8-1(2) (OLP) L8-2/AK L8-2/AF
of 28 Jan. 1941 to CNO.

1. The Auxiliary Vessels Board met at 1030, Friday,
7 February 1941, in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

Captain C. J. Moore, War Plans Division of Operations, attended the conference with reference to logistic requirements of mobilization and types of ships required, also the number of auxiliaries which should be acquired on mobilization for conversion to auxiliary cruisers, etc.

3. The Board first took under consideration the request of Mr. William Barclay Harding as indicated in paragraph 3(c) of reference (a) for estimates of commercial vessels which the Navy would require during 1941. In preparing the data for reply thereto and which is repeated herewith below, it was considered desirable to list the Navy's requirements under (A) Peace Time Needs, and (B) Mobilization Requirements.

Under (A) it was further considered desirable to sub-divide the Navy's requirements into those which have already been approved by the Secretary of the Navy and those which the Board hereby recommends for such approval.

(A) Peace Time Needs, 1941

- (1) Approved by the Secretary of the Navy on 3 July 1940.

Coastal Minelayers (CMc)... 2 -- Small coastal steamer type. These have not yet been acquired. 4-5

- (2) Approved by the Secretary of the Navy on 5 August 1940.

Cargo Ship (AK)..... 1 -- C-1 or C-2 type. Not yet acquired. 22

- (3) Approved by the Secretary of the Navy on 9 October 1940.

Oilers (AO)..... 4 -- CIMARRON type. Negotiations have already been completed for the acquisition of these vessels. To be delivered on demand. 30-3

- (4) Approved by the Secretary of the Navy on 15 January 1941.

Destroyer Tenders (AD).....	2	-- C-3 cargo type.	20-1
Store Ships (AF).....	3	-- C-2 cargo type.	12-14
Cargo Ships (AK).....	5	-- C-1 or C-2 type.	20-1, 3-5
Ammunition Ships (AE).....	2	-- C-2 cargo type.	5-6
Hospital Ship (AH).....	1	-- Passenger ship of at least 16 knots.	—
Airplane Transports (APV)..	4	-- 2 of the sea train "NEW JERSEY" type and 2 of the large passenger type "MANHATTAN".	1-2

- (5) Additional peace time needs (recommended by the Board):

Transports (AP)..... 15 -- Passenger ships of at least 16 knots. It is understood that the President has indicated that he would not authorize the acquisition of these ships at present.

Repair Ships (AR)..... 2 -- 3 deck cargo type. Commander-in-Chief, U. S. Fleet has asked for these Repair Ships in addition to those in the Building Program because of the necessity of having one Repair Ship for every 20 large vessels and also because the Repair Ships under construction will not be ready in time.

Cargo Ships (AK)..... 4 -- C-1 or C-2 type. Request for these is based on the demonstrated necessity of having one of these vessels for each of the three marine transports in order to carry additional landing boats, guns, tractors, etc. 26-9

Recapitulation

4 Oilers (AO)
 2 Coastal Minelayers (CMc)
 2 Destroyer Tenders (AD)
 3 Store Ships (AF)
 10 Cargo Ships (AK)
 2 Ammunition Ships (AE)
 1 Hospital Ship (AH)
 4 Airplane Transports (APV)
 2 Repair Ships (AR)
 15 Transports (AP)

(B) Mobilization Requirements, 1941

Should the United States go to war, the active operations of the fleets in war time tasks, and the mobilization of additional forces will require an increase in the number of vessels to be taken over from the merchant marine as the war progresses. In addition to the vessels listed above for acquisition during peace, there will be required immediately upon mobilization the following:

9 Auxiliary Cruisers (SANTA ELENA and LURLINE types)
 2 Hospital Ships (Passenger type) - For evacuation of wounded.
 2 Destroyer Tenders (C-3 cargo type) - AD's under construction will not be ready.

In war, the Navy has not only the responsibility for the logistic support of the fleets and naval bases, but must also provide the transportation for the movement and support of all Army garrisons in United States possessions.

On a war basis, there will be required for the logistic support of the Navy 777,000 gross tons of shipping. If it becomes necessary to support the Army in overseas operations (South America for example), the amount of shipping required to transport and maintain them will depend, of course, on the theater of operations and the nature of the campaign. It is conceivable that by the end of the first year of a war, it may be necessary to use as much as 2,634,000 gross tons of shipping for the transportation and logistic support of such Army troops besides those United States overseas garrisons.

These figures are presented since in the allocation of merchant tonnage to any purpose, the war time requirements of the Navy, for the support of Army and Navy operations overseas, must be taken into consideration.

It is desirable also, to point out, that in the allocation of shipping to South America, there must be considered, in addition to the requirements pointed out above, the tonnage which must be assigned for all essential commercial services elsewhere in the world, the tonnage to be assigned for the importation of strategic raw materials, and that to be assigned for the movement of war materials to our allies.

4. In preparing the foregoing list of peace time needs the Board took into consideration the recommendations of the Commander-in-Chief, U. S. Fleet as expressed in references (b) and (c). The recommendations of the Board differ from those of the Commander-in-Chief with respect to Repair Ships. The Commander-in-Chief recommended that four be acquired and converted during the year 1941. The request of the Commander-in-Chief for these vessels is based on one for use in connection with the repair of AVP's, AVD's, DM's, AM's, and PC's and other similar ships which are being added to the fleet. The request for the remaining three Repair Ships is based on the desired allocation of one Repair Ship to each twenty large vessels. The Board considers that the small vessels mentioned by the Commander-in-Chief would, in general, operate from local or advanced bases and would depend on local facilities or repair barges which are being constructed under the District Craft Development Board Program and, therefore, that no Repair Ships as such should be acquired for that purpose. The Board

further considered that the three Repair Ships requested for each twenty large vessels should be reduced to two in view of the Building Program and immediate peace time needs.

5. In reference (d) the Chief of Bureau of Supplies and Accounts has recommended the acquisition of one additional Stores Issue Ship. The Board considers that there is no immediate peace time necessity for the acquisition of a vessel of that type pending further service experience with the two recently acquired vessels which have been designated for that duty.

R. H. English

R. H. ENGLISH,
Captain, U.S.N.

38

RECORD DIVISION	SECRETARY'S OFFICE	RECEIVED
J. A. S.	C. U.	P. O. S.
N. S. W.		
FEB 15 1941		
NAVY DEPARTMENT		
File FS/A9-10 (410211)		

Op-38-F-MG
Serial 47538

FEB 15 1941

1st Endorsement

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 1.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

RECORDED INDEXED FEB 15 1941 NAVY DEPARTMENT	RECEIVED FEB 15 1941 NAVY DEPARTMENT	COPIED SECY. A. SEC. N. P. R. SUP.
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File FS/A9-10(410211)

2nd Endorsement

FEB 15 1941

From: Secretary of the Navy.
To: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 1.

1. Returned, approved.

Copy to:

CinCus, CinClant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

Frank Knox

Finished-CALLAGHAN-File

RECORDED INDEXED FEB 15 1941 NAVY DEPARTMENT	RECEIVED FEB 15 1941 NAVY DEPARTMENT	COPIED SECY. A. SEC. N. P. R. SUP.
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File FS/A9-10(410211)

In reply refer to Initials
and No.

Op-38-F-MG

RESTRICTED

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

16 April 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.

Via: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 2.

Reference: (a) Chief BuShips letter QSl-(9) (CF) of
19 March 1941 to CNO.

1. The Auxiliary Vessels Board met at 1500, Thursday, 10 April 1941, in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

Lieutenant Commander T. G. Murrell, NR, and Lieutenant Commander L. D. York, NR, attended the conference as representatives of the Bureau of Ships.

3. The Board took under consideration the referenced letter from Chief of Bureau of Ships, in which the attention of the Chief of Naval Operations was invited to the fact that there existed under the Acts of Congress of June 16, 1940 and September 9, 1940 residual authorization and funds for one auxiliary vessel of the large type. The Chief of Bureau of Ships further invited attention to the fact that the foregoing authorization and funds have been nominally set aside for the acquisition of an AV (seaplane tender). Since all the seaplane tenders have been otherwise provided for, the Chief of Bureau of Ships stated that there was no logical justification for the Bureau to be carrying the residual tonnage as an AV and suggested that the Department

might desire to acquire and convert a large auxiliary of another type in its place.

4. In view of the above and after consideration of possible missions with which the Navy may be shortly confronted, the Board recommends that the unobligated authorization and funds be used to acquire a suitable merchant vessel and immediately convert it for use as a submarine tender (AS).

21

38	RECEIVED DIVISION	ROSEN
	AUXILIARY'S OFFICE	SECY.
	RECEIVED	A. SEC.
	APR 18 1941	N. P. R.
	NAVY DEPARTMENT	SUP.
File FS/A9-10 (410416)		

R. H. English
R. H. ENGLISH,
Captain, U.S.N.

Op-38-F-MG
Serial 135538

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1st Endorsement

APR 17 1941

From: Chief of Naval Operations.
To: Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 2.

1. Forwarded.

2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

Secretary (Op 38)

RECEIVED	ROSEN
APR 18 1941	SECY.
NAVY DEPARTMENT	A. SEC.
	N. P. R.
	SUP.
File FS/A9-10 (410416)	

R. E. Lyman
'Acting'

Op-38-F-MG

2nd Endorsement

APR 17 1941

RESTRICTED

From: Secretary of the Navy.
To: Chief of Naval Operations.

Filed by Gianni

Subject: Auxiliary Vessels Board Report No. 2.

1. Returned, approved.



Copy to:

CinCpac, CinClant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

38

RECEIVED	SECRETARY'S OFFICE	RECEIVED
APR 18 1941		SECY.
NAVY DEPARTMENT		A. SEC.
		N. P. R.
		SUP.

File FS/A9-10 (710416)

Finished-CALLAGHAN-F16

In reply refer to Initials
and No.

Op-38-F-MG
RESTRICTED

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

26 April 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.
Via: Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 3.
Reference: (a) SecNav letter Serial 117038S of 7 April
1941 to Chairman, Maritime Commission.
(b) Chairman, Maritime Commission letter of
11 April 1941 to SecNav.
(c) Auxiliary Vessels Board Report No. 1
dated 11 February 1941.

1. The Auxiliary Vessels Board met at 1400, Tuesday,
22 April 1941 in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

Commander T. Blau, NR, Naval Operations, attended the conference
in the place of Captain C. S. Alden, USN.

3. The Board took under consideration the letter from
the Chairman of the Maritime Commission, reference (b), in which
the Secretary of the Navy was informed that the Maritime Com-
mission could not see its way clear to allocate at this time
to the Navy five new vessels out of the seven requested in
reference (a). The seriousness of this decision is such that
the Board considers it would be remiss in its duty if it did
not bring to the Secretary's attention the adverse effect which
will result from failure to acquire and convert these vessels.
The seven vessels referred to in reference (a) are as follows:

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- 2 AD - Two Maritime Commission C-3 steam vessels under construction that can be converted and delivered by 1 June 1942.
- 2 AF - Maritime Commission Hull No. 128 and No. 129. Both are C-2 steam vessels.
- 2 APV - SS SEATRAN TEXAS and SS SEATRAN NEW JERSEY.
- 1 AK - Maritime Commission Hull No. 153, a C2-S-A1 steam vessel.

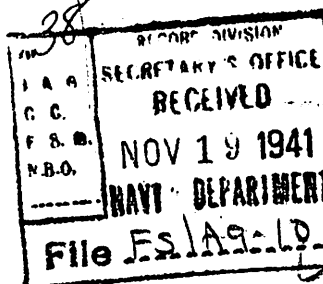
Of the above, the 2 APV's (sea-train type) are being negotiated for with the Maritime Commission and there is every prospect that those vessels will be acquired without serious delay. The urgency with respect to the five other vessels may be stated briefly as follows:

- 2 AD's - The need for these vessels was originally premised on the expected addition during the calendar year 1942 of 45 new destroyers for which no tenders had been provided for in the Navy's Building Program. Because of the acceleration of new construction, it is now definitely known that 50 instead of 45 destroyers will be added to the Fleet in 1942. Even should the two destroyer tenders be acquired and converted during that year the destroyers assigned per tender will be in the ratio of approximately 27 to 1. This ratio is 9 more than the number heretofore considered desirable, but was believed to be acceptable because of the greater efficiency and capabilities of the new type tenders. It is apparent, therefore, that failure to acquire and convert the two vessels now authorized will make it impossible to maintain the present standards of readiness and up-keep of the destroyer force.
- 2 AF's - There are four old vessels of this type now serving the Fleets in the Atlantic and Pacific. Two additional vessels of the C-2 type were acquired during this past year, are now undergoing conversion and will be ready for service about 1 August 1941. The situation in the Pacific with respect to provision deliveries to the Fleet has been acute ever since that force has been based on the Hawaiian area. That it has not been more acute in the Atlantic is due to the fact that operations so far conducted have been at no great distance from continental sources of supply. In addition to

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Fleet needs there will shortly arise the problem of transporting refrigerated products to outlying bases. In the absence of any provision storeships in the Navy Building Program, it is considered essential that the Navy acquire and convert the two vessels authorized for provision storeships.

- 1 AK - In the recent conference held among representatives of the Atlantic Fleet, the First Marine Division, and the Navy Department, there was a thorough discussion of the needs and deficiencies of the transports and equipment provided for the First Marine Division. As a result of the Joint Exercises between the Army and Navy held in the Caribbean in the Spring of 1941 it was thoroughly demonstrated that the success of a landing force is vitally dependent upon an adequate number of vessels to carry the heavy landing force equipment. Transports can accommodate only a part of that necessary equipment. The remainder must be transported and be available with the landing force at the time a landing is attempted. To provide these transportation facilities at least one cargo ship for every three transports should accompany the expedition. The 10 transports, all of which will be available for the Fleet Marine Force prior to the end of 1941, cannot be considered fully equipped for their mission unless at least three cargo ships with special booms and other accessories are ready to accompany them. The one cargo ship for which authorization and funds now exist must therefore be acquired and converted in addition to the two (MV RAVEN and MV METEOR) recently assigned to the Navy by the Maritime Commission.



4. In summation of the foregoing the Board recommends, therefore, that urgent representation be made to the Maritime Commission to reconsider its decision as expressed in reference (b) and to assign to the Navy as early as possible the auxiliary vessels for which funds and authorization now exist.

5. The Board further wishes to emphasize that acquisition of the above vessels will not meet in entirety present and expected needs for ships of the auxiliary type. The Department has been in receipt of several requests from activities both afloat and ashore for additional tender and transportation facilities which are now the subject of study and may shortly have to be the basis for recommending the acquisition of additional auxiliaries of the large type.

R. H. English
 R. H. ENGLISH,
 Captain, U.S.N.

Op-38-F-MG
 FS/A9-10 (410426)
RESTRICTED
 Serial 145038

APR 28 1941 MARSHALL

1st Endorsement

From: Chief of Naval Operations.
 To: Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No.

RECEIVED	NOV 19 1941
NAVY DEPARTMENT	
File	

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.
3. If approved, the necessary letter of representation to the Chairman of the Maritime Commission will be prepared for signature.

W R Starch

Op-38-F-MG
 FS/A9-10 (410426)
RESTRICTED

2nd Endorsement

APR 28 1941

From: Secretary of the Navy.
 To: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 3.

1. Returned, approved.

RECEIVED	NOV 19 1941
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File	

Frank Knox

Copy to:
 CinCpac, CinClant
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessel Board
 Bureaus and Offices and Divisions of
 Office of Chief of Naval Operations.

Finished-CALLAGHAN-File

FS/A9-10 (410426)

In reply refer to Initials
and No.

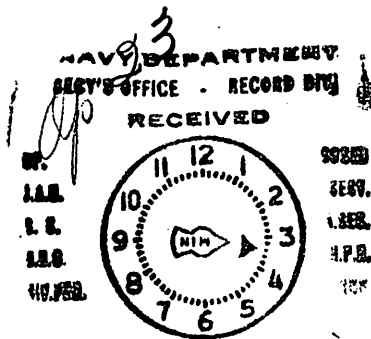
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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

April 30, 1941.

From: The Director, War Plans Division.
To: The Director, Fleet Maintenance Division.
Subject: Suitability of decommissioned ships for
uses as naval auxiliaries.

1. The growing demand for ocean tonnage is making it difficult to procure proper ships for conversion to naval auxiliaries. As this situation will undoubtedly become worse in the future, it is recommended that the Auxiliary Vessels Board determine the best use that can be made of the PROMETHEUS and ARGOOSTOOK, now out of commission at the Navy Yard, Puget Sound.



R. K. Turner.

Finished-ENGLISH-File

MAY 1 1941

FS/A9-10(410507)

In reply refer to Initials
and No.

Op-38-F-MG

RESTRICTED

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

7 May 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.

Via: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 4.

Reference: (a) Auxiliary Vessels Board Report No. 3
dated 26 April 1941.

1. The Auxiliary Vessels Board met at 1400, Tuesday,
6 May 1941 in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	
Lt. Comdr. T. J. Ryan	(Operations)	- Recorder

Lieutenant Commanders L. Anderson, P. S. Gowen, R. E. Hanson and Lieutenants J. G. F. Prescott and J. W. Millard, N.R. of the Bureau of Ships attended the conference as representatives in matters affecting that Bureau.

3. In view of the ever increasing indications that the Maritime Commission is unable to meet the Navy's current demands for the acquisition of commercial vessels for conversion into auxiliary types, the Board took under consideration the practicability of reconditioning and recommissioning the USS PROMETHEUS and the USS AROOSTOOK.

