



*“You have to go a long way off to see
things in their true perspective.”—
Franklin D. Roosevelt*

Franklin D. Roosevelt *The President and* THE SEA

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"I AM SITTING IN THE LITTLE CABIN of the little ship *Potomac*, in the harbor of Fort Lauderdale, Florida, after a day of sunshine out in the Gulf Stream," began President Franklin D. Roosevelt's radio address on the occasion of Jackson Day, March 29, 1941. "I try to get away a couple of times a year on these short trips on salt water. In Washington, as you know, the working day of the Presidency in these days averages about fifteen hours . . . but at sea the radio, messages and the occasional pouch of mail reduce official work to not more than two or three hours a day."¹ That the thirty-second president was back aboard the executive yacht would not have come as a surprise to most Americans on the receiving end of this live broadcast. Whether in the interest of diplomacy, statecraft, or recreation, Roosevelt traveled often and spent more time at sea than any other U.S. president either before or since his twelve [?] years in office. Consequently, his legacy has largely been linked to the sea, and for good reason. His November 1936 trip aboard the USS *Indianapolis*, for example, made him the first U.S. president to step foot on South American soil. Such a willingness to cruise between continents helped reinforce his own Good

Neighbor Policy, while other trips, like the one to Hawaii aboard the USS *Houston* in the summer of 1934, gave him the chance to check up on sailors stationed at Pearl Harbor and the hundreds of local Civilian Conservation Corps enrollees who were hard at work cultivating parklands across the islands. Such official visits were punctuated with rounds of sport fishing and swimming, but Roosevelt did not always wait for official excuses to return to the open water. Across his terms as president, he made a habit of sailing out of Washington D.C., and weekend trips down the Potomac River to Chesapeake Bay aboard his own presidential yachts, first the *Sequoia* and later the *Potomac*, became a nearly routine matter after his famously busy first One Hundred Days.

After more than two decades of service, President Herbert Hoover ordered the USS *Mayflower* decommissioned within a month of his taking office. The move was largely interpreted as a high-profile effort to scale back government spending in a time of economic peril, but while Hoover may have dismissed the presidential yacht as a luxury, the man who replaced him saw sailing as an absolute necessity. In fact, Roosevelt bookended his

PREVIOUS SPREAD

Franklin Roosevelt enjoys a day of sailing, 1920. He would bring his love of the sea to the White House.

ABOVE

From the wardroom of the presidential yacht Potomac (left), President Franklin D. Roosevelt explains his need for time at sea during a radio address, March 29, 1941. While at sea he continued to tend to official business as seen in a photograph taken on the Sequoia (right) as he reviewed his "work basket," 1935.

RIGHT

From the earliest days of his presidency FDR continued to enjoy his lifelong passion for sailing. He is seen here (seated near right) with his sons on the Amberjack sailing toward Campobello Island, off the coast of Maine, June 1, 1933.



In addition to his recreational voyages, Roosevelt would make countless official trips by sea during his presidency. During the summer of 1934 he traveled to Hawaii (above) on the USS Houston. While there he would visit naval bases and Civilian Conservation Corps projects. In late 1936, he became the first U.S. president to travel to South America. He is seen (right) on the deck of the USS Indianapolis waving to crowds who turned out for his departure from Charleston, South Carolina, for Buenos Aires, Argentina, where he would speak at the Inter-American Peace Parley.





CLOCKWISE FROM
TOP LEFT

*President
Roosevelt's office in
the Oval Room on
the Second Floor
of the White House
was famously
decorated with
models and prints
of ships.*

*Vice Admiral
Raymond Fenard
points out details
of the French
battleship he
commands, the
Richelieu, to
Roosevelt in the
Oval Office, March
19, 1943. Richelieu
presented Roosevelt
with the model for
his collection.*



*The president
enjoys inspecting
a six-foot model of
the SS John Bidwell,
the 109th Liberty
ship delivered by
the California
Shipbuilding
Corporation,
January 1943.
The scale model is
presented by Rear
Admiral Howard
Vickery, left, Mark
O'Dea, center, and
John A. McCone,
president of the
corporation.*