4. With respect to the PROMETHEUS the Board determined as follows. From available evidence it is indicated that the PROMETHEUS can be put into service for a cost of about \$1,500,000. The hull and main propelling machinery of this ship are in a good state of preservation and will not require extensive repairs. The vessel will require reboiling and considerable

Op-38-F-MG
RESTRICTED

repairs to, or replacement of, certain auxiliary machinery. Boilers, of the destroyer type, are available for installation as are also certain of the required auxiliary units. In order to fit the vessel for its intended use as a repair ship, it will be necessary to acquire and install a considerable number of machine tools. Even after reconditioning in accordance with the foregoing, the PROMETHEUS will be below the standards of other vessels of the repair ship class. In view of urgent demands from forces afloat for repair facilities additional to those for which provision previously has been made or requested, the Board is of the opinion that reconditioning and recommissioning of the PROMETHEUS is fully warranted, and that the cost thereof is not disproportionate to the value of the vessel in this period of emergency. The Board, therefore, recommends that early steps be taken to fit the PROMETHEUS for service as a repair ship.

5. The Board next took under consideration the practicability of reconditioning the USS AROOSTOOK, and fitting out that vessel for service. Information available to the Board indicates that this vessel is in much worse condition than the PROMETHEUS. Extensive hull and super-structure repairs will be required. Reboiling will also be necessary, but, as in the case of the PROMETHEUS, boilers for this purpose are available. The Board was unable to reach any decision at this meeting in regard to the probable usefulness of the AROOSTOOK, or, if restored to service, to what type of auxiliary it should be converted. Because of the conflicting views on this subject, the Board decided to hold the matter in abeyance pending further study by the Bureau of Ships as to the costs involved and possible conversions to which this ship may be adapted.

38

U.S. DEPT. OF NAVY	RECEIVED
NAVY DEPARTMENT	MAY 13 1941
FILE	FS/A9-10 (410507)

R. H. English
 R. H. ENGLISH,
 Captain, U.S.N.

Op-38-F-MG
FS/A9-10(410507)
RESTRICTED
Serial 182538

1st Endorsement

MAY 9 - 1941

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 4.

1. Forwarded.

NAVY DEPARTMENT
SECY'S OFFICE - RECORD DIV
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The recommendations of the Auxiliary Vessels Board at concurred in and are recommended for approval.

OP.
L.A.A.
S. S.
L.A.S.
DIV. FEB.



SECY.
SECY.
L.A.S.
L.A.S.
DIV. FEB.

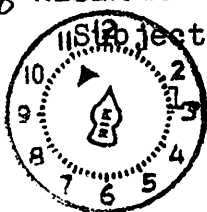
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2nd Endorsement

MAY 9 - 1941

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L.A.A.
S. S.
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SECY.
SECY.
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DIV. FEB.

Secretary of the Navy.
Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 4.

Returned, approved.

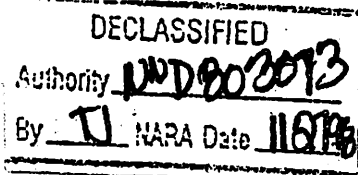
MAY 12 1941
-b- - - FS / A9-10 (410507)

Copy to:

CinCpac, CinClant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

Acting

Finished-CALLAGHAN-FILE



RG 80 Box 162 AA/QB

led to AVB #5

In reply refer to Initials
and No.

37604

(SC) AA/QB
CONFIDENTIAL

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

May 10, 1941.

Memorandum for Captain English.

Finished-Healy-File

Subject: Auxiliary Vessels Board.

Reference: (a) Dir. War Plans memo of 30 April re
"Requirements of the Navy for Merchant
Vessels for Immediate Conversion".
(b) Auxiliary Vessels Board Report #1.

Enclosure: (A) Copy of reference (a).

1. Please call an immediate meeting of the Auxiliary Vessels Board and submit a report on the ships which should be acquired immediately or in the near future, giving names of ships and dates they are desired, based on the recommendations in the references with such desirable revisions as may have occurred since they were written. Included in the report should be the ships which were appropriated for in Title VII but which the Maritime Commission has not agreed to deliver to the Navy.

2. Due consideration should be given to the ability of the Bureau of Ships to furnish funds for acquisition and conversion, and of the Bureau of Navigation to furnish crews.

3. It is desired to submit this list to Mr. Robson of the Maritime Commission at the earliest possible opportunity.

R. E. Lyman

*303- app action
1/14*

Finished-Healy-File

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(SC) AA/QB

DECLASSIFIED

RG80 B-162 AA/QB

Authority

WD 802013

By

TJ NARA Date 11/6/94

From:
To:The Director, War Plans Division
The Chief of Naval Operations.

[30 Apr 41]

Subject: Requirements of the Navy for Merchant Vessels
for Immediate Conversion.Reference: (a) Director of War Plans Secret memo to CNO of
April 29, 1941.

1. In reference to paragraph 2, subparagraph (c) of reference (a), the degaussing, arming, conversion, and manning of the following ships with Navy crews should be accomplished prior to the times noted for the various groups to enable the Navy to carry out the initial movements for which commitments have been made and to give early support to United States Forces beyond the continental limits.

2. Transports - 18 ships, all on East Coast.

1 of the Brazil Class	August 1
AMERICA	" "
1 of Delbrasil Class	" "
SANTA CLARA	" "
PRESIDENT ADAMS	" "
PRESIDENT VAN BUREN	" "
SIBONEY	" "
CHIRIQUI	" "
ORIENTE	" "
ACADIA	" "
3 of PRESIDENT BUCHANAN CLASS	" 25
1 EXCALIBUR CLASS	" "
2 Delmundo Class	" "
1 MEXICO CLASS	" "
HENRY R. MALLORY	" "

Five cargo ships, all on East Coast.

1 EXPRESS CLASS	August 1
ROBIN KETTERING	" "
CAPE NEDDICK	" "
CAPE COD	" "
1 THOMPSON IYKES CLASS	" "

Tankers - Eight ships

CORSICANA	August 1
1 GULFCOAST TYPE (80,000 bbl. capacity)	August 1
6 PARATEX TYPE (20,000 bbl. capacity)	" 1

Refrigerator Ships - two

2 of the MORMACWREN CLASS	August 1
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Total ships - 33

R. K. Turner.

In reply refer to Initials
and No.

Op-38-F-MG
RESTRICTED

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

14 May 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.

Via: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 5.

References: (a) Auxiliary Vessels Board Report No. 1 dated
11 February 1941.
(b) Assistant CNO confidential Memo (SC)AA/QB
of 10 May 1941 to Capt. R. H. English, USN.
(c) CNO Secret letter Serial 039812 of 8 April
1941 to Chiefs of Bureaus.

1. The Auxiliary Vessels Board met at 0950, Saturday,
10 May 1941, in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

Captains A. S. Carpender, H. A. Badt, G. B. Wilson, Commanders
H. M. Briggs, N. K. Dietrich, F. P. Old, of the Bureau of
Navigation and Commander L. Anderson of the Bureau of Ships
attended the conference as representatives in matters affect-
ing these Bureaus. Captain C. J. Moore, War Plans Division
of Operations also attended the conference.

3. The Board took under consideration the Memorandum
from the Assistant Chief of Naval Operations, reference (b),
which specifically directed the Board to submit a report on the
auxiliary vessels which should be acquired immediately or in
the near future, based on the unfilled requirements originally
submitted in reference (a), certain data presented to the Chief
of Naval Operations by the Director of War Plans Division in
reference (c), and inclusive of vessels already appropriated
for in Title VII which the Maritime Commission had not yet agreed
to deliver to the Navy.

Op-38-F-MG
RESTRICTED

Early in the discussion of the matters before the Board statements of representatives of the Bureau of Navigation and of the Bureau of Ships developed the fact that there is a confusing lack of definite information available to the Bureaus upon which to base plans for manning and converting those auxiliary vessels that are either in the process of being acquired or are in prospect. In the report which follows, therefore, the Board has been prompted to review and revise, where necessary, the subject matter of its previous unfilled recommendations in conjunction with additions herein recommended, and to include, for the convenience of those vitally concerned, data regarding the program of manning vessels of the Army Transport Service with Navy crews.

4. Since the formation of the Auxiliary Vessels Board a total of 46 ships of the auxiliary type have been recommended for acquisition. The present status of those vessels is as follows:

ACQUIRED OR BEING ACQUIRED (12)

4 AO	ESSO ANNAPOLIS ESSO NEW ORLEANS ESSO RALEIGH ESSO MARKAY	To be delivered May or June 1941 " " "
2 CMc	CAVALIER QUAKER	To be delivered 6 June 1941 Already delivered
2 AE	RAINBOW COMET	Both already acquired. Under construction and due for completion late 1941 or early 1942.
3 AK	CAPE LOOKOUT RAVEN METEOR	All three acquired and under construction with completion dates ranging from July 1941 to early 1942.
1 AS	ST. JOHN	Already delivered. Completion date estimated 14 June 1941.

AUTHORIZED AND APPROPRIATED FOR BUT NOT YET ACQUIRED (8)

2 AD	The Maritime Commission has been requested to designate two C-3 steam vessels under construction that can be converted and delivered by 1 June 1942. No favorable action by Maritime Commission to date.
------	--

Op-38-F-MG
RESTRICTED

- 2 AF The Maritime Commission has been requested to designate MC Hulls #128 and #129. Both are C-2 vessels under construction and due for completion in July and September 1941. No favorable action by Maritime Commission to date.
- 1 AK The Maritime Commission has been requested to designate MC Hull #153 due for completion about July 1941. No favorable action by Maritime Commission to date. *Excellent CL-5-A1*
- 1 AH Acquisition deferred for present.
- 2 APV Maritime Commission has been requested to designate the SS SEATRAN TEXAS and the SS SEATRAN NEW JERSEY. No definite results to date.

APPROVED BY THE SECRETARY OF THE NAVY BUT
NOT AUTHORIZED OR APPROPRIATED FOR (26)*

1 AF	Storeship	85	
6 AK	Cargo Ships	→3	+2
2 APV	Airplane Transports	10	+4
2 AR	Repair Ships	-	
15 AP	Transports	16	+1
<u>26</u>			

*Of these 26 vessels not authorized or appropriated for all have been reconsidered by the Board and combined with its recommendations in paragraph five following, with the exception of the:

- 2 APV Airplane Transports (*Washington & Manhattan*)
 2 AR Repair Ships.

The Board desires to stress the vital need for these four vessels and urges that every effort be made to obtain authorization and funds for their acquisition. The two vessels desired for conversion to Airplane Transports are the WASHINGTON and MANHATTAN. These are now operating in the Army Transport Service on a time charter basis and are to be manned by Navy crews in accordance with the program outlined in the paragraph which follows. The two Repair Ships should be acquired and converted from such three deck cargo type vessels as are available.

5. With respect to reference (b) the Board recommends that as a matter of the highest priority immediate steps be taken to insure that the following 33 auxiliary vessels are acquired, converted, degaussed, armed, and manned by Navy crews and ready for service not later than 1 August 1941:

Op-38-F-MG
RESTRICTED

AP (Transports) (16)

3	(PRESIDENT CLEVELAND	- Conversion for Combat Loading				
	(PRESIDENT PIERCE	"	"	"	"	
	(PRESIDENT TAFT	"	"	"	"	
1 of	(EXCAMBION	"	"	"	"	
	(EXCALIBUR	"	"	"	"	
	(EXETER	"	"	"	"	
6 of	PRESIDENT JACKSON CLASS	"	"	"	"	
3	Delbrasil Class (3 ships)	"	"	"	"	
1	Santa Clara	"	"	"	"	
1	America	"	"	"	"	
<u>1</u>	Brazil Class	"	"	"	"	

23

16 - TOTAL

AF (Refrigerator Ships) (3)

3 of Mormacwren Class.

AO(b) (Small Tankers) (4)

4 of 20,000 to 25,000 bbl. capacity, not over 20' draft, with 3,500 mile radius, such as Mercury, Paratex, Transoil, Petroheat or Esso Delivery #11.

AK (Cargo) (10)

10 fast (15 kts. or better), such as Exchange or Exceller class, or regular C-2 or C-3 ships.

TOTAL SHIPS -- 33.

Should the above 33 vessels be acquired as recommended, the Navy's requirements for large merchant ships in war, as noted in reference (c), may be considered reduced from 79 to 48, and all Bureaus and Offices concerned should be governed accordingly. The discrepancy between the figure 48 and the exact arithmetic difference of 46 is accounted for by the inclusion in the above list of four small tankers instead of the two specified in reference (c).

Op-38-F-MG
RESTRICTED

6. Exclusive of vessels of the Army Transport Service, the manning of which with Navy crews is discussed in paragraph seven herein, the following table summarizes to date the status of all auxiliary vessels recommended for acquisition by the Board since it was appointed.

(5) = (2) + (3) - (4)
 = (1) - (4)

Type	(1) Total; No.	(2) Auth.	(3) = 1-2 Not Auth.	(4) Acquired	(5) To be Acquired	Negotiations Concluded
AO	4	4	-	0	4	In prospect for 4—Yes
AO(b)	4	0	4	0	4	No
CMc	2	2	-	1	1	Yes
AD	2	2	-	0	2	No
AF	5	2 ¹²	3-2	0	5	No
AK	14 ¹²	4 ¹⁰	10-10	3	11 ¹²	No
AE	2	2	-	2	0	Yes
AH	1	1	-	0	1	Deferred
APV	4	2	2	0	4	In prospect for 2—Yes For remainder ----No
AR	2	0	2	0	2	No
AP	16+7	0 ¹²	16-5	0	16+7	No
AS	1	1	0	1	0	Yes
Totals	57+9	20 ¹²	37-17	7✓	50+9	

Pencil =
 AVB7.

7. As a matter of urgent concern to Bureaus and Offices involved, the Board deems it advisable to include in this report the following program of manning 26 vessels of the Army Transport Service which has been agreed to by representatives of the two Departments:

TRANSPORTS (16)

<u>Vessel</u>	<u>Transfer Period</u>	<u>Remarks</u>	(AP 20-2, 24-36)
MUNARGO	26 April - 1 June	At New York	20
KENT	18-29 May	At Boston	28
LEONARD WOOD	31 May - 6 June	At New York	25
JOSEPH T. DICKMAN	12-26 June	At New York	26
HUNTER LIGGETT	15-28 June	At New York	27
CHATEAU THIERRY	1-15 July	At New York	31
REPUBLIC	10-22 July	At New York	33
AMERICAN LEGION	20-31 July	At New York	35
WASHINGTON	30 May - 9 June	At San Francisco	22
HENRY T. ALLEN	1-15 June	At San Francisco	30
U. S. GRANT	2-7 June	At San Francisco	29

Op-38-F-MG
RESTRICTED

TRANSPORTS (Contd.) (16)

<u>Vessel</u>	<u>Transfer Period</u>	<u>Remarks</u>	
MANHATTAN	10-19 June	At New York	21
J. FRANKLIN BELL	18-31 July	At San Francisco	34
SAINT MIHIEL	7-21 July	At Seattle	32
IRWIN }	August. Exact dates and places		36
ORIZABA }	to be later set.		24

CARGO VESSELS (9)

(AK 32-40)

JOHN R. HANNAY	
WEST ELCASCO	
MEIGS	
LIBERTY	
WILLIAM R. GIBSON	To be manned during August. Exact
LUDINGTON	dates and places to be later set.
IRVIN L. HUNT	
REDWOOD	
WILL H. POINT	

BARRACKS SHIP (1)

EDMUND B. ALEXANDER	18-31 July	At Newfoundland.	APL-1
---------------------	------------	------------------	-------

8. From statements made to the Board by representatives of the Bureau of Navigation and the Bureau of Ships, there is definite doubt as to the practicability of converting and manning, within a reasonable future date, all the vessels proposed for acquisition in this report, plus those of the Army Transport Service. The Board, therefore, recommends that by copy of this report Chiefs of Bureaus concerned be directed to advise the Chief of Naval Operations as soon as possible the extent to which they can meet the program of acquisition and manning herewith submitted, and where unable to do so to furnish estimates of the earliest dates which can be met.

R. H. English

R. H. ENGLISH,
 Captain, U.S.N.

Op-38-F-MG
 FS/A9-10(410514)
 Serial 187338
RESTRICTED

MAY 16 1941

1st Endorsement

From: Chief of Naval Operations.
 To: Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 5.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

W R Stark

Op-38-F-MG
 FS/A9-10(410514)
RESTRICTED

MAY 16 1941

2nd Endorsement

From: Secretary of the Navy.
 To: Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 5.

1. Returned, approved.

Fouertal

Copy to:
 CinCus, CinClant
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessel Board
 Bureaus and Offices and Divisions of
 Office of Chief of Naval Operations.

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N. Ord. 6

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO No.

(Adl)

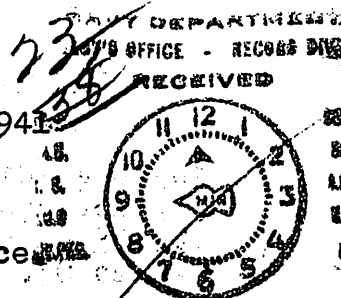
AA/S1-1(2/74)

NAVY DEPARTMENT
BUREAU OF ORDNANCE

WASHINGTON, D. C.

17 May 1941

~~Richard RYAN-RM~~
~~Richard RYAN-RM~~



From: The Chief of the Bureau of Ordnance
To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 5.

Reference: (a) Senior Member, Auxiliary Vessels Board
ltr. Op-38-F-MG of 14 May 1941, to
Secretary of the Navy.

MAY 19 1941

FS/A9-10 (410517)

1. Paragraph 8 of reference (a) recommended the chiefs of bureaus concerned be directed to advise the Chief of Naval Operations the extent to which they can meet the program of acquisition and manning covered in reference (a).

2. Reference (a) lists a total of fifty-seven (57) vessels plus sixteen (16) Army Transports, nine (9) Cargo Vessels, and one (1) Barrack Ship, or a total of eighty-three (83) vessels for acquisition and/or conversion. The dates range from May 1941 through early 1942. Information as to dates many vessels will be acquired and converted is necessarily meager, but the possible necessity for shipment of material may easily influence the ability to comply with the directives concerned.

3. Discussing in detail the categories listed in reference (a), the following comments are submitted:

(a) Acquired or being acquired (12).

27 ✓ Assuming a reasonable period of conversion these vessels can be furnished with 4"/50 caliber broadside guns and either 3"/23 caliber or 3"/50 caliber guns, depending upon the delivery dates. .30 caliber machine guns will be installed in the earlier vessels and .50 caliber in the later ones.

AA/SI-1(2/74)
(Ad1)

- (b) Authorized and appropriated for but not yet acquired (8).

Armament can be provided for these eight (8) vessels. It is contemplated furnishing 4"/50 caliber, either 3"/23 caliber or 3"/50 caliber, and either .30 caliber or .50 caliber machine guns.

- (c) Approved by the Secretary of the Navy but not authorized or appropriated for (26).

Only four (4) vessels will be discussed under this item as the other twenty-two (22) are included in the next group. The two (2) APV's are under study in regard to armament at the present time. In view of the conversion period involved, it is believed the armament as finally approved can be furnished. Two (2) AR's will be furnished the standard armament discussed under sub-paragraph (b) above.

(d) A total of thirty-three (33) ships to be acquired and ready for service not later than 1 August 1941. Assuming that the required batteries for the AP's, AF's, and AK's are one (1) 4"/50, four (4) 3"/23, and four (4) .30 caliber machine guns, these batteries can be furnished. If dates of readiness are seriously advanced from 1 August, difficulty may be experienced due to transportation as no information is available as to the conversion ports. Four AO(b). It is not known what battery these vessels will take, but assuming from their capacity they will take one (1) 3"/23 and two (2) machine guns, this armament can be supplied.

- (e) Transports (16), Cargo Vessels (9).

The armament for these vessels has already been distributed.

AA/S1-1(2/74)
(Ad1)

(f) Barracks Ship (1).

It is assumed that no armament, other than machine guns, will be required for this vessel. In case additional armament is required it can be met.

4. In order to accomplish this program within the time specified the following steps appear necessary at this time:

(a) Discontinue installation of 3"/23 on other types.

(b) Regulate the issue of 1!ls in order to obtain 3"/50 in return.

(c) Control the installation of 3"/50 as they become available.

(d) Possibly remove 3"/23 from district craft.

(e) Receive early information as to conversion ports and dates of conversion in order to insure shipments arriving when required.

5. It will be noted that this will give sole priority to the installation of 3"/23 and 3"/50 to the conversion program.


W. H. P. BLANDY

FHH

NAV.

ORD **Op-23-NC**
FS/A9-10(410514)
Serial 144923
RESTRICTED

Filed by Fmr

AERO.

C. & R.

22 May 1941.

Y. & D.

S. & A. **From:** Chief of Naval Operations.
To: Chief of Bureau of Navigation.
 M. & S. Chief of Bureau of Ordnance.
 J. A. G. Chief of Bureau of Ships.
 Chief of Bureau of Supplies and Accounts.
 Chief of Bureau of Medicine and Surgery.

M. G. C. **Subject:** Auxiliary Vessels -- Acquisition of and
 planning in connection therewith.

BUDGET

Reference: (a) Auxiliary Vessels Board Report No. 5.

Op. 12. **Enclosure:** (A) Copy of reference (a).

Op. 13. 1. On 16 May 1941 the Secretary of the Navy approved
 the recommendations of the Auxiliary Vessels Board as sub-
 mitted in reference. For the information and guidance of
 Op. 14. Chiefs of Bureaus addressed, a copy of that reference is
 forwarded herewith as enclosure (A). Particular attention
 Op. 15. is invited to the requirements of paragraph eight of that
 report.
 Op. 16.

Op. 18.

Op. 20.

Op. 21.

W. S. FARMER,
By direction.

Op. 22.

Op. 23.

Op. 30.

Op. 38.

GPO 16-15724

NAVY DEPARTMENT
 SECY'S OFFICE - RECORD DIV.

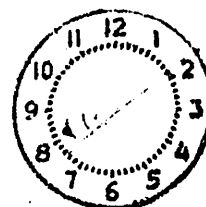
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MAY 23 1941

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NAVY DEPARTMENT
 SECY'S OFFICE - RECORD DIV.
 FORWARDED



MAY 23 1941

ADDRESS BUREAU OF SHIPS, NAVY DEPARTMENT
AND REFER TO NO.

AA/A9-9 (717)

NAVY DEPARTMENT

ENCLOSURES

BUREAU OF SHIPS

WASHINGTON, D. C.

JUN 13 1941

From: The Chief of the Bureau of Ships
To : The Chief of Naval Operations
Subject: Auxiliary Vessels - Acquisition and Conversion
of and planning in connection therewith.

Reference:

- (a) CNO restr. ltr. Op-23-MG, FS/A9-10(410514) Ser. 144923
of 22 May 1941 to BuShips.
- (b) Auxiliary Vessels Board Report No. 5.
- (c) CNO conf. ltr. Op-23#-MLH(GV)(SC) QS1/L9-3 Ser. 068923
of 29 May 1941 to BuShips.
- (d) CNO ltr. Op38S-P-Kr, QS7/L11-3(20)(410603) Ser. 1654388
of 4 June 1941 to BuShips.

1. The following comments are submitted in accordance with the requirements of reference (a):

2. Since the preparation of reference (b) and the receipt by this Bureau of reference (a), the situation relative to the acquisition and conversion of auxiliary vessels has been modified by the issuance of reference (c) and reference (d) which direct the acquisition for conversion of 11 transports, 9 cargo ships and 2 refrigerated store ships and the acquisition for immediate service without conversion of 3 cargo ships. Of these, seven transports (3 combat loaded), nine cargo ships and two refrigerated store ships are now under limited conversion at various Navy Yards and private shipyards and will be ready for sea on June 15, 1941. Four combat loaded transports are being acquired from the Maritime Commission for complete conversions, all of which should be finished between October 15 and December 1, 1941. The latter group, therefore, cannot be considered a part of the conversion program to be completed by August 1, 1941.

AA/A9-9 (717)

From: Chief BuShips

To : CNO

Filed by CNO

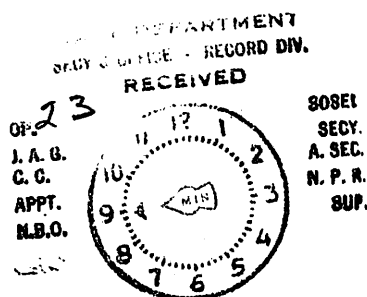
3. It is considered that the remaining vessels of the proposed August 1 program (9 transports, 1 refrigerated store ship and 4 small oilers), if acquired before June 20, can be given limited conversions similar to those now being effected in the June 15 program mentioned above and made ready for service on August 1, 1941. In the time now available it will be impracticable to incorporate such features as gun batteries, other than machine guns, stowage and handling facilities for special landing boats and tank lighters, permanent laundry and medical facilities, permanent sanitary facilities and berthing and messing arrangements, other than of a make-shift nature. In some cases it may be possible to install additional evaporator capacity provided high priorities are assigned and the ships' power characteristics are suitable. In case evaporators cannot be provided, it is probable that sufficient fresh water tank capacity can be made available to permit the ships to operate independently for about thirty days.

Finished BY A. N. F. H.



E. M. Robinson
Chief of Bureau

Copy to:
Auxiliary Vessels Board



JUN 14 1941

FS /A9-10 (410517)

In reply refer to Initials
and No.

Op-38-F-MG
RESTRICTED

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

16 May 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.

Via: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 6.

Reference: (a) Auxiliary Vessels Board Report No. 4
dated 7 May 1941.

1. The Auxiliary Vessels Board met at 1030, Thursday,
15 May 1941 in Room 2618, Navy Department.

2. Members present were:

Captain R. H. English	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

3. In continuation of the discussion mentioned in reference (a) regarding the practicability of repairing and altering the AROOSTOOK (CM3) for service, the Board also took into consideration the question of recommissioning the BRIDGE-PORT (AD10) and MAUMEE (AO2). With respect to these three vessels the Board determined as follows:

AROOSTOOK (CM3). Recent dispatch and telephone information received by the Bureau of Ships from the Commandant, Navy Yard Puget Sound discloses that this vessel can be placed in service for a cost of approximately \$1,000,000. This includes reboiling for which boilers are available, major-repairs to hull and superstructure, and such other incidental repairs or alterations as are required to fit the vessel for duty as a small cargo carrier (AK). There is urgent need for such a vessel to augment the present service of supply to Alaskan and Pacific Island Bases.

Op-38-F-MG
RESTRICTED

BRIDGEPORT (AD10 (Ex AR-2)). This is a slow, coal burning vessel acquired during the last war and has been out of commission since 1924. In view of her great age (40 years) and generally deteriorated condition, the Board is of the opinion that even during the present emergency there would be no commensurate return for the time and cost required to refit this vessel for service in any capacity.

MAUMEE (AO2). Recommissioning of this vessel has heretofore never been seriously considered because of the cost of replacing the unsatisfactory diesel engines with which the ship is powered. Recently, however, the Board was informed that a spare set of diesel engines originally constructed for the USS FULTON is available for installation. Because of this fortunate solution of the problem of providing new engines for the MAUMEE, coupled with the otherwise generally good condition of the vessel and the urgent need for oilers, the Board believes that recommissioning is fully justified. No exact estimates of time and costs to accomplish this are available, but the Board is of the opinion that a period of five to six months will be adequate and that the expenditure of funds involved will approximate \$1,500,000.

4. In view of the foregoing the Board, therefore, recommends that immediate steps be taken to refit and recommission the AROOSTOOK as an (AK) and the MAUMEE as an (AO). The Board further recommends that the BRIDGEPORT be stripped of all equipment and materials for further naval use and that the vessel be stricken from the Navy List and either disposed of by sale or by transfer to the Maritime Commission, if that agency is interested in its acquisition.

O. A. English

R. H. ENGLISH,
Captain, USN.

op 38F

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TO FILE	SECY
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AUG 1 1941	U. P. C.
	U. SEC.

FS/79-10(410516)

Op-38-F-MG
 FS/A9-10(410516)
RESTRICTED
 Serial 188838

MAY 17 1941

1st Endorsement

From: Chief of Naval Operations.
 To: Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 6.

1. Forwarded.

2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

FS/A9-10(410516)

Op-38-F-MG
 FS/A9-10(410516)
RESTRICTED

MAY 17 1941

2nd Endorsement

From: Secretary of the Navy.
 To: Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 6.

1. Returned, approved.

Forrestal

1 Act 103

Finished-CALLAGHAN-FIN

Copy to:
 CinCpac, CinClant
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessel Board
 Bureaus and Offices and Divisions of
 Office of Chief of Naval Operations.

FS/A9-10(410516)

DECLASSIFIED

RG80 Box 162 AA/QB

Authority

WD 802073

By

TI NARA Date 11/6/93

Transmit in Code

OP-38-T-110

CONFIDENTIAL

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

27 May 1941.

From: Senior Member, Auxiliary Vessels Board.
To: Secretary of the Navy.

Via: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 7.

Reference: (a) Auxiliary Vessels Board Report No. 5
dated 14 May 1941.

1. The Auxiliary Vessels Board met at 1420, Friday, 23 May 1941, at 1000, Saturday, 24 May 1941, and at 1020, Tuesday, 27 May 1941 in Room 2618, Navy Department.

2. Members present were:

Captain W. S. Farber	(Operations)	
Captain C. S. Alden	(Operations)	
Captain E. W. Burrough	(Operations)	
Commander W. M. Callaghan	(Operations)	- Recorder
Lt. Comdr. T. J. Ryan	(Operations)	

Commander S. W. Cake and Lieutenant John W. Daix of the Office of Naval Operations also attended the conference.

3. The Board took under consideration at these three meetings a directive from the Chief of Naval Operations to submit a list of auxiliary vessels which are required to be ready for a special mission not later than 22 June 1941. After thorough study of the vessels already available, in conjunction with those recommended for acquisition in paragraph five of reference, the Board submits below a list of auxiliary vessels which offer the most reasonable prospect of being assembled and made ready to sail from East Coast ports on or near the dates specified. Vessels in this list already de-gaussed are marked by an asterisk. The status of degaussing, with respect to the others, is indicated where known.

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RG80 B-162 AA/QB

Authority

WD 802073

By

U NARA Date 11/6/93

CONFIDENTIALTRANSPORTS (AP) 14Navy (7)Army (6)Commercial (1)

USS BARNETT *	USAT DICKMAN (d.g. by 6/15)	SS AMERICA *
USS W.L.P. BIDDLE *	USAT HUNTER LIGGETT do	
USS FULLER *	USAT LEONARD WOOD	
USS GEO. F. ELLIOTT *	USAT MANHATTAN	
USS HARRY LEE *	USAT ORIZABA *	
USS HEYWOOD *	USAT WASHINGTON (d.g. by 6/5	
USS NEVILLE *	at S.F.)	

It is possible that in addition to the seven Navy (AP) the USS McCAWLEY may be available on or about 28 June 1941.

DESTROYER TRANSPORTS (APD) 5

USS GREGORY *	USS McKEAN *
USS LITTLE *	USS STRINGHAM *
USS MANLEY *	

It is possible that the USS COLHOUN may also be available to augment the (APD) on or about 20 June 1941.

In connection with the above list of (AP's) the Board desires to invite attention to the size and deep draft of the AMERICA, WASHINGTON, and MANHATTAN, and to the possible effect such factors might have in the selection of these vessels for use on a mission where depth of water or maneuvering room are considerations. The loaded drafts of these vessels are:

AMERICA	32' - 8"
MANHATTAN	30' - 9"
WASHINGTON	30' - 9"

AMMUNITION SHIP (AE) 1

USS KILUEA (can be d.g. by 19 June)

PROVISION STORESHIPS (AF) 2

Any two of TALAMANCA or ANTIGUA Class
None of these are degaussed.

HOSPITAL SHIP (AH) 1

USS RELIEF *

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Authority

DD FORM 1300-10-1

By

NARA Date 11/6/93

File Ref
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RG80 B-162 AA/QB

Op-38-T-11
CONFIDENTIALCARGO SHIPS (AK) 11

USS ARCTURUS *

USS POLLOX (can be d.g. by 19 June)

Plus 9 (AK)... Any suitable vessels of Exchange Class
or regular C-2, C-3 cargo vessels of 15
knots or better.

None of the nine vessels to be acquired are yet degaussed.

OILERS (AO) 4

USS CIMARRON *

USS SALAMONIE *

Plus 2 (AO), CIMARRON Class, from Base Force.*

FLEET TUGS (AT) 3

USS CHEROKEE *

USS NAVAJO *

USS SEMINOLE *

In summary of the foregoing the following types and numbers of
vessels are required:

Transports (AP)	14
Destroyer Transports (APD)	5
Ammunition Ships (AE)	1
Provision Storeships (AF)	2
Hospital Ships (AH)	1
Cargo Ships (AK)	11
Oilers (AO)	4
Fleet Tugs (AT)	3
TOTAL	41

4. In connection with the lists submitted in paragraph
three preceding the Board recommends that immediate steps be taken
as follows:

- (a) That the Chief of Bureau of Ships be directed to
negotiate with the Maritime Commission for the
acquisition of the MANHATTAN and WASHINGTON and
that arrangements be made with the War Department
to terminate the present charter agreements when
these vessels are acquired by the Navy.

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RG80 B-162 AA/QB

Authority

WD 802013

By

TJ NARA Date 11/6/93

Op-38-T-16
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- (b) Pending the conclusion of arrangements in (a) that the War Department be requested to direct WASHINGTON to proceed to East Coast from San Francisco, taking degaussing gear for installation on that coast.
- (c) To take over the SS AMERICA, the 2 (AF) and the 9 (AK) (12 vessels exclusive of MANHATTAN and WASHINGTON) at the earliest possible dates.

5. Additional to the vessels listed for acquisition in paragraph three, which are necessary to meet the readiness date of 22 June 1941 as directed by the Chief of Naval Operations, the Board recommends that the following vessels be acquired, in the order of priority listed, not later than 30 June 1941:

For the use of the Army ... 7 (AP) C-3 passenger type or their (44-7?)
(to be manned by Navy equivalent. These to replace the 6
Crews) Army transports used by the Navy in
the group of 14 such vessels listed
in paragraph three herein.

For Navy use 4 (AP) C-3 passenger type or 37-40
equivalent. These to replace the 4 (APA 18-21)
Navy (AP) transferred from West to
East Coasts.

For Navy use 3 (AK) C-2 type or equivalent. 41-3
These to replace the 2 Navy (AK)
obligated for the group listed in
paragraph three herein plus one to
service the greatly expanded opera-
tions of the Atlantic Fleet.

Total additional vessels recommended in this paragraph for acquisition by 30 June 1941 14 (11 AP, 3 AK).

6. As a result of the study and discussions upon which this report is based, the Board is of the unanimous opinion that it is extremely questionable whether the desired readiness date of 22 June can be realized for the vessels which must be acquired as recommended in paragraph three. This opinion follows from consideration of the following:

Authority

WD 802013

By

TI NARA Date 11/6/76

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(a) Informal estimates of conversion times submitted by the Bureau of Ships which indicates a minimum of three weeks for providing the most rudimentary facilities and that in most cases this will not include degaussing.

(b) Lack of conversion materials and difficulties in procuring same.