ALL IMAGES THIS SPREAD: AP IMAGES



ABOVE
President Roosevelt (seated and wearing a white fishing hat), on board the referee's boat at New London, Connecticut, where he watches the Yale crews defeat his alma mater, Harvard, June 22, 1934. The president transferred from the *Sequoia* to the referee's yacht at the invitation of referee Albert W. Putnam. The president's son Franklin Jr. rowed in the Harvard freshmen shell.

landslide electoral victory over Hoover in 1932 with a pair of sailing trips and launched the first presidential campaign by cruising into New Hampshire on a small yawl crewed by his sons (and prone to the occasional leak). The feat was impressive enough to help convince the public that even without the use of his legs, the then governor of New York would be physically capable of rising to the occasion should he win the White House. On his postelection trip, Roosevelt sailed straight past New England in order to make his triumphant return to his family's summer home at Campobello in New Brunswick, Canada, where he was staying when polio claimed the use of his legs in 1921.

Becoming president did nothing to temper FDR's love for the water. The walls of his private and official quarters were filled with his vast collection of ocean and ship-related paintings, prompting some to begin referring to the Oval Office as "The Fish Room" and one visitor to remark that "there is indeed very little wall space in the White House where pictures of the Navy or sea do not hang."² After his Inauguration on March 4, 1933, it took a mere ten days for him to commission the construction of a new White House pool.³ One day later, he formally asked for the USS *Sequoia*, a 104 foot yacht used by the Department of Commerce, to interrupt bootlegging activity along the Potomac River, to be transferred over to the Navy Department.⁴ With this transfer, Roosevelt

had secured an official presidential vessel that the Department of Commerce hoped would yield "great physical profit during this period of strain and stress."⁵ To celebrate the transfer, the Department of the Interior sent FDR a variety of official photographs of Sequoia National Park to display on board and the park superintendent even offered to send a potted young sequoia tree to Washington.⁶ The president quickly grew fond of the *Sequoia*, as evidenced by his decision to sleep aboard the yacht while at anchor off the coast of New London during the Yale-Harvard boat race in June 1934. He also relied on a multipage fishing report he had commissioned from the navy to find the best year-round fishing spots, trolling techniques, and bait combinations along the Potomac and out into Chesapeake Bay.⁷ By the end of the following year, and after heavy use on weekend trips, it was determined that the president's sailing habits had become too taxing on the outdated, wood-hulled *Sequoia*. Though measures had been taken to upgrade the fire extinguishing system on board, the secretary of the navy effectively condemned the yacht and encouraged the president to take "early action" by swapping out the *Sequoia* with a safer vessel "that meets with modern standards."⁸ Fearful that any change would jeopardize his ability to take to the water, Roosevelt resisted. Some forty-eight hours later, on New Year's Eve 1934, the president responded: "Very sweet of you to think about possible danger on the



LEFT

The presidential yacht Potomac carries FDR to Rockland, Maine, following the Atlantic Conference, August 1941.

OPPOSITE,
CLOCKWISE FROM
TOP LEFT

Navy steward Irineo Esperancilla serves President Roosevelt cigarettes as the Potomac leaves Miami for a fishing trip in the Florida Keys, November 29, 1937.

Roosevelt's beloved Scotch Terrier, Fala, is led from the Potomac by a handler, March 1941.

FDR is greeted with a 21-gun salute as he arrives aboard the Potomac for a tour of inspection of the naval air base and navy yard at Norfolk, Virginia, July 29, 1940.

In the 1960s, performer Elvis Presley purchased the Potomac after it fell into disrepair in order to prevent the historic yacht from being scrapped. He is seen here as he donates the yacht to Danny Thomas, the founder of St. Jude Children's Hospital. Thomas would then sell the yacht to raise money for the hospital.

Sequoia. Nevertheless, she is really ideal in many ways—not too big—low free-board—good places to fish from aft, etc. In regard to the fire hazard, I do not think it serious in view of the constant watch being kept through the night when people are below. Therefore, I think we had better not do anything about a substitute.”⁹ Word had already gotten out that the president might be in the market for a more seaworthy vessel, however, and his secretaries were bombarded with offers from private shipbuilders and naval engineers around the country. To their chagrin, he opted for a service vessel and selected an all-steel, 165-foot, diesel-powered Coast Guard patrol boat named *Electra*.

The president decided to rename the vessel while in Warm Springs over the Thanksgiving holiday. When it was learned that the preferred name, *Seagull*, already belonged to a submarine salvage ship; *Reprisal*, *Resolution*, and *Adventure* were all floated as ideas before Roosevelt finally settled on naming the ship *Potomac* and requested that the assigned captain prepare a history of any naval vessels that shared the name.¹⁰ Plans were announced around Christmas, but recommissioning the ship was only the beginning. FDR wasted no time putting his personal stamp on the new presidential yacht. As part of its conversion, the navy added a 30 ton deck to the aft of the former *Electra*, which made it top-heavy and prone to extreme pitching

while at sea. While the rolling hardly bothered FDR, the motion made for an unpleasant experience for guests with less saltwater experience, including the first lady who, despite celebrating her 57th birthday onboard, did not join the president on overnight cruises.¹¹ Once the top deck was added, the ship was outfitted with a small, rope and pulley platform elevator. Hidden in one of the ship's smokestacks, the 3 × 4 four foot elevator was just large enough to accommodate FDR's wheelchair and enabled the president to change decks independently, enhancing his sense of freedom while at sea. Despite the substantial changes, the president had little interest in upgrading his own private quarters aboard the ship. According to FDR's son, Elliott, “He slept below decks in a stateroom that few admirals would have looked at twice.”¹² Equally unassuming were the president's preferred meals while on board: typically steak and potatoes, corned beef hash, an abundance of coffee, and water bottled at the source in Saratoga Springs.¹³ The mess staff of the *Sequoia* was transferred over to the *Potomac* (and followed the president onboard the larger navy ships whenever he was aboard them for the long-range cruises), and when security concerns grew too large for FDR to set sail in 1942, they were again transferred to Shangri-La, the presidential retreat in the Catoctin Mountains now known as Camp David.¹⁴ Forced to remain on dry land was not easy



CLOCKWISE FROM TOP LEFT: AP IMAGES / GETTY IMAGES / AP IMAGES / GETTY IMAGES



for the president to accept, and, as something of an inside joke, each visit to Shangri-La was recorded in the visitor's logbook as a "cruise" aboard the "USS Shangri-La. Launched at Catoctin. July 5th, 1942." Successive entries include "Commissioned, Full Steam," "First Trial Run," "Another Cruise," and "Recommissioned."¹⁵

It is true that FDR hailed from a family of navigators and merchant mariners, as a child opted to build a "treeboat" in a Hyde Park hemlock rather than a treehouse, as a teenager designed his own 21 foot, two-masted knockabout while studying at Groton, and frequently channeled his Dutch heritage while ice racing down the Hudson River.¹⁶ It is also true that he worked to combine the holdings of the Naval Historical Society with those of the New-York Historical Society while studying law at Columbia University, served as assistant secretary

of the navy, and even spent time living on not one, but two different houseboats in Florida. But what was the true significance of sailing in Roosevelt's life? How does his experience as a sailor help us to understand his role as the United States' longest-serving president?

Sailing on the open water afforded Roosevelt the clarity he was hard pressed to find within the confines of the Executive Mansion or family estate in New York. Cruising offered Roosevelt the chance to entertain new perspectives or, as he called it, to engage in a bit of "fieldwork." As much as he enjoyed traveling, Roosevelt also regarded it as an obligation of his office. In his own words, despite all the attention paid to his successful deep-sea outings, Roosevelt did not "give a continental damn" whether he caught a fish while at sea. "The chief objective is to get a perspective on the scene

At home on the sea since childhood, a young Franklin D. Roosevelt plays on the scow Merry Chanter at Campobello with friends, 1890 (opposite standing center) and paddles a birch bark canoe around Campobello Island, 1907 (below).