7. In order to present the latest data on acquisitions recommended in this and previous reports of the Board, the recapitulation in paragraph six of the Auxiliary Vessels Board Report No. 5 has been revised and is submitted below.

Type	(1) Total Requested	(2) Authorized Acquired	(3) Acquired	(4) Auth. & yet to be Acquired (2 - 3)	(5) Yet to be Authorized (1 - 2)	(6) Total to be Acquired (4 + 5)
AO	4	4	0	4	0	4
AO(b)	4	0	0	0	4	4
CMc	2	2	1	1	0	1
AD	2	2	0	2	0	2
AF	5	4	0	4	1	5
AK	16	16	3	13	0	13
AE	2	2	2	0	0	0
AH	1	1	0	1	0	1
APV#	4#	2	0	2	2	4
AR	2	0	0	0	2	2
AP	16	5	0	5	11	16
AP (Army Use)	7	7	0	7	0	7
AS	1	1	1	0	0	0
Totals	66	46	7	39	20	59

If the WASHINGTON and MANHATTAN are acquired as recommended in paragraph four of this Report, it is recommended that though used for the present as (AP), they be considered as fulfilling the Navy's requirements for later conversion to (APV).

W. S. Farber
W. S. FARBER,
Captain, USN.

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RG80 Box 162 AA/QB

Authority

WD 802073

By

U NARA Date 11/6/93

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(SC) AA/QB
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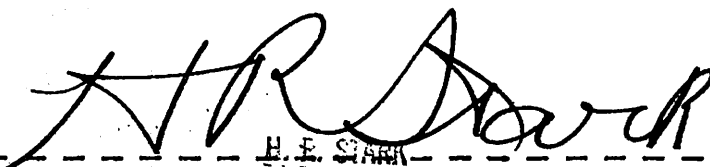
1st Endorsement

MAY 29 1941

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 7.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.


----- H. E. SARN -----

Op-38-F-MG
(SC) AA/QB
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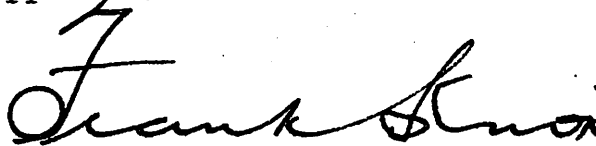
2nd Endorsement

MAY 29 1941

From: Secretary of the Navy.
To: Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 7.

1. Returned, approved.



Frank Knox

Copy to:

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District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
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M. & S.

J. A. G.

M. G. C.

BUDGET

DECLASSIFIED

June 4, 1941.

Memorandum for Senior Member Auxiliary Vessels Board.

Subject: Determination of Additional Ships Required.

1. It is considered necessary that there be available as soon as possible a sufficient number of combat loaded transports with the accompanying cargo, store, ammunition, hospital and other auxiliary ships necessary to transport a total of the equivalent of 3 Marine Corps Divisions.

2. Sufficient transports, not combat loaded, with auxiliaries are also required to embark 1 Division of garrison troops, plus the ships needed for transporting 3 Marine Defense Battalions.

3. It is accordingly desired that the Auxiliary Vessels Board determine the numbers, types, and wherever possible, the names of ships, in addition to those currently being acquired which are needed to fulfill the above requirements. All ships should be capable of at least 15 knots speed. All Army transports should be considered in making the study.

R. E. Ingersoll.

Note: AVB reports 8-9
not in file,
(withdrawn/not completed?)

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RG80 B-462 AA/QB

Authority

WD 802013

By

TI NARA Date 11/16/96

Op-38-F-MS

CONFIDENTIAL

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

JUL 14 1941

From: Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 10.

References:

- (a) D.S.M.D. rest. memo of 12 June 1941 to C.N.O.
- (b) D.F.M.D. rest. memo end (410425) of 19 June 1941 to C.N.O.
- (c) D.W.P.D. rest. memo end (410425) of 19 June 1941 to C.N.O.
- (d) D.N.D.D. rest. memo (410425) of 21 June 1941 to C.N.O.
- (e) Public Law 4 - 77th Congress approved 31 Jan 1941.
- (f) Public Law 72 - approved 24 May 1941.

1. The Auxiliary Vessels Board met at 1115, Monday, 7 July 1941, in Room 2618, Navy Department.

2. Members present were:

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)
Commander W. M. Callaghan	(Operations) - Recorder
Lt. Comdr. T. J. Ryan	(Operations)

Commander R. C. Alexander of the Ship Movements Division, Naval Operations, also attended the conference.

3. The Board first took under consideration reference (a) which recommended the construction of fifteen additional seagoing tugs of the Cherokee class chargeable to the 105 vessels remaining to be acquired or constructed under the authorization given by reference (e). References (b) and (c) concurred with this recommendation with the exception that in reference (c) the Director of War Plans Division further recommended that tugs to be constructed should be charged to the 550,000 tons of auxiliary vessels recently authorized by Congress in Public Law No. 72. By notation on reference (d) the Chief of Naval Operations agreed to the authorization chargeable as recommended by the Director, War Plans Divisions. After study of the Navy's requirements for seagoing tugs

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Authority

WD 80 2073

By

TI NARA Date 11/8/96

REGISTRATION

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and giving full consideration to those already in commission, plus the ten now under construction, the Board is of the unanimous opinion that fifteen additional vessels of that type are urgently required. The Board, therefore, recommends that the Chief of Bureau of Ships be directed to proceed with the construction of fifteen additional tugs of the Cherokee class, charging the cost of these to vessels authorized by Public Law No. 72.

4. The Board next took under consideration its previous and continuing recommendations for the acquisition of two vessels for conversion to destroyer tenders which should be ready for service by the end of the current fiscal year. In the absence of any favorable action by the Maritime Commission in assigning these two vessels to the Navy as previously requested, the Board is of the conviction that immediate steps are necessary to meet the requirements for two additional destroyer tenders. Of the twelve cargo vessels recently acquired by the Navy two are of the C-3 type which are suitable for conversion to destroyer tenders. These vessels are the U.S.S. HAMUL (ex-DOCTOR LYKES) and the U.S.S. MARKAB (ex-MORMACPENN). In taking cognizance of the fact that the U.S.S. BELLATRIX and U.S.S. ELECTRA are now building at Tampa and that these vessels are being constructed for duties now being performed by the HAMUL and MARKAB, the Board urgently recommends that when the BELLATRIX and ELECTRA are completed that the HAMUL and MARKAB be converted to destroyer tenders. The Board further recommends that in anticipation of this conversion, the Chief of Bureau of Ships be directed to proceed with procurement and assembly of all necessary materials to insure completion of the HAMUL and MARKAB to destroyer tenders not later than 1 July 1942.

5. For the information of all concerned the Board desires to invite attention to the serial number 10 of this report. Reports Nos. 8 and 9 previously submitted for study have been retained by the Chief of Naval Operations.

W. S. Farber
W. S. FARBER

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RG80 Box 162 AA/QB

Authority

100-803073

By

U NARA Date 11/6/14

Op-38-F-MS

(SC)AA/QB

Serial 037838

CONFIDENTIALIn reply refer to Initials
and No.NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON
First Endorsement

JUL 14 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 10.

1. Forwarded, recommending approval.



H. R. STARK

JUL 14 1941

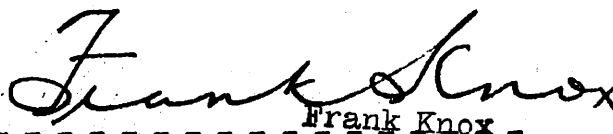
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(SC)AA/QB

Serial 037838

CONFIDENTIALSecond Endorsement

Approved. The Chief of Bureau of Ships will proceed with the construction of the 15 seagoing tugs and also procurement and assembly of conversion materials for the HAMUL and MARKAB as recommended by the Auxiliary Vessels Board.



Frank Knox

Copies to: CinCpac, Cinclant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

AA/QB

In reply refer to Initials
and No.

Op-23E-RIP (GV)

NAVY DEPARTMENT

Serial 220823

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

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15 July 1941.

From: The Senior Member, Auxiliary Vessels Board.
To : The Secretary of the Navy.

Via : The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 11.

1. The Auxiliary Vessels Board met at 1400, Monday, 14 July 1941, in Room 2618, Navy Department. Members present were:-

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)
Commander T. J. Ryan, Jr.	(Operations) - Acting Recorder

Captain Oscar Smith of Operations, Commander B. J. Rodgers of the War Plans Division of Naval Operations and Commander N. L. Rawlings of the Bureau of Ships were also present.

2. The Board took under consideration a request from the Director, War Plans Division of Naval Operations, to acquire cargo vessels for the purpose of servicing outlying bases. After consideration of the vessels available which will meet the requirements, the Board recommends the acquisition of eight (8) vessels as follows:-

- 1 - SS CATHERINE, Bull Steamship Line. No other vessel is considered suitable. AK45/PP41
- 1 - SS IRIONA, or TELA, or CASTILLA, of the United Fruit Company.
- 1 - SS AZTEC or TOLTEC of the United Fruit Company.
- 1 - SS TUNIS (ex-Danish) or SAN BLAS of the United Fruit Company. AK47
- 2 - SS HERTA MAERSK (ex-Danish) or RITA MAERSK (ex-Danish) or similar type. AK48
- 2 - SS MALTON, U. S. Marine Operating Co., SS ARLYN of the Bull Steamship Line, or any sister ship.

3. The Board was informed that:-

- (a) One of the above vessels other than SS CATHERINE is required for a voyage prior to 1 August, the voyage to

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Op-23E-RIP (GV)

Serial 220823

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be made with merchant crew and before any conversion is undertaken. The SS CATHERINE will be required for service not later than 1 September 1941. The remainder will be required at the rate of two vessels every fifteen days thereafter.

- (b) All vessels will require conversion.
- (c) It is essential to man the SS CATHERINE with a Navy crew, but the other seven vessels may be manned by civilian crews until the Bureau of Navigation is able to man them.

4. The Board therefore recommends:-

- (d) That the SS CATHERINE and one other be acquired at the earliest practicable date, and that conversion of the ship (other than SS CATHERINE) thus acquired be deferred until she can be made available later; and
- (e) That the other six (6) vessels be acquired on such dates as will permit their conversion and readiness for service, as follows: two (2) on 15 September, two (2) on 30 September, two (2) on 15 October;
- (f) That the officers and crew for the SS CATHERINE be furnished by the Bureau of Navigation and that arrangements be made for operating the other seven vessels with merchant crews until the Bureau of Navigation is able to supply the personnel.

W. S. Farber

W. S. FARBER

23

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J. A. G.	SECRETARY'S OFFICE	SLIP.
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P. S. M.	JUL 18 1941	N. Y.
N.E.O.	NAVY DEPARTMENT	U. S. C.

File FS/A9-10(410715)

Op-23E-RIP (GV)
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 Serial 221623

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First Endorsement

JUL 18 1941

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RECORDED DIVISION
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 A. E. O.
 JUL 18 1941
 NAVY DEPARTMENT
 File FS/A9-10 (410715)

From: The Chief of Naval Operations.
 To : Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 11.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

W R Starck

Op-23E-RIP (GV)

Serial 221723

~~RESTRICTED~~
RESTRICTED

Second Endorsement

JUL 18 1941

RECORDED DIVISION
 J. A. G. SECRETARY'S OFFICE
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 P. E. M.
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 JUL 18 1941
 NAVY DEPARTMENT
 File FS/A9-10 (410715)

From: The Secretary of the Navy.
 To : The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 11.

1. Returned, approved.

Frank Knox

Copies to: Cincpac; Cinolant; Dist. Craft Development Bd.; Budget Officer, Navy Dept.; Pres., Joint Merchant Vessel Bd.; Bureaus and Offices and Divisions of Office of Chief of Naval Operations.

In reply refer to Initials
and No.

Op-38-F-MS

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

RESTRICTED

18 July 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 12.
Reference: (a) Buships Ltr. CM3/L9-3(817) of 20 June 1941.

1. The Board met at 0815, Tuesday, 15 July 1941, and at 1400, 18 July 1941 in Room 2618, Navy Department. Members present were:-

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)
Commander T. J. Ryan, Jr.	(Operations)
Commander W. M. Callaghan	(Operations)-Recorder.

Lieutenant J. G. F. Prescott of the Bureau of Ships was present at the meeting on 15 July 1941.

2. The Board took under consideration at these meetings reference (a) in which the Bureau of Ships, after further investigation, strongly recommended that AROOSTOOK be converted to some type other than AK. The Bureau of Ships gave as reasons for this recommendation:-

- (a) Light construction and age (built in 1907) which would make unsafe the continued operation of the vessel in waters where bad weather may be expected to occur at any time.
- (b) Small amount of cargo, approximately 600 tons, which could be carried in

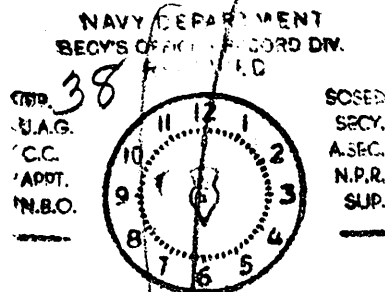
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proportion to the expenditure of time, effort and funds. It is now estimated that cost of conversion to an AK would exceed one million dollars (Auxiliary Vessels Board Report No. 6), as previously estimated by the Bureau of Ships.

3. In view of the above, the Board recommends reconsideration of the previous decision, approval of Auxiliary Vessels Board Report No. 6, and now recommends that the AROOSTOOK be offered to the Maritime Commission.



W. S. Farber
W. S. FARBER

JUL 23 1944

FS/A9-10(410718)

Op-38-F-MS

Serial 228038

RESTRICTED1st Endorsement

JUL 23 1941

From:

The Chief of Naval Operations.

To:

The Secretary of the Navy.

NAVY DEPARTMENT

SECY'S OFFICE

REF

Subject:

Auxiliary Vessels Board Report No. 12.

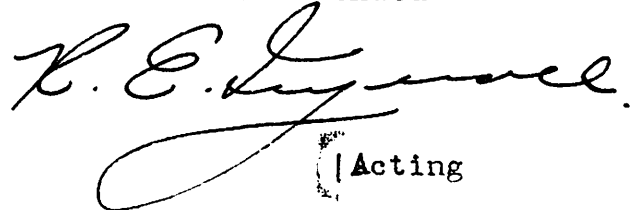
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APPT.
N.B.O.SOSEL
SECY.
A.SEC.
N.P.R.
SUA

Forwarded.

The recommendations of the Auxiliary
Vessels Board are concurred in and are recommended
for approval.

JUL 23 1941

FS/A9-10(410718)


 Acting

Op-38-F-MS

Serial 228138

RESTRICTED

JUL 23 1941

2nd Endorsement

From:

The Secretary of the Navy.

To:

The Chief of Naval Operations.

NAVY DEPARTMENT

SECY'S OFFICE

REF

Subject:

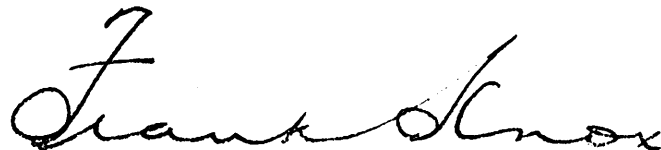
Auxiliary Vessels Board Report No. 12.

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JAG.
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APPT.
N.B.O.SOSEL
SECY.
A.SEC.
N.P.R.
SUA

Approved.

JUL 23 1941

FS/A9-10(410718)



Copies to: Cincpac; Cinclant; Dist. Craft Development
Bd.; Budget Officer, Navy Dept.; Pres.,
Joint Merchant Vessel Bd.; Bureaus and
Offices and Divisions of Office of Chief
of Naval Operations.


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In reply refer to Initials
and No.
Op 38-F-Lt
FS/A9-10(410808)

NAVY DEPARTMENT

RESTRICTED

OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

AUG 9 1941

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 13.

Reference: (a) CNO ltr. Op-38S-P-kr QSL/SL(400611)
Ser. 248838S of 28 July 1941.

FS/A9-10 (410808)

1. The Board met at 1000, 31 July, in Room 2618, Navy Department. Members present were: -

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)
Commander W. M. Callaghan	(Operations) - Recorder
Commander T. J. Ryan, Jr.	(Operations)

Captain G. W. Nelson, USN; Lt. Comdr. R. A. Awtrey, USN (Ret.); Lt. Comdr. H. S. Jones, USN (Ret.); Lt. Comdr. E. T. Payne, USNR; and Mr. S. B. Crosby of the Bureau of Ships, were present at the request of the Board.

2. The Board took under consideration reference (a) which was a directive to submit recommendations, if any, as to reclassification and extent of conversion of the SS COLUMBIA HEIGHTS. The meeting adjourned at 1115 pending the receipt of a report from the Bureau of Ships on estimates of cost and time to convert the COLUMBIA HEIGHTS to a mine layer, net layer, tank carrier, and combinations of these types. Having received this report from the Bureau of Ships, the Board again met at 1100, 7 August. Present were all of the above members with the exception of Commander Callaghan who was absent on duty. Lt. Comdr. H. T. Koonce and Mr. S. B. Crosby of the Bureau of Ships were present at the request of the Board.

3. After considering the report of the Bureau of Ships, the cost and time required for conversion, the Board recommends that the SS COLUMBIA HEIGHTS be converted to a combination net layer, mine layer and tank carrier; that the net retrieving features of a net layer and

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hoisting facilities considered necessary for a tank carrier, be omitted; that the vessel be designated AN.

4. The following are the controlling reasons which form the basis of this recommendation:

- (a) By omitting the net retrieving features of a net layer and the hoisting facilities considered necessary for a tank lighter, conversion to the recommended combination can be accomplished for considerably less and in the same time as the conversion to a straight net layer.
- (b) A considerable quantity of nets has been ordered and there are no net layers now in the Navy capable of service with the Fleet. The first of four net layers in the current building program is not expected to be completed prior to about the middle of 1943. It is anticipated that the paramount duty of this vessel after conversion and for sometime to come will be net laying.

W. S. Farber
W. S. FARBER

Op-38-F-Lt
FS/A9-10(410808)
Serial 237338

RESTRICTED

FIRST ENDORSEMENT

AUG 9 1941
Filed by Standard

From: The Chief of Naval Operations.
To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 13.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

R. E. Ingersoll
Acting

Op-38-F-Lt
FS/A9-10(410808)
Serial 237438

SECOND ENDORSEMENT

AUG 8 1941
38

RESTRICTED

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 13.

1. Returned, approved.

Joseph A. Baird
Acting

Copies to: Cincpac, Cinclant
Dist. Craft Development Bd.
Budget Officer, Navy Dept.
Pres. Joint Merchant Vessel Bd.
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

Finished-CALLAGHAN-File

01355-1

In reply refer to Initials
and No.

Op-38F-APC

FS/A9-10

Serial 245638

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

RESTRICTED

RESTRICTED

August 21, 1941

From: The Senior Member, Auxiliary Vessels Board.
To : The Secretary of the Navy.

Via : The Chief of Naval Operations.

SUBJECT: Auxiliary Vessels Board Report No. 14.

1. The Board met at 0830, August 21, in Room 2618, Navy Department. Members present were:

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)

2. The Board took under consideration the question of the acquisition of a vessel for salvage operations in Iceland. Bureau of Ships, in their investigation, recommended that a boat of the Chesapeake Bay fishing type be adapted for this purpose.

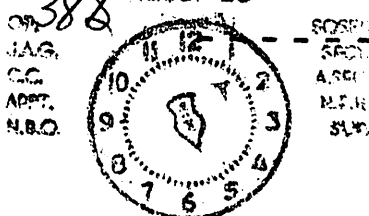
3. The Board recommends that one of the following vessels be obtained and converted as a salvage vessel for Iceland:

MEDRIC
PELICAN
SEA BIRD

These vessels are owned by the Consolidated Fisheries Company, Lewes, Delaware. The hulls are of wood with extra heavy timbers and were built in 1920. The tonnage, around 200, should be charged against the 550,000 tons authorized for auxiliaries.

W. S. Farber
W. S. FARBER

NAVY DEPARTMENT
SECY'S OFFICE - RECORD DIV.
RECEIVED



AUG 28 1941

FS/A9-10(410821)

11th St. Eastone

Op-38-F-MG
 FS/A9-10(410821)
 Serial 280338
RESTRICTED

AUG 26 1941

1st Endorsement

From: The Chief of Naval Operations.
 To: The Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 14.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

Op-38-F-MG
 FS/A9-10(410821)
 Serial 280438
RESTRICTED

2nd Endorsement

AUG 26 1941

From: The Secretary of the Navy.
 To: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 14.

1. Returned, approved.

Copy to:
 CinCpac, CinClant
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessel Board
 Bureaus and Offices and Divisions of
 Office of Chief of Naval Operations.

Finished-CALLAGHAN-File

In reply refer to Initials
and No.

Op-38-F-MG

FS/A9-10(410906)

RESTRICTED

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

6 September 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 15.

References: (a) Letter from Maritime Commission dated
26 August 1941.
(b) CNO confidential letter serial 030838
of 14 June 1941.

1. The Board met at 1000, 5 September 1941, in
Room 2618, Navy Department. Members present were:

Captain W. S. Farber	(Operations)
Captain C. S. Alden	(Operations)
Captain E. W. Burrough	(Operations)
Commander T. J. Ryan, Jr.	(Operations) - Acting Recorder.

Lieutenant Commander L. Anderson, USN (Ret.) and Lieutenant
J. G. F. Prescott, USN, of the Bureau of Ships were present
at this meeting for the purpose of advising concerning the
AROOSTOOK.

2. The Board first took under consideration reference
(a) which stated that the Maritime Commission could not find
any satisfactory use for the AROOSTOOK, and that in its
opinion the cost of reconditioning the AROOSTOOK would be
prohibitive. The Board now recommends that no work beyond
the absolute minimum necessary to lay up the AROOSTOOK be
performed at this time. The reasons supporting this recom-
mendation are given in Auxiliary Vessels Board Report No. 12.
Conversion to types other than an AK was also considered, and
the Board does not feel that the costs involved and the
interference with more urgent work in already over-crowded
ship yards can be justified at this time.

Op-38-F-MG
FS/A9-10(410906)
RESTRICTED

3. The Board then took under consideration the question of conversion of USS JAMESTOWN for duty as a tender for Motor Torpedo Boat Squadrons. The evidence available to the Board presented two alternatives; namely, a complete conversion at excessive cost, or the transferring of the JAMESTOWN to duty as a tender for Motor Torpedo Boat Squadrons without further conversion, except to provide one torpedo charging air compressor, which is understood to be available. The Board recommends the latter procedure.

4. The Board next took under consideration a flagship for Commander Submarines, Scouting Force. The Board had previously considered a vessel suitable for acquisition to meet the requirements submitted by the Commander Submarines, Scouting Force, and was unable to find such a vessel. Following this previous consideration, the Chief of Naval Operations, in his dispatch 072202 of July, requested the Commander Submarines, Scouting Force to comment upon the desirability of having SS NOURMAHAL acquired and converted for use as his flagship. The Commander Submarines, Scouting Force, in his dispatch 092240 of July, stated that NOURMAHAL was not satisfactory for space required and speed. The Board is unable to find any vessel which will meet the specified requirements, and will take no further action in this matter unless otherwise directed.

36
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 SEP 11 1964
 MAY 11 1964
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W. S. FARBER.

Op-38-F-MG
 FS/A9-10(410906)
 Serial 286638
RESTRICTED

SEP 9 1941

1st Endorsement

From: The Chief of Naval Operations.
 To: The Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 15.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

SEP 11 1941
 FS/A9-10(410906)
 Op-38-F-MG
 FS/A9-10(410906)
RESTRICTED

2nd Endorsement

SEP 9 1941

38
 From: The Secretary of the Navy.
 To: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 15.

1. Returned, approved.
2. The Chief of Bureau of Ships will take the necessary action to carry out the approved recommendations concerning the AROOSTOOK.

FS/A9-10(410906)

Forrestal
 Acting.

Copy to:

CinCpac, CinClant
 Comscofor, Comsubscfor
 Comthirteen, Comfourteen
 Comdt. Nyd Puget Sound
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessels Board
 Bureaus & Offices & Divisions of Office of CNO.

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Authority

100D902013

By

NARA Date 11/6/13

RG80 Box 162 HA106

Op-38-T-10

NAVY DEPARTMENT

CONFIDENTIAL

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

CONFIDENTIAL

4 October 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 16.

References: (a) CNO confidential letter serial 088112
of 2 August 1941 to Senior Member, Auxiliary
Vessels Board.
(b) CinCpac confidential letter serial 01491
of 20 September 1941 to CNO.

1. The Auxiliary Vessels Board met at 0930,
1 October 1941, in Room 2731, Navy Department.

2. Members present were:

Captain R. M. Hinckley (for Captain W. S. Farber) -
- Operations
Captain C. S. Alden - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

As representatives of the Commander-in-Chief, Atlantic Fleet,
Major General Commandant, and the Bureau of Ships, the follow-
ing officers were present:

Rear Admiral Randall Jacobs, USN
Major General H. M. Smith, USMC
Captain D. E. Barbey, USN
Captain E. L. Cochrane, USN
Commander R. B. Daggett, USN
Lieutenant Commander W. E. Howard, Jr., USN
Colonel F. S. Ross, USA
Colonel G. B. Erskine, USMC
Colonel A. H. Noble, USMC
Colonel De Witt Peck, USMC
Lieutenant Colonel H. D. Linscott, USMC
Captain V. H. Krulak, USMC

Authority DDO 2073
By U NARA Date 11/6/78

Op-38-F-NG

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3. In continuation of the study made during two previous meetings on 26 August 1941 and 17 September 1941, the Board took under consideration reference (a) which directed investigations and recommendations on the following items:

- (a) Types and numbers of craft required for transporting and discharging tanks, motor transport and other heavy equipment of an amphibious expedition considered in relation to the tank lighters and converted ships now available or under construction or conversion.
- (b) Types and numbers of craft required for transporting an armored division which is not necessarily part of an amphibious expedition.
- (c) Questions in regard to equipment or transportation which may arise during a study of (a) and (b) above which would be of importance in the study and prosecution of overseas operations of Marine or Army troops.

4. Although insufficient data is available upon which to base a complete and final report on all items mentioned in paragraph three above, the Board is of the opinion that certain ideas regarding the equipment and special types of vessels required for an amphibious expedition have become so well defined that a preliminary report thereon is urgently advisable at this time. Attention is particularly invited to the fact that the following remarks and recommendations pertain primarily to the Atlantic Amphibious Force, although later study may indicate their applicability for use in any theatre of operation.

5. As the result of experience gained during the past year in Joint Landing Exercises and as supported by statements and data from the representatives attending this meeting, it was established that:

- (a) There is positive and vital need for inclusion of the medium tank (28 tons approximate) in the mechanized equipment of an amphibious force.
- (b) No tank lighter now available is capable of transporting the medium tank.

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By

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NARA Date

11/6/78

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- (c) While capable of transporting a certain number of medium tanks the ability of present transports and cargo ships to land those tanks is contingent on the development of a satisfactory tank lighter; boom capacities of the vessels; calm sea conditions; and that in any event this vital weapon could not be put ashore in sufficient numbers with the desired dispatch.

- (d) The development of a satisfactory tank lighter for carrying the medium tank in present transports and cargo ships must be studied by the Bureau of Ships before a definite answer as to its practicability can be given. (Limitations of 30 ton boom capacities on all but two of the present transports and cargo ships.)

- (e) In addition to the medium tank there are eight other items of Army equipment for an amphibious force which cannot be carried in the present type tank lighter. These are:

- 4 ton Cargo Truck *
- 4 ton Wrecker *
- 10 ton Wrecker *
- 4 ton Tractor *
- 155 mm Gun complete
- 7½ ton Prime Mover
- 3/4 ton Power Shovel
- Power Shovel Trailer

*It is possible that present tank lighters can be altered to carry these items.

- (f) In consideration of the factors mentioned in (c) and (e) above and in order to realize fully the striking power of the medium tank there must be developed or acquired a special tank carrying vessel of a type hereinafter discussed.
- (g) To meet the current needs of the Atlantic Amphibious Force six vessels of the special type mentioned in (f) above are necessary.

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WD 802013

By

TJ

NARA Date

11/6/76

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- (h) Cargo ships assigned to transport divisions should be equipped with not less than two 30 ton booms, and that other booms thereof should be of not less than 10 ton capacity. (Corrective administrative action in this regard has already been initiated by the Office of Naval Operations.)

6. With reference to the special tank carrying vessel mentioned in the preceding paragraph, there was submitted for discussion a description of the Truck Transport (also known as Tank Assault Craft TAC), six of which are now being built under supervision of the Bureau of Ships for the British Government. Representatives of that Bureau invited attention to the facts that these special craft are the only ones of that type for which plans and specifications are immediately available; that the one compartment standard renders them particularly vulnerable to attack; and, that the British have already found it necessary to incorporate design changes during the construction period. The general characteristics of the Truck Transport are: Length 390', speed 18 knots, displacement 3300 tons, radius 8,000 miles at 14 knots. Can carry twenty 25 ton tanks on lower deck or fifteen 40 ton tanks, all plus 150 tons of motor transport equipment on upper deck. Has ramp (124' truss bridge). Bow strengthened for landing. Has large side ports and 40 ton crane. While recognizing the value of having available complete plans and specifications for the foregoing the Commanding General, Atlantic Amphibious Force, offered for consideration recommendations for a Special Tank Carrier as contained in his letter to the Commander-in-Chief, U. S. Atlantic Fleet (Reference 2455-130 CSN 71-40 014/107 of 22 September 1941). The general features recommended to be incorporated therein are:

- (a) Stowage space for 18 tanks (either 13½ ton or 28 ton).
- (b) Stowage space for 18 tank lighters.
- (c) Structural provisions for rapid launching of all tank lighters, each with a 13½ ton tank embarked.
- (d) Shallow draft.
- (e) A truss bridge construction in the bow for the purpose of disembarking tanks directly from carrier to beach when hydrography will permit.

It was the consensus of opinion of the Board and representatives attending the meeting that the features proposed by the Commanding General, Atlantic Fleet Amphibious Force, provided an acceptable basis for commencing an immediate design study by

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WD 80 2013

By

NARA Date 11/6/76

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the Bureau of Ships, subject to the addition of a speed characteristic of 16-17 knots and a radius equal to that of the British (TAC) - 8,000 miles. Agreement was also reached that in the absence of any special tank carriers of this type under construction or in a design status that at least three of the British (TAC) craft would provide an invaluable and necessary addition to the present effectiveness of the Atlantic Amphibious Force.

7. In consideration of the foregoing the Board, therefore, recommends as follows:

- (a) That the Bureau of Ships undertake immediately the study of the design of a new self-propelled tank lighter to carry the medium tank. (If feasible, the new tank lighter to be within the capacity of the present 30 ton booms of transports and cargo ships.)
- (b) That the number of new tank lighters for medium tanks to be constructed be determined after the study and report of (a) above.
- (c) That three of the Truck Transports now under construction for the British Government be diverted upon completion for use of the Atlantic Fleet. The Bureau of Ships to recommend, and upon approval, to incorporate such changes in these special craft as are considered necessary to improve their characteristics without undue delay during construction.
- (d) That if agreement cannot be reached with British authorities for diversion of the Truck Transports mentioned in (c) above, that the Bureau of Ships be directed to start construction, as soon as practicable, of three additional vessels of the same type.
- (e) That as an alternative to either (c) or (d) preceding, the Bureau of Ships investigate and report upon the practicability of converting any merchant vessels under American registry for use as special tank carriers.

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Authority

WD 802013

By

TI NARA Date 11/6/96

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That as soon as the necessary study and design by the Bureau of Ships will permit, that three tank carriers be constructed in accordance with the general type features proposed by the Commander-in-Chief, Atlantic Amphibious Force, as indicated in paragraph six above.

Force 8. The Board next took under consideration the recommendations of the Commander-in-Chief, Pacific Fleet, reference (b). While appreciating the differences between amphibious operations in the Atlantic and Pacific areas, the Board is of the opinion that the recommendations referred to were probably the result of the Department's failure to acquaint the Commander-in-Chief, Pacific Fleet with all the latest details of transports, cargo ships, and amphibious equipment which will be assigned eventually to that Fleet. The Board, therefore, recommends that such data be furnished to the Commander-in-Chief, Pacific Fleet with the request that reference (b) be reviewed and revised if necessary.

R. M. Hinckley
R. M. HINCKLEY.

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WD 802013

By

NARA Date 11/6/78

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Op-38-F-MG

Serial 081638

CONFIDENTIAL

OCT 9 1941

CONFIDENTIAL1st Endorsement

From: The Chief of Naval Operations.

To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 16.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



Op-38-F-MG

Serial 081738

CONFIDENTIAL

OCT 9 1941

CONFIDENTIAL2nd Endorsement

From: The Secretary of the Navy.

To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 16.

1. Returned, approved.
2. The Chief of Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.



Copy to: CinCpac, CinClant
Comscofor, Comsubscor
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus & Offices & Divisions of Office of CNO.

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 By U NARA Date 11/6/76

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 OP-33-F-NG
 CONFIDENTIAL

 NAVY DEPARTMENT
 OFFICE OF THE CHIEF OF NAVAL OPERATIONS
 WASHINGTON

25 October 1941.

From: The Senior Member, Auxiliary Vessels Board.
 To: The Secretary of the Navy.
 Via: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 17.
 Reference: (a) BuMed letter A4-1/APH (102) of 10 October 1941 to CNO.
 (b) CinClant confidential letter serial 01106 of 9 October 1941 to CNO.

1. The Auxiliary Vessels Board met at 1430, 21 October 1941, in Room 2718, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber	- Operations
Captain E. W. Burrough	- Operations
Lt. Comdr. W. N. Mansfield (NR)	
(for Captain C. S. Alden)	- Operations
Commander W. M. Callaghan	- Operations - Recorder
Commander T. J. Ryan, Jr.	- Operations

As representatives of the Bureau of Ships and the Bureau of Medicine and Surgery, the following officers were present:

Lt. Comdr. T. G. Murrell (NR)
 Commander C. L. Andrus (MC), USN.

3. In continuation of a study commenced at a meeting held on 13 October 1941, the Board took under consideration reference (a) which recommends the acquisition of a suitable vessel for conversion to an evacuation transport (APH). The Board concurs with the reasons expressed in reference (a) regarding the need for such a vessel and after investigation of suitable merchant ships for this purpose, recommends that one of the PRESIDENT HARRISON class (the best as determined by inspection) be acquired and converted to an evacuation transport.

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By TJ NARA Date 11/6/78Op-38-F-MG
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The seven vessels of this class were built in 1921 and have the following characteristics: length 502', beam 62', gross 10,533 tons, DWT 11,310, displacement 21,100 tons, speed 14.0 knots, radius 15,000 miles, twin screw, reciprocating engines, Scotch boilers.

4. The Board further recommends that while adequate medical equipment and space for the care of sick and wounded should be the governing considerations in the conversion work, advantage be taken of all spaces not so required for putting in maximum accommodations for convoy loaded troops. Such arrangement will result in a greater overall utility of the evacuation transport, particularly when not required for its primary mission.