which I cannot get in Washington any more than any of you boys [members of the press] can. You have to go a long way off to see things in their true perspective.¹⁷ Recently historians and biographers have begun to acknowledge the inherent connections between FDR's sailing background and his approach to politics. David Schmitz, for example, exploits the metaphor to great effect in his recent *FDR: The Sailor*, by drawing parallels between Roosevelt's skilled seamanship and his ability to tack in the realm of foreign policy and diplomacy.¹⁸ Remarkably, FDR relied on dead reckoning as his means to navigate, relying on his compass, navigational charts, patience, and experience to see him through to his destination. As Robert Cross has observed, this approach left him no choice but to grow adept at altering course based on changing conditions, threats, or opportunities.¹⁹ Arthur Schlesinger Jr., meanwhile, in what remains the most famous (and lengthiest) account of FDR's time in office, has noted that "the best escape of all was the sea" and that it was on the water that the president could "cast off weariness and instability under the healing beneficence of sun and spray and salt." FDR took full advantage of the freedom offered by the sea by wearing the "oldest sweater and dirtiest flannels and never shaved," especially when aboard the smaller schooners.²⁰

To the consternation of his contemporary critics, Roosevelt enjoyed making light of his own sailing adventures. He frequently downplayed the significance of his work while aboard the presidential yacht and claimed to pass any time at sea away from his fishing rod reading biographies and detective stories or, as he once put in a letter to his mother, simply catching up on sleep.²¹ Even a quick glance at a single page of the list of 134 titles Roosevelt brought aboard the *Potomac* in 1941, though, suggests that he was doing quite a bit of thinking while adrift at sea or sunning himself on the fantail. In reality, the restorative power of these cruises was as clear to those in FDR's inner circle at the time as it has become to historians. It was the president's physician, Dr. Ross McIntyre, who had long acknowledged that "the sun and the sea were tonics for the president," and insisted FDR take "a southern vacation" when the German-Russian Nonaggression Pact exposed Adolf Hitler's expansionist intentions in Western Europe.²² From the ship's log, we also know that FDR used the occasion of a cruise in 1935 to bridge divisions between two of his most trusted advisers and eventual cabinet members, Harry Hopkins and Harold Ickes.²³ It was off the coast of Newfoundland that he and Winston Churchill signed the Atlantic Charter into existence and cleared the path for the postwar





creation of the United Nations. Travel itineraries preserved in the Franklin D. Roosevelt Presidential Library at Hyde Park make it clear the presidential party could be aboard the *Potomac* in fewer than thirty minutes and Roosevelt often used the yacht as an alternative venue when trying to rally a given congressman around his cause of the day. In addition to hosting his own appointee to the Supreme Court, Justice Robert H. Jackson, aboard the presidential yacht for a round of poker, FDR also entertained British Prime Minister Ramsay MacDonald aboard the *Sequoia* and, on several occasions, even cruised with royalty.²⁴ When the New York World's Fair opened in the summer of 1939, Roosevelt welcomed aboard the crown princes and princesses of Norway and Denmark and took the king and queen of England down river aboard the *Potomac* for a tour of Mount Vernon, where George VI, as the first English monarch to visit the United States, laid a wreath at the revolutionary's grave site.

With very few exceptions, Roosevelt did not take the time to record his thoughts in a regular journal. Yet the president cherished his time at sea so much that he did keep a daily diary on his lengthiest voyages. One of those journeys, a 1918 inspection trip aboard the USS *Dyer* as assistant secretary of the navy, was a transformational experience and set the tone for what would follow. This trip to Europe marked the moment FDR realized the extent to which he could incorporate his love



for the sea into his role as a public official. The trip diary, while reading as an adventure story that at once captures the future presidents' energy and ambition, offers an indication of the way Roosevelt understood geopolitical dynamics, power structures, and the overall need for international compromise and cooperation in the name of peace and order. Writing in a confident tone, the 36-year-old outlined his plans for a multinational peacekeeping naval force made up of Asian, European, and American forces throughout the Mediterranean region.²⁵ Much later, when the president spent a night aboard the *Potomac* before setting off for the Tehran Conference in November 1943, he wrote with boy-like excitement at the opportunity to

The USS Houston during FDR's expedition to the Galapagos with Waldo Schmitt of the Smithsonian Institution's National Museum of Natural History, 1938. Following the voyage, the Smithsonian published a set of booklets listing specimens collected on the trip.

finally secure a meeting with “Uncle Joe” Stalin halfway across the world. “This will be another Odyssey—much further afield and afloat than the hardy Trojan whose name I used to take at Groton when I was competing for school prizes.”²⁶ For as much as he disliked flying, there was plenty to be gained in the presence of mind he enjoyed while cruising toward an objective at a sailor’s pace.