5. The Board is aware of the fact that in recommending the acquisition of one of the PRESIDENT HARRISON class there are certain features thereof which render them undesirable. This is true specifically of the extensive wood construction in the superstructure with its accompanying fire hazard. Because of the scarcity of suitable merchant vessels and in view of the heavy demands in other services for those not already acquired by the Army or Navy, the Board is of the opinion that the selection indicated herein is justifiable under the conditions now prevailing. In this connection the Board further recommends that during the conversion work no attempt be made to remove or replace existing wood structure other than that absolutely necessary by reasons of deterioration or incident to planned alterations. It is believed that the fire hazard can be minimized considerably by the installation of an adequate sprinkling system and by providing sufficient fire hose outlets.

6. Attention is invited to the fact that one of the PRESIDENT HARRISON class; viz., the PRESIDENT TAYLOR, has been reconstructed at some time during previous years and that during this period much, if not all, of the wood structure was replaced with steel. Other factors being equal, it would appear that this vessel should be selected. In this event the remarks of paragraph five preceding would not apply.

7. The Board next took under consideration the question of recommending acquisition of a floating dry dock for Iceland as requested in reference (b); and the problems of obtaining a seagoing tug for Argentinia and a tender for the Motor Torpedo Boats assigned to the Asiatic Fleet. In the absence of

Authority

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By

TI NARA Date 116713

Op-38-F-MG

~~CONFIDENTIAL~~CONFIDENTIAL

sufficient data to enable decisions to be reached on these matters, the Board decided to defer action thereon until further information could be assembled and presented.

W. S. Farber
W. S. FARBER.

Op-38-F-MG

(SC)AA/QB ~~CONFIDENTIAL~~

Serial 094338

CONFIDENTIAL1st Endorsement

OCT 31 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 17.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

H. P. Starch
H. P. STARCH

Op-38-F-MG

(SC)AA/QB

Serial 094438

CONFIDENTIAL2nd Endorsement

OCT 31 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 17.

1. Returned, approved.

Frank Knox
Frank Knox

Copy to:

CinCpac, CinClant

District Craft Development Board

Budget Officer, Navy Department

President, Joint Merchant Vessel Board

Bureaus & Offices & Divisions of Office of CNO.

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RG80 Box 162 AA1QB

Authority

DDO 2013

By

NARA Date

11/6/73

In reply refer to Initials
and No.

Op-38-T-MC

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(S) AA/EB

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

5 November 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 18.

- References:**
- (a) CinClant confidential ltr serial 01106 of 9 Oct. 1941 to CNO.
 - (b) BuShips ltr AK30/L9(717) AK31/L9(717) of 8 Oct. 1941 to CNO.
 - (c) Comdt. 13th ND ltr AK44/A4-1(M-2A) of 26 Sept. 1941 to SecNav with BuShips 1st End. serial 817 of 29 Oct. 1941 to CNO and DNDD 1st Memo End. serial 566130 of 31 Oct. 1941 to DFMD.
 - (d) M.G.C. ltr 2235-60 of 20 Sept. 1941 to CNO with CNO 1st End. serial 277638 of 2 Oct. 1941, Comtrainlant 2nd End. serial 40382 of 6 Oct. 1941 to CinClant, and CinClant 3rd End. serial 2347 of 17 Oct. to CNO.
 - (e) DNTS Memo serial 288138 of 24 Oct. 1941 to Senior Member Auxiliary Vessels Board.
 - (f) Auxiliary Vessels Board Report No. 12 dated 18 July 1941.
 - (g) Auxiliary Vessels Board Report No. 15 dated 6 September 1941.
 - (h) Auxiliary Vessels Board Report No. 17 dated 25 October 1941.
 - (i) Auxiliary Vessels Board Report No. 10 dated 10 July 1941.

1. The Auxiliary Vessels Board met at 1100, 3 November 1941, in Room 2718, Navy Department.

Authority

DD FORM 2013

By

NARA Date

11/6/96

Op-38-F-MC
CONFIDENTIAL

2. Members present were:

Rear Admiral W. S. Farber	- Operations
Captain C. S. Alden	- Operations
Captain E. W. Burrough	- Operations
Commander W. M. Callaghan	- Operations - Recorder
Commander T. J. Ryan, Jr.	- Operations

Commander E. W. Morris and Lieutenant Commander W. N. Mansfield (NR) of the Office of the Chief of Naval Operations, also attended the meeting.

3. The Board first took under consideration reference (c) in forwarding which the Director, Naval Districts Division recommends that the AROOSTOOK be reconditioned as a coastal mine layer. After study of all pertinent information concerning the present condition of that vessel, the cost of reconditioning, and giving due weight to the absorption of repair facilities which the reconstruction of the AROOSTOOK entails, the Board respectfully adheres to its recommendation as expressed in reference (g); viz., that no work beyond the absolute minimum to lay up the AROOSTOOK be performed at this time.

4. The Board next took under consideration as a matter for official recording the disposition of reference (a) previously mentioned in reference (h). At an informal meeting held subsequent to the submission of Auxiliary Vessels Board Report No. 17, it was the opinion of the Board that recommendations in regard to the acquisition of a floating dry dock or the reassignment of those already available were matters which properly belong to the Naval Districts and Ship Movements Divisions of the Office of Naval Operations. Reference (a) accordingly was forwarded to those Divisions for appropriate action.

5. The Board next considered reference (b) in which the Chief of the Bureau of Ships invited attention to the delays in completion dates of the BELLATRIX and ELECTRA until 1 February and 1 April 1942, respectively, and as a result of which the conversions of HAMUL and MARKAB to destroyer tenders could not be completed by 1 July 1942 if the dates of commencing conversion were predicated on relief by the BELLATRIX and ELECTRA as recommended in reference (i). Because of the changed situation brought about by the delays in completion dates of the BELLATRIX and ELECTRA and the continuing urgent need for additional destroyer tenders, the Board has reconsidered its recommendation

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Authority

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By

NARA

Date 11/6/93

Op-38-F-MG
CONFIDENTIAL

contained in reference (i) and now recommends that the conversion of either HAMUL or MARKAB be commenced so as to insure completion by 1 July 1942 without reference to the readiness of BELLATRIX or ELECTRA. The Board further recommends that the second vessel be assigned for conversion to a destroyer tender as soon as either BELLATRIX or ELECTRA becomes available for duty. For the information of Bureaus and Offices of the Navy Department and Forces Afloat affected by the foregoing recommendation, the Board desires to invite attention to the minimum time of six months which the Bureau of Ships has estimated for conversion of the HAMUL or MARKAB to destroyer tenders.

6. The Board then took under consideration jointly references (d) and (e) which requested a total of one small refrigerator ship (AF) and a base cargo ship (AKb) to meet the growing requirements for transportation to bases in the Atlantic and Caribbean Areas. In connection with these requests, and others of similar nature likely to arise in the future, the Board is of the opinion that ordinarily many of the services desired could be furnished by auxiliaries already available to the Fleet or by those now in the Naval Transportation Service. There will, of course, be periods in which all the ships so assigned are incapable of meeting current demands. In recognition of the facts that there are now five provision storeships (AF) assigned to the Train Atlantic Fleet and eleven cargo ships (AK) of the Naval Transportation Service in the Atlantic, the Board is further of the opinion that sufficient justification does not exist at the present time to recommend acquisitions of additional auxiliaries for servicing outlying bases. The Board does not deny the need for these services but submits that because of the acute shortage of commercial tonnage every alternative to permanent acquisition should be explored first. Pursuant to the foregoing the Board therefore recommends that, whenever demands for servicing outlying bases or stations exceed the capacities and availabilities of auxiliaries assigned to the Naval Transportation Service or the Fleet, an effort be made through the Maritime Commission to obtain relief by suitable arrangement with commercial steamship companies. Failing any action in this regard the Board then recommends that present administrative authority for time or voyage chartering of commercial vessels be freely exercised. Not the least of the reasons which impels the Board to the above recommendations is the fact that there appears to be no prospect that the Bureau of Navigation can furnish crews for auxiliaries which might be acquired in the immediate future.

W. S. Farber
W. S. FARBER.

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DDO 2013

By

NARA Date

11/6/13

Op-38-F-MG
(SC)AA/QB
Serial 0103438
CONFIDENTIAL

1st Endorsement

NOV 7 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 18.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



E. P. STARK

Op-38-F-MG
(SC)AA/QB
Serial 0103538
CONFIDENTIAL

2nd Endorsement

NOV 7 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 18.

1. Returned, approved.



Frank Knox

Copy to:

CinCpac, CinClant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

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Date 11/6/13

In reply refer to Initials
and No.Op-38-F-MG
(SC)AA/QB
CONFIDENTIAL

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

14 November 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 19.

Reference: (a) DWPD secret memo serial 0129812 of 8 Nov. 1941 to CNO.
(b) CinCaf confidential ltr FF6/A21/JJ7 serial 0806 of 13 Sept. 1941 to CNO, and DWPD 2nd memo endorsement Doc. 35755 of 17 Oct. 1941 to DFMD.
(c) BuAer confidential ltr serial C-5358 of 27 Oct. 1941 to CNO.
(d) CinClant confidential ltr serial 01280 of 5 Nov. 1941 to CNO.
(e) Auxiliary Vessels Board Report No. 9.
(f) Spenavo secret ltr serial 00338 of 23 Sept. 1941 to CNO.
(g) OpNav secret ltr serial 060938 of 8 Oct. 1941 to Chairman, Maritime Commission.
(h) Chairman, Maritime Commission secret ltr of 5 Nov. 1941 to CNO.

1. The Auxiliary Vessels Board met at 1415, November 12, 1941 and 0900, November 13, 1941, in Room 2731, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber	-- Operations
Captain C. S. Alden	-- Operations
Captain E. W. Burrough	-- Operations
Commander W. M. Callaghan	-- Operations - Recorder
Commander T. J. Ryan, Jr.	-- Operations

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Authority

100D802013

By

TJ

NARA Date

11/6/1983

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The following representatives of the offices or agencies indicated also attended one or both of these meetings for such parts thereof as were appropriate to the matters under discussion:

Office of Naval Operations

Captain F. L. Lowe, USN
Commander E. W. Morris, USN
Commander F. P. Sherman, USN

Bureau of Aeronautics

Commander C. M. Bolster, USN

Bureau of Ships

Lieutenant Commander T. G. Murrell, NR
Lieutenant Commander H. T. Koonce, USN
Mr. R. W. Bruce

War Department

Colonel Persons, USA
Colonel Whitten, USA
Colonel Whitely, USA

U. S. Maritime Commission

Mr. Morse
Mr. Wilcox

3. The Board first took under consideration reference (a) which discusses the assistance practicable of being rendered by the Navy in the transportation of certain Army aircraft. After thorough study of this problem, the Board is of the opinion that it is primarily one of correlating available commercial facilities with the shipment requirements of the Army and as such should be a responsibility of the Maritime Commission. The representatives of that agency present advised that a study of the Army's requirements would be undertaken immediately and the Department informed of the results. In the event that the Maritime Commission is unable to meet these needs, the Board is prepared to submit pertinent, alternate recommendations in regard thereto at an early date.

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DDO 203013

By

TJ

NARA Date

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4. The Board next took under consideration reference (b) in which the Commander-in-Chief, Asiatic Fleet requests the assignment of a small tanker to serve as a mobile storage for 25,000 barrels of aviation gasoline. In commenting upon this request, the Director of War Plans has invited attention to the war time responsibility of the Navy for furnishing the Army's requirements and has recommended that the Navy acquire the services of two tankers (one of 25,000 barrels and the other of 75,000 barrels) to meet combined needs in the Philippines. The Board is impressed with the facts that neither storage nor transportation facilities in the Philippines are adequate for the supply of gasoline. It is recommended, therefore, that immediate steps be taken as follows:

- (a) That two clean tankers of about 50,000 barrels each be acquired by time charter and assigned to the Commander-in-Chief, Asiatic Fleet.
- (b) That the shore storage for aviation gasoline be reconsidered by the Fuel Storage Board with the object of increasing the amount now projected or under construction.

In connection with (b) it is understood that the Army is contemplating installing five tanks of 40,000 barrel capacity in the Philippines as a reserve storage for 100 Octane aviation gasoline. It is further understood that this matter is to be presented to the Joint Board with the recommendation that one of the foregoing tanks be assigned to the Navy. Should these understandings be correct, it is urgently recommended that the proposals of the Army be concurred in by the Navy.

5. As a matter previously mentioned in Auxiliary Vessels Board Report No. 17, the Board next took under consideration the problem of furnishing a tender for the Motor Torpedo Boats recently transferred to the Asiatic Fleet. The Board recommends that the yacht MOANA recently acquired for other purposes be assigned as a tender for the Motor Torpedo Boats now based at Pearl Harbor, and upon reporting for this duty that the NIAGARA, presently acting in that capacity, be reassigned to duty with the Asiatic Fleet.

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Authority DDO 2013
By U NARA Date 11/6/16Op-38-F-MG
(SC)AA/QB
CONFIDENTIAL

6. The Board next took up references (c) and (d) in which the Chief of the Bureau of Aeronautics and the Commander-in-Chief, Atlantic Fleet have represented the importance of acquiring and converting two additional merchant vessels for carrier aircraft training purposes. In this connection the Board respectfully invites attention to its previous recommendations in Auxiliary Vessels Board Report No. 9, in which a total of eight suitable merchant vessels were listed, and six of these recommended for conversion to aircraft carriers. Of this number three were already available; viz., MT. VERNON, WAKEFIELD and WEST POINT. Auxiliary Vessels Board Report No. 9 was not approved, but was held in the Office of the Chief of Naval Operations for reference and study only. At present the three vessels referred to as being available have been temporarily converted to and are operating as convoy loaded transports. Although eventual conversion to Aircraft Vessels, Miscellaneous (AVG) has been authorized and assembly of necessary material therefor is proceeding, the Board has no definite information as to when the employment schedules of these vessels will permit the commencement of their final conversions. As indicated in reference (e) and exclusive of the above named, there remains a total of only five suitable merchant vessels for conversion to auxiliary aircraft carriers. These are: NORMANDIE, PRESIDENT COOLIDGE (now assigned to the Army), LURLINE, MARIPOSA and MONTEREY. With the exception of the NORMANDIE which has obvious objections because of its size and deep draft, the selection of any vessel of this group would seriously curtail the vital Army or commercial services in which these ships are engaged. In consideration of the foregoing and in view of the fact that the MT. VERNON, WAKEFIELD and WEST POINT are potentially available for the type of converted ship desired by the Chief of the Bureau of Aeronautics and the Commander-in-Chief, Atlantic Fleet, the Board has no further recommendations in the premises.

7. The Board next took cognizance of an informal offer from the Maritime Commission for the transfer to Navy custody of the seized German ship ARAUCA. The Board was informed that this vessel is in excellent condition, but that because of the extremely advanced and automatic features of its propelling and control equipment, neither commercial charterers nor the Maritime Commission were interested in its operation. The ARAUCA

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By TJ NARA Date 11/6/93Op-38-F-MG
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was built in 1939 for the South American trade and has the following characteristics: Length 423', beam 55.7', draft 24.1', DWT 6545, speed 15.5, cargo capacity 351,000 cu. ft. Transfer to the Navy can be accomplished upon payment to the Maritime Commission of such funds as have been expended by that agency in nominal repairs and upkeep. Despite the alleged difficulty of operating the ARAUCA with other than highly skilled personnel, the Board is of the opinion that this vessel would form an extremely valuable addition to the list of Navy cargo carriers. The Board, therefore, recommends the acquisition of the ARAUCA and that it be designated as an (AK). The Board further recommends that because of the skilled personnel required for its operation, the ARAUCA be manned by a Navy crew.

8. The Board next took under consideration references (f) to (h) inclusive. In reference (f) the Special Naval Observer in London represented the need for and the value of a certain type of rescue vessel and requested that appropriate authorities in the United States be informed of British experience with these vessels. In reference (g) the Chairman of the Maritime Commission was advised accordingly. In reference (h) the Chairman of that agency stated that it had under consideration the design of a small vessel which could lend itself advantageously to the purpose intended, and that if considered essential the Commission will be in a position to deliver these vessels within a reasonable length of time. The Board, therefore, recommends that the Department officially record its approval of the necessity for these rescue vessels and that the Maritime Commission be so advised. In recommending this action the Board suggests that the question of whether these vessels are to be manned by civilian or Navy crews be left open for further discussion and determination.

9. It has come to the attention of the Board that the BEAR, now under bare boat charter to the Navy, has been offered to the Department for sale. In view of the continuing and necessary service performed by this vessel in northern waters and that it is the only vessel available and equipped for such duty, the Board recommends that the BEAR be acquired by outright purchase, provided such acquisition can be accomplished at a reasonable price.

W. S. Farber
W. S. FARBER.

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Authority

DDO 202013

By

TJ

NARA Date

116713

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and No.

Op-38-F-MG

(SC)AA/QB

Serial 0110038

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NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

FIRST ENDORSEMENT

NOV 19 1941

From: The Chief of Naval Operations.
 To: The Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 19.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



Op-38-F-MG

(SC)AA/QB

Serial 0110138

CONFIDENTIAL

CONFIDENTIAL

SECOND ENDORSEMENT

NOV 19 1941

From: The Secretary of the Navy.
 To: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 19.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.

Copy to:

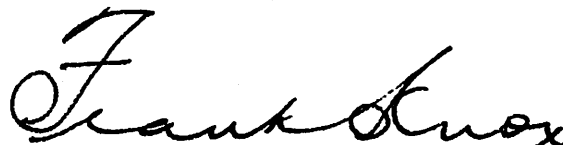
CinCpac, CinClant

District Craft Development Board

Budget Officer, Navy Department

President, Joint Merchant Vessel Board

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Frank Knox

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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

21 November 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 20.

Reference: (a) Auxiliary Vessels Board Report No. 15
dated 6 September 1941.

1. The Board met at 1500, 19 November 1941, in
Room 2716, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

3. The Board reconsidered at this meeting its previous recommendations in Auxiliary Vessels Board Report No. 15 with respect to the U.S.S. JAMESTOWN. In that report the Board recommended that the U.S.S. JAMESTOWN be provided with one torpedo charging air compressor and that without further conversion she be assigned to duty as a tender for motor torpedo boat squadrons. It is now apparent that without full conversion the JAMESTOWN is unable to render the services desired. In the absence of any other vessel immediately available and the general lack of suitable merchant vessels for acquisition, the Board now recommends that the JAMESTOWN be fully converted for use as a tender for motor torpedo boats.


W. S. FARBER.

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By

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Date

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Op-38-F-MG
(SC)AA/QB
Serial 0113538
CONFIDENTIAL

1st Endorsement

NOV 25 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 20.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

H. P. Stark
----- H. P. STARK -----

Op-38-F-MG
(SC)AA/QB
Serial 0113638
CONFIDENTIAL

2nd Endorsement

NOV 25 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 20.

1. Returned, approved.

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Copy to:

CinCpac, CinClant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

Frank Knox

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NARA Date

11/6/74

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In reply refer to Initials
and No.Op-38S-F-MG
(SC)AA/QB
CONFIDENTIALNAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

November 28, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 21.

Reference: (a) CNO confidential letter serial 088112 of
2 August 1941 to Senior Member, Auxiliary
Vessels Board.
(b) Auxiliary Vessels Board Report No. 16.

1. The Auxiliary Vessels Board met at 1000,
November 26, 1941, in Room 2731, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

As representatives of the Commander-in-Chief, Atlantic Fleet,
Major General Commandant, War Department, and Bureaus and
Offices of the Navy Department, the following officers
were also present:

Rear Admiral J. M. Reeves, USN
Rear Admiral Randall Jacobs, USN
Captain E. L. Cochrane, USN
Colonel G. B. Erskine, USMC
Colonel De Witt Peck, USMC
Colonel F. S. Ross, USA
Commander N. L. Rawlings, USN
Commander C. E. Eason, USN
Commander E. W. Sylvester, USN
Lieutenant Commander L. A. Kniskern, USN
Major H. L. Litzenberg, Jr., USMC
Captain V. H. Krulak, USMC.

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Authority

100-802013

By

TJ

NARA Date

11/6/93

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(SC)AA/QB
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3. In Auxiliary Vessels Board Report No. 16 the Board made definite recommendations regarding types and numbers of craft other than transports or cargo vessels required for an amphibious expedition. These recommendations were premised admittedly upon a preliminary study and were dictated by the urgent need for corrective measures brought to light during training exercises of the Atlantic Amphibious Force. Since the submission of that report and pursuant thereto, the Bureau of Ships has made studies and prepared certain design data. These factors, coupled with information from the British regarding the Truck Transports now being constructed for them in this country, necessitate a complete review of the discussion and recommendations previously submitted in Auxiliary Vessels Board Report No. 16. The Board, therefore, recommends that such parts thereof as conflict with the following be considered cancelled.

4. The most urgently required and indispensable facility of an amphibious force is a vessel to transport and quickly land medium tanks in sufficient numbers to overcome opposition. To meet this need three types of vessels have been considered as follows:

- (a) Transports and auxiliaries with sufficient boom capacities to handle both tank lighters and tanks.
- (b) Special shallow draft type which can be beached and land tanks over a bow ramp or truss bridge (British Truck Transport).
- (c) Special type to transport tank lighters with medium tanks loaded therein and launch these without the aid of boom. (No beaching contemplated.)

Type (a) is known to be wholly unsatisfactory because of the time element for launching lighters and tanks and the relatively calm sea conditions required therefor. Type (b) was previously recommended by the Board for acquisition or building in limited numbers because of the ready availability of British plans and specifications and the fact that six of these were actually under construction in the United States. Type (c) was also recommended previously by the Board but with the addition of beaching characteristics in accordance with proposals of the Commanding General, Atlantic Amphibious Force.

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By TJ NARA Date 11/6/98(SC) AA/QB
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British authorities have stated recently that despite the unsatisfactory design features of type (b) now under construction in the United States, certain commitments made render it undesirable to release three of these for our use. There is, therefore, little prospect of acquiring any of this type except by building, a course of action which the Board now recommends against for reasons hereinafter stated.

In developing plans for the modified type (c) above mentioned, design studies conducted by the Bureau of Ships have shown that it is impossible to build this vessel without certain compromises. If the desired tank and tank lighter carrying capacity are provided there must be an accompanying load draft which prevents beaching sufficiently close on coasts with shallow approaches. If draft considerations are met a reduction in size of the tank carrying vessel becomes necessary with a consequent reduction in the number of tanks carried. In recognition of these irreconcilable features, representatives of the Bureau of Ships submitted to the Board an outline plan of a tank lighter carrier (British TLC) which can be developed to transport 14-16 tank lighters loaded with medium tanks, and have facilities for launching the lighters by undocking them from a well in the carrier. The Board and other representatives present were in agreement that the successful development of this tank lighter carrier represents a thoroughly satisfactory answer to the problem of transporting the medium tank, and accordingly recommends that the Bureau of Ships be directed to proceed with plans and the construction of eight of these vessels at the earliest practicable date. The Board further recommends that the following characteristics be incorporated in the design: Sustained sea speed - 15 knots; radius - 8,000 miles; carrying capacity - 16 tank lighters with medium tanks loaded therein, and space for motor transport equipment equivalent to 10 - 2½ ton trucks; space for 250 troops in addition to complement; armament of 8 - 20 mm and 1 - 3"/50 caliber double purpose gun; distilling units of 3 - 12,000 gal./day or 2 - 20,000 gal./day capacities; ground tackle of greater than average strength.

Completion of these special tank carrying vessels will enable both the Atlantic and Pacific Amphibious Forces to be adequately equipped with medium tanks and will remedy the most striking deficiency in the effectiveness of an Amphibious Force as demonstrated by exercises conducted during the past year.

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DD FORM 2013

By

TJ

NARA Date

11/6/78

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5. Representatives of the Bureau of Ships also submitted to the Board tentative plans for new tank lighters capable of handling the medium tanks and other items of Army equipment for an Amphibious Force which cannot be accommodated in existing tank lighters. Two plans have been prepared; one for a well type and the other for a deck type lighter. In the absence of service experience with the deck type lighter, neither the Board nor other representatives present were prepared to make any decision regarding its merits over the existing though smaller well type lighter. Lacking data on which to base such an opinion the Board therefore recommends that the Bureau of Ships proceed immediately with the construction of one well and one deck type lighter of the large size and that these be subjected to service test upon completion. The Board further recommends that as soon as service tests justify a decision in this matter, one hundred and fifty of the large size tank lighters be constructed as rapidly as possible.

6. With the undertaking of the construction program outlined herein, the Board considers that, unless otherwise directed, no further study or recommendations are required in connection with reference (a) except comment on the types and numbers of craft required for transporting an armored division which is not necessarily part of an amphibious expedition. The Board is of the opinion that heavy Army equipment for an armored division should be considered solely as cargo which, because of its weight and heavy lifting facilities required, will have to be treated as a dock to dock load. Under these conditions any cargo vessels having requisite hatch sizes and deck strength will suffice. The Board, therefore, recommends that no special type of auxiliary vessel be acquired in advance and converted for that purpose.

W. S. Farber
W. S. FARBER.

Op-38S-F-MG
(SC)AA/QB
Serial 064138
CONFIDENTIAL

CONFIDENTIAL

1st Endorsement

DEC 12 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 21.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

J. H. Stark

Op-38S-F-MG
(SC)AA/QB
Serial 064238
CONFIDENTIAL

CONFIDENTIAL

2nd Endorsement

DEC 12 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 21.

1. Returned, approved.
2. The Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.

Fourestal
Acting

Copy to:
CinCpac, CinClant
Comdg. Gen., Atlantic Amphibious Force
Comtrainlant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus & Offices & Divisions of Office of CNO.

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Authority

DDO 2013

By

NARA Date

116746

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

Op-38S-F-MG
(SC)AA/QB
CONFIDENTIAL

NAVY DEPARTMENT
WASHINGTON

December 4, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 22.

1. The Auxiliary Vessels Board met at 1100, December 3, 1941, in Room 2714, and at 1130, December 4, 1941, in Room 2735, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

The following representatives of the Office of Naval Operations and of the Bureau of Ships also attended one or both of these meetings:

Commander W. A. Sullivan, USN
Lieutenant Commander H. T. Koonce, USN
Lieutenant Commander H. Barter, USN
Lieutenant Commander W. C. Lockhart, NR
Lieutenant J. W. Chapman, NR
Lieutenant R. W. Schurr, NR

3. The Board took under consideration a verbal directive from the Chief of Naval Operations to investigate and report upon the advisability of acquiring the yacht "SEA CLOUD" which the owner, Mr. Joseph E. Davies, desired to offer to the Navy for the duration of the present emergency. This vessel has the following principal characteristics: Steel construction; LOA 316'; LWL 254'; beam 49'2"; displacement 3077 tons; four masts - bark rigged; twin screw; propelling plant consists of four 6 cyl., 4 cycle 300 H.P. diesel engines direct connected to electric generators and two motors of 800 H.P. each; speed maximum - 14 knots, cruising - 13 knots; radius 20,000 miles at 13 knots.

In the opinion of the Board the SEA CLOUD will be extremely valuable for any one of the following services:

- (a) Weather Patrol Ship (Coast Guard)
- (b) Training Ship (Coast Guard)
- (c) Patrol Gunboat (PG)

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NARA Date

11/6/78

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The Board accordingly recommends that the SEA CLOUD be acquired, subject to the following conditions:

- (1) Payment to the owner at the rate of \$1.00 per year.
- (2) Removal by the owner, prior to delivery to the Navy, of all furniture, rugs, objets d'art, wood panelling and other valuable items of a personal nature.
- (3) Removal by the Navy, after delivery, of all sails and such masts, topmasts and yards as are not required, and the storing of these items in safe, well protected storage at a Navy Yard.
- (4) That when the present emergency shall have expired the SEA CLOUD, if in existence, be returned to her owner in the condition in which received by the Navy.

It is understood that the present owner of the SEA CLOUD, Mr. Joseph E. Davies, is willing to deliver that vessel to the Navy under the terms outlined above but confirmation of this should be obtained prior to acquisition.

The Board further recommends that the duty to which the SEA CLOUD is assigned be made a matter of administrative action in accordance with the priority of need among the three classes of service for which this vessel is particularly fitted.

W. S. Farber
W. S. FARBER.

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Authority

100-803013

By

NARA Date

11/6/96

Op-38S-F-MG
(SC)AA/QB
Serial 065338
CONFIDENTIAL

1st Endorsement

DEC 11 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 22.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



Op-38S-F-MG
(SC)AA/QB
Serial 065438
CONFIDENTIAL

2nd Endorsement

DEC 11 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 22.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.



JAMES FORRESTAL

Acting

Copy to:
Comdt. Coast Guard.
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus and Offices and Divisions of
Office of Chief of Naval Operations.

Finished-CALLAGHAN-F10

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RG80 Box 42 AA/QB

Authority

UND 90 2073

By

NARA Date

11/6/78

In reply refer to Initials
and No.

Op-385-F-AG

(80)A1/QR

CONFIDENTIAL

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

December 6, 1941

From: The Senior Member, Auxiliary Vessels Board.
 To: The Secretary of the Navy.
 Via: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 23.
 References:

- (a) CinClant conf. letter serial 01266 of Nov. 4, 1941 to CNO.
- (b) BuShips letter EG3(880) of Nov. 8, 1941 to CNO.
- (c) Comdr. Submarine Squadron Three Restricted letter serial 659 of Oct. 24, 1941 to CNO.
- (d) ComFifteen restricted first endorsement serial 2762 of Nov. 7, 1941.
- (e) Comsublant restricted second endorsement serial 1892 of Nov. 20, 1941.
- (f) CinClant restricted letter serial 2667 of Nov. 25, 1941 to CNO.
- (g) Director, Ship Movements Division memorandum serial 350738 of Dec. 3, 1941 to Senior Member, Auxiliary Vessels Board.

1. The Auxiliary Vessels Board met at 1100, December 3, 1941, in Room 2714, and at 1130, December 4, 1941, in Room 2735, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber	→ Operations
Captain C. S. Alden	- Operations
Captain E. W. Burrough	→ Operations
Commander W. M. Callaghan	- Operations - Recorder
Commander T. J. Ryan, Jr.	- Operations

The following representatives of the Office of Naval Operations and of the Bureau of Ships also attended one or both of these meetings:

Commander W. A. Sullivan, USN
 Lieutenant Commander H. T. Koonce, USN
 Lieutenant Commander H. Barter, USN
 Lieutenant Commander W. C. Lockhart, NR
 Lieutenant J. W. Chapman, NR
 Lieutenant R. W. Schurr, NR

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Authority DDO 2013
By TJ NARA Date 11/6/16

OP-385-P-116
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3. The Board took under consideration reference (a) in which the Commander-in-Chief, Atlantic Fleet requests the establishment of salvage bases at Argentia and Iceland and four salvage vessels (ARS) be acquired as soon as possible for service in those areas. In previous studies, the Board has carefully considered all commercial seagoing tugs which might be acquired either for that purpose or for use in salvage work. In Auxiliary Vessels Board Report No. 14 the Board recommended, after an investigation by the Bureau of Ships, that three vessels of the Chesapeake Bay fishing type be acquired and converted for use in salvage work. Subsequent inspections carried out by the Bureau of Ships after these vessels were delivered disclosed that they were in very poor condition, and as a result of which the three vessels concerned were returned to their owners. In the absence of any change in the availability of small seagoing vessels for conversion to tugs or salvage vessels, the Board therefore considers that the only answer to this problem is construction of the types desired. A representative of the Bureau of Ships present submitted to the Board plans and specifications of a wooden salvage vessel which the British Government has requested to be constructed in this country. It was stated that these salvage vessels can be built in about six months' time. The Board, therefore, recommends that five of these British type BARS salvage tugs be constructed as soon as possible. Upon completion, four of these should be assigned to the Atlantic Fleet and the fifth to the Commandant, Thirteenth Naval District for use in the Alaskan area. In view of the prospective assignment of one of the foregoing to the Alaskan area, the Board recommends against the acquisition of the CASPAR as suggested by the Bureau of Ships in reference (b).

4. The Board next took under consideration references (c) to (g) inclusive which recommend the acquisition of a "semi-tender" for Submarine Squadron Three. In view of the critical need for auxiliary vessels on other more important duties and the fact that the vessel requested would provide services for only a few number of submarines now based in the Fifteenth Naval District, the Board recommends against the acquisition of any vessel for that purpose at the present time. The Board will, however, keep in mind the request initiated in reference (c) for future favorable consideration when additional vessels are constructed or taken over by the Navy.

5. It has come to the attention of the Board that because of changes in the locations of weather patrol stations maintained by the Coast Guard, that that activity has need for only three of the five lake type vessels recently acquired for that purpose. It is the opinion of the Board therefore that conversion work planned on or about to be undertaken on two of these five vessels should be stopped immediately and that these two vessels be considered available for assignment to the Naval Transportation Service or to such naval districts as may require their use as district craft. (AK 51-2)

W. S. Farber
W. S. FARBER.

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 Authority DDO 3013
 By TJ NARA Date 11/6/73

Op 383-F-MG
 (SO)AA/QB
 Serial 065638
CONFIDENTIAL

1st Endorsement

DEC 11 1941

From: The Chief of Naval Operations.
 To: The Secretary of the Navy.
 Subject: Auxiliary Vessels Board Report No. 23.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

TR Stark

Op 383-F-MG
 (SO)AA/QB
 Serial 065738
CONFIDENTIAL

2nd Endorsement

DEC 11 1941

From: The Secretary of the Navy.
 To: The Chief of Naval Operations.
 Subject: Auxiliary Vessels Board Report No. 23.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.

Forrestal

Acting

Copy to:
 CinCPac, CinClant
 Comtrainlant, Comsublant
 Comsubron Three
 Comthirteen, Comfifteen
 Comdt Coast Guard
 District Craft Development Board
 Budget Officer, Navy Department
 President, Joint Merchant Vessel Board
 Bureaus and Offices and Divs. of Office of CNO.

Finished-CALLAGHAN-FRM

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By

TI NARA Date

116713

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Op-38S-F-MG

(SC) AA/QB

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NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

December 12, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 24.

1. The Auxiliary Vessels Board met at 1400, Wednesday, December 10, 1941, and at 0900, Thursday, December 11, 1941 in Room 2735, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

As representatives of the Maritime Commission, the Bureau of Aeronautics, the Bureau of Ships, and Office of Naval Operations, the following officers also were present at one or both of these meetings:

Captain H. L. Vickery, USN
Captain P. M. Rhea, USN
Commander N. L. Rawlings, USN
Commander F. P. Sherman, USN
Commander E. C. Ewen, USN
Commander A. K. Doyle, USN
Commander D. Ketcham, USN
Commander C. D. Glover, USN
Commander R. D. Daggett, USN
Commander E. E. Roth, USN
Commander C. D. Wheelock, USN
Lieutenant Commander W. N. Mansfield, NR
Lieutenant J. F. Quilter, USN

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Authority DDO 2013
By TJ NARA Date 11/6/98Op-38S-F-MG
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3. The Board took under consideration at these meetings a review of the whole question of Auxiliary Aircraft Vessels, Miscellaneous (AVG) of the Long Island class as affected by requests from the Bureau of Aeronautics, Forces Afloat, and the British for additional vessels of that type. A summary of all these requests to date is as follows:

U. S. RequirementsBritish Requirements

16*

15#

* Includes the U.S.S. LONG ISLAND.

Includes the HMS ARCHER (already delivered) and five more (BAVG) now under construction in this country.

Subtracting from the total of 31 vessels required the USS LONG ISLAND, HMS ARCHER and the five (BAVG) now under construction, there remains a total of 24 (AVG) to be acquired for U. S. and British needs as now estimated.

4. Before reaching any decision regarding the recommendations hereinafter submitted the Board thoroughly discussed and investigated the advisability of substituting some type other than the Maritime Commission C-3 design for conversion to (AVG). It is realized that the speed of this type - 18½ knots, and length of flight deck - 440', are both less than desirable. Offsetting these two unfavorable characteristics are the facts that the C-3 design is now being constructed or has been contracted for in considerable numbers; conversion plans to (AVG) are available; and that any changes in the foregoing will involve conjectural, but certainly long, delays in planning, building, and especially procurement of propulsion equipment. Aside from the C-3 design, therefore, there are no ships available either under construction or in existence which can be converted to (AVG) of the LONG ISLAND type or anything approaching that type.

5. Based on the foregoing the Board, therefore, recommends that 24 vessels of the C-3 type be acquired as soon as possible and converted to (AVG) using the plans already prepared for (BAVG) No. 6 with such modifications as may be necessary in order to permit flight operations in accordance with American practice. The Board further recommends that in view

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By

NARA Date

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of the strong probability of additional AVG's eventually being required the material Bureaus be directed to proceed with the purchase and assembly of elevators, arresting gear, and other conversion accessories for a total of 36 AVG's.

6. For the information of those concerned the (BAVG) 6 is a converted C-3 design turbine driven cargo vessel. The SHP of this type is sufficient to insure 18½ knots sustained speed with maximum cargo load. As converted, and with the loading which will then obtain, a speed of 19 knots should be possible at all times when flight operations are in progress.

The plane carrying capacities (U.S. Navy types) of the (BAVG) 6 are as follows:

20 F4F-4	14 F4F-3	16 F4U
<u>18</u> SBD	<u>14</u> SBD	<u>16</u> SBD
Totals 38	28	32

7. As a matter which may affect administrative approval of this report, the Board submits the following data furnished by the representative of the Maritime Commission present at the meeting: There are now ten C-3 vessels under construction, all of which are expected to be completed by July 1942. Two of these are too far advanced to permit conversion to (AVG) without an uneconomical sacrifice of time, money and materials. Sixty more C-3 ships have been contracted for and will be laid down during the years 1942 and 1943. If the Navy takes 24 C-3 vessels during the year 1942 this will represent five per cent of the total commercial tonnage and ten per cent of the cargo carrying capacity under construction during that year.

8. In submitting this report the Board desires to invite attention to the fact that the acquisition of 24 (AVG) will place a debit of 136,896 tons against the existing balance of 289,780 tons of auxiliary vessels authorized by Public Law No. 72. The Board considers that all 24 vessels should be obligated against Navy authorized tonnage at this time. There are no lend lease funds available to the British at this time for the acquisition of more of these ships by that Government.

W. S. Farber
W. S. FARBER.

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Authority

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By

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NARA Date 116796

Op-38S-F-MG
(SC)AA/QB
Serial 066838
CONFIDENTIAL

1st Endorsement

DEC 26 1941

CONFIDENTIAL

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 24.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

Op-38S-F-MG
(SC)AA/QB
Serial 066938
CONFIDENTIAL

H. R. STARK

DEC 26 1941

2nd Endorsement

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

1. Returned, approved.
2. The Chief of the Bureau of Aeronautics and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.

Copy to: CinCpac, CinClant, ComTrainlant Frank Knox
District Craft Development Board
Budget Officer, Navy Dept. - Pres. Joint Merchant Vessel Board
Bureaus & Offices & Divisions of Office of CNO (2 copies each)
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Authority

WD 802073

By

TJ

NARA Date

11/6/94

In reply refer to Initials
and No.Op-38S-F-MG
(SC)AA/QB
CONFIDENTIALNAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

20 December 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 25.

1. The Board met at 0930, Saturday, 20 December 1941, in Room 2714, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

Lieutenant Commander W. N. Mansfield, N. R. of the Office of Naval Operations also attended the meeting.

3. The Board took under consideration at this meeting the advisability of recommending the acquisition and conversion to a convoy loaded transport the SS CONTE BIANCAMANO. This seized Italian vessel is now under the control of the Maritime Commission and is currently located at Balboa, Canal Zone. Prior to seizure by the United States Government considerable sabotage to the main propelling machinery was effected by the former crew. The high pressure turbines of that vessel were removed and shipped to the Newport News Shipbuilding and Dry Dock Company for repair. It is expected that these engines will be returned about 15 January 1942. On or about 15 February 1942 other repairs now being undertaken by the Canal Zone shops will have been completed and the CONTE BIANCAMANO will be ready to sail for Norfolk. The foregoing vessel will make a valuable addition to the convoy loaded transports now belonging to the Navy. It is accordingly recommended that upon arrival of the CONTE BIANCAMANO in the United States that it be acquired from the Maritime Commission and converted to a convoy loaded transport.

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Authority 100D802073
By TJ NARA Date 11/6/86Op-38S-F-MG
(SC)AA/QB
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4. As a matter of official record the Board next took cognizance of oral information received that the President had approved the transfer of the SS NORMANDIE to the Navy. The Board recommends that the NORMANDIE be converted to a convoy loaded transport.

5. It is the understanding of the Board that the Swedish vessel KUNGSOLM has recently been acquired by the Maritime Commission under the right of angary. It is further understood that the Department of State desires this vessel to be reserved for the present in connection with the repatriation of certain resident aliens. The Board recommends that when no longer required for the specific purpose above mentioned, that it be acquired and converted to an auxiliary aircraft vessel, miscellaneous (AVG), and that preliminary steps to that end should be initiated at the earliest practicable date.

W. S. Farber
W. S. FARBER.

Authority

100-802013

By

NARA

Date 11/8/84

Op-38S-F-MG

(SC)AA/QB

Serial 069038

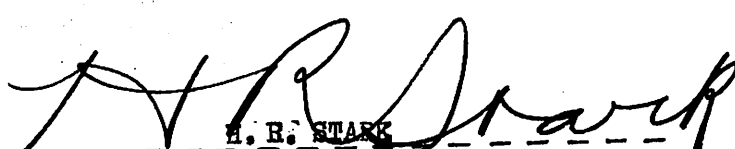
CONFIDENTIAL1st Endorsement

DEC 23 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 25.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.


H. R. STARK

Op-38S-F-MG

(SC)AA/QB

Serial 069138

CONFIDENTIAL2nd Endorsement

DEC 23 1941

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 25.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.


Frank Knox

Copy to:

CinCpac, CinClant

Comtrainlant

District Craft Development Board

Budget Officer, Navy Department

President, Joint Merchant Vessel Board

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Authority

100D803073

By

TJ

NARA Date

11/6/94

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Op-38S-F-APC
(SC)AA/QB
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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

December 23, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To : The Secretary of the Navy.
Via : The Chief of Naval Operations.
SUBJECT: Auxiliary Vessels Board Report No. 26.

1. The Auxiliary Vessels Board met at 1130, December 22, 1941, in Room 2714, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber	- Operations
Captain C. S. Alden	- Operations
Captain E. W. Burrough	- Operations
Commander W. M. Callaghan	- Operations - Recorder
Commander T. J. Ryan, Jr.	- Operations.

3. The Board took under consideration at this meeting the necessity of recommending replacements for certain CIMARRON Class tankers in view of the directive from the President and Secretary of the Navy to convert four vessels of that type as soon as practicable to Auxiliary Aircraft Vessels, Miscellaneous (AVG). To meet the deficiency in fleet tanker tonnage, resulting from the diversion of four CIMARRON Class oilers to special duty, the Board recommends the immediate acquisition of five tankers of the 16½-17 knot type, recently constructed by the Maritime Commission. It is understood that eleven vessels of that class are now completed and operating. In recommending the acquisition of five vessels of this type, the Board does so in the belief that the loss of carrying capacity of four CIMARRONS will require more tonnage of the slower type ships. The Board further recommends that when acquired the replacement vessels be given the minimum conversion to permit their operation as Fleet tankers.

4. It is estimated that the Bureau of Ships will require about one month to prepare general and detailed plans for the conversion of the CIMARRON Class oilers to AVGs. The Board, therefore, recommends that the vessels to be selected for that duty be retained in their present operating status until the readiness of plans and materials will permit the immediate commencement of conversion work.

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Authority DDO 2013
By TJ NARA Date 11/6/13

Op-388-F-APC
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CONFIDENTIAL

5. If the replacement vessels recommended by this report are acquired they should be manned by Navy crews. The Board, therefore, recommends that the Chief of Bureau of Navigation be directed to proceed with the assembly of necessary personnel to man these vessels as soon as approval of their acquisition is given.

W. S. Farber
W. S. FARBER.

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DD FORM 100-2013

By

TJ

NARA Date

11/6/13

Op-388-F-APC
(SC)AA/QB
Serial 069338
CONFIDENTIAL

1st Endorsement

DEC 23 1941

From: The Chief of Naval Operations.
To : The Secretary of the Navy.
SUBJECT: Auxiliary Vessels Board Report No. 26.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



H. B. STARK

Op-388-F-APC
(SC)AA/QB
Serial 069438
CONFIDENTIAL

DEC 23 1941

2nd Endorsement

From: The Secretary of the Navy.
To : The Chief of Naval Operations.
SUBJECT: Auxiliary Vessels Board Report No. 26.

1. Returned, approved.
2. The Chief of Naval Operations, the Chief of Bureau of Navigation and the Chief of Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.



Frank Knox

Copy to:

Cinpac, Cinclant
Comtrainlant,
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
Bureaus & Offices & Divisions of Office of CNO (2 copies each)
BuSanda (3)
BuNav (3)
Capt. Lawman, Finance Offic, Bureau of Ships (2)
BuShips (5)

Finished - 12/23/41

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Authority

100D802013

By

TJ

NARA Date

11/18/13

RG80 Box 524 AA/QB

In reply refer to Initials
(SC)AA and No.Op-38S-T-MG
(SC)AA/QB
CONFIDENTIALNAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

December 30, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.

Via: The Chief of Naval Operations.

Subject: Auxiliary Vessels Board Report No. 27.

References: (a) Auxiliary Vessels Board Report No. 24
dated December 12, 1941.
(b) Auxiliary Vessels Board Report No. 26
dated December 23, 1941.

1. The Board met at 1400, Tuesday, December 30, 1941
in Room 2714, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

3. In reference (a) the Auxiliary Vessels Board recommended that 24 of the C-3 type vessels be acquired as soon as possible and converted to Auxiliary Aircraft Vessels, Miscellaneous (AVG). In reference (b) the Board also recommended the conversion of 4 CIMARRON class tankers to AVG. In consideration of the approval of reference (b) and in view of the acute shortage of commercial tonnage which now exists and will obtain during the next year, the Board now recommends that only 20 C-3 type ships be acquired and converted to Auxiliary Aircraft Vessels, Miscellaneous (AVG).

W. S. Farber
W. S. FARBER.

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Authority

DDO 2013

By

TI

NARA Date

11/6/13

Op-38S-F-MG
(SC)AA/QB
Serial 0145738
CONFIDENTIAL

1st Endorsement

JAN 1 1942

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 27.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



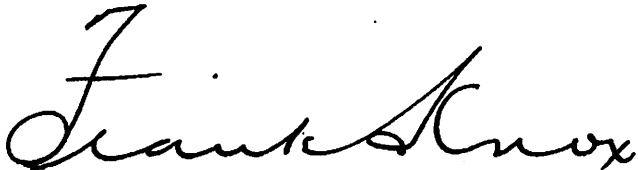
(SC)AA/QB
Serial 0145838
CONFIDENTIAL

2nd Endorsement

JAN 1 1942

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.

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Copy to:

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Budget Officer, Navy Department
President, Joint Merchant Vessel Board
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BuSanda (3), BuNav (3), BuShips (5)
Capt. Lawman, Finance Office, BuShips (2)

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DDO 2013

By

TI NARA

Date 11/6/96

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Op-38S-F-MG
(SC) AA/QB
CONFIDENTIAL

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

December 30, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 28.

1. The Board met at 1400, Tuesday, December 30, 1941 in Room 2714, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

3. The Board took under consideration at this meeting the verbal directive from the Secretary of the Navy to the Senior Member to recommend the acquisition and conversion to combat loaded transports of nine C-3 type vessels and also the acquisition and conversion of three C-2 type cargo vessels for auxiliaries to the foregoing transports. In compliance with this directive, the Board therefore recommends that the following ships as named by the Maritime Commission be acquired and converted to combat loaded transports:

SS EXETER	SS AFRICAN PLANET
SS EXCALIBUR	SS DEL URUGUAY
SS EXCAMBION	SS PRESIDENT VAN BUREN
SS AFRICAN COMET	SS PRESIDENT MONROE
SS AFRICAN METEOR	

4. The Board further recommends that any three C-2 type vessels which can be made available on completion of present voyages and as named by the Maritime Commission be acquired and converted to auxiliaries for combat loaded transport divisions.

W. S. Farber
W. S. FARBER.

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WD 802013

By

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NARA Date

11/6/14

Op-38S-F-MG

(SC)AA/QB

CONFIDENTIAL

Serial 0145938

1st Endorsement

JAN 1 1942

From: The Chief of Naval Operations.
To: The Secretary of the Navy.

Subject: Auxiliary Vessels Board Report No. 28.

1. Forwarded.
2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.



(SC)AA/QB

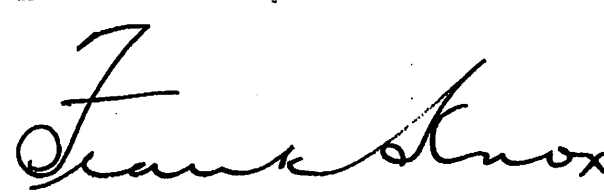
Serial 0146038

CONFIDENTIAL2nd Endorsement

JAN 1 1942

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

1. Returned, approved.
2. The Chief of Naval Operations and the Chief of the Bureau of Ships will take the necessary action to carry out the approved recommendations of this report.



Copy to:

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Budget Officer, Navy Department
President, Joint Merchant Vessel Board
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BuSanda (3), BuNav (3), BuShips (5)
Capt. Lawman, Finance Office, BuShips (2)

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Authority

100-202073

By

TJ

NARA Date

11/6/74

In reply refer to Initials
and No.

Op-38S-F-MG,
(SC)AA/QB
CONFIDENTIAL

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

December 30, 1941.

From: The Senior Member, Auxiliary Vessels Board.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.
Subject: Auxiliary Vessels Board Report No. 29.
Reference: (a) Chairman, Maritime Commission Memorandum
to Admiral Stark dated December 26, 1941.

1. The Board met at 1400, Tuesday, December 30, 1941
in Room 2714, Navy Department.

2. Members present were:

Rear Admiral W. S. Farber - Operations
Captain C. S. Alden - Operations
Captain E. W. Burrough - Operations
Commander W. M. Callaghan - Operations - Recorder
Commander T. J. Ryan, Jr. - Operations

3. The Board took under consideration the above reference in which the Chairman of the Maritime Commission recommends that the SS GEORGE WASHINGTON and SS H. F. ALEXANDER now being converted and reconditioned for the British under Lease Lend funds be retained for American use. In the case of the GEORGE WASHINGTON the Board invites attention to the fact that this vessel is now in the physical possession of the British and will be ready to sail from Philadelphia on or about January 15, 1942, presumably on a mission for which plans have been for some time in preparation. Attention is further invited to the fact that the GEORGE WASHINGTON is a coal burner and will, therefore, be restricted to voyages at the terminals of which coal supplies are adequate. In consideration of the foregoing the Board therefore recommends at the present time that no change be made in the existing status of the GEORGE WASHINGTON. Should future requirements necessitate, the Board recommends that this vessel be returned to the custody of the United States.

DECLASSIFIED

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Authority

100D803073

By

TJ

NARA Date

11/6/74

Op-38S-F-MG
(SC)AA/QB
CONFIDENTIAL

4. With respect to the H. F. ALEXANDER which also has been transferred to the British under Lease Lend funds and is being reconditioned and converted at San Francisco with completion date on or about February 15, 1942, the Board recommends that this vessel be returned to American custody.

W. S. Farber
W. S. FARBER.

Op-38S-F-MG
(SC)AA/QB
Serial 0146138
CONFIDENTIAL

1st Endorsement

JAN 2 1942

From: The Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Auxiliary Vessels Board Report No. 29.

1. Forwarded.

2. The recommendations of the Auxiliary Vessels Board are concurred in and are recommended for approval.

F. J. Horne

F. J. HORNE
Acting

(SC)AA/QB
Serial 0146238
CONFIDENTIAL

2nd Endorsement

JAN 2 1942

From: The Secretary of the Navy.
To: The Chief of Naval Operations.

1. Returned, approved.

2. The Chief of Naval Operations is hereby directed to inform the Chairman of the Maritime Commission of the Navy Department's recommendation with respect to disposition of the SS GEORGE WASHINGTON and the SS H. F. ALEXANDER.

Frank Knox
Frank Knox

Copy to: CinCpac, CinClant, Comtrainlant
District Craft Development Board
Budget Officer, Navy Department
President, Joint Merchant Vessel Board
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BuSanda (3), BuNav (3), BuShips (5)
Capt. Lawman, Finance Office, BuShips (2)

Finished-CALLAGHAN-File