Outside of politics, Roosevelt’s presidential cruises also made an impact on the natural sciences on multiple occasions. After reeling in a fish so unusual that it was sent to the Smithsonian Institution on ice for scientific study, FDR eventually invited the National Museum of Natural History’s Dr. Waldo L. Schmitt along for a trip to the Galapagos to help identify flora and fauna in 1938. The trip was a success, and Schmitt returned to Washington with nine new species that had not yet been added to the museum’s study collection, including a new kind of royal palm, an unusual species of sponge, and what was described as a “crab-like creature.”²⁷ Roosevelt’s trip to Sombrero Island that same year, where he caught a 20 pound pompano, prompted an update to navigational charts in the Eastern Bahamas when his convoy noted that the island’s lighthouse was actually some 2 miles east of where it was depicted on the map. In another instance, the crew of the *Potomac* was surprised to find while rounding the Dry Tortugas that Bird Key, listed as a dry island on the current navigational charts, was now somewhere between 1½ to 2 feet underwater. According to the ship’s log, the discovery was reported to the Navy Department’s hydrographer without delay.²⁸ [?]

Roosevelt’s fishing exploits were a particularly popular topic of discussion in newspapers throughout the country and often drew the attention of supporters and critics alike. On one occasion, on the last day of a *Potomac* cruise around the Gulf of Mexico, FDR fought with a tarpon for an hour and twenty minutes, drawing a crowd of six other boats (including that of the press and his daughter-in-law), which circled the presidential yacht to take in the spectacle. Ultimately, the president’s reputation as a fisherman proved a political asset. Fishing was an easy way for him to relate to everyday Americans and advance his goals to help foster transregional understanding and unite the country. From coast to coast, people of all walks of life followed his sailing trips. While rivals used the press to attack him as a “fun in the sun” executive, his supporters cheered

him on from dry land. Even between cruises, FDR’s supporters saw to it that he was properly outfitted from head to toe for his next fishing trip. One local supporter from Washington, D.C., for example, sent the president a new fishing hat, while a Brooklyn man sent a book of salmon and trout flies, and several others, including the governor of Kentucky, sent him homemade rods and reels to go with the fishing harness that had been forwarded on by the American Embassy in Paris. From blueberry pies in Ontario, fresh lobster in Maine, and guava jelly and grapefruit on the way out of Miami, gifts from locals also guaranteed that the presidential party ate well aboard the *Potomac*. Even when circumstances dictated his return to the office, a model of the presidential yacht sent to him by a thoughtful supporter from Massachusetts helped to hold the president over until his next cruise.

Even as his health began to decline, Roosevelt never lost his appreciation for the sea. According to Grace Tully, his trusted secretary, the president once told her that “if anything should happen to me while I am at sea, I want to be buried at sea. You know, it has always seemed like home to me.”²⁹ Instead, FDR died at his home in Warm Springs, Georgia, in the spring of 1945. Shortly thereafter, the *Potomac* was decommissioned as the presidential yacht and returned to the Coast Guard. Following a stint as a ferry between Puerto Rico and the Virgin Islands, the rebranded *Potomac* was eventually brought to the West Coast of the United States to serve as an attraction at the 1964 Seattle World’s Fair. It was later bought at auction by Elvis Presley, donated to St Jude’s Children’s Hospital, and neglected to the extent that it finally sunk off Treasure Island in San Francisco Bay. At the insistence of FDR’s oldest son, James, it has since been restored from the keel up at great expense. Together with the Port of Oakland, the Association for the Preservation of the Presidential Yacht *Potomac* raised the \$5 million necessary to raise the ship and restore it to full functionality. Now docked at Jack London Square in Oakland, the ship serves as a registered National Historic Landmark and its crew offers the visiting public brief sailing excursions. Speaking on the occasion of the ship’s reopening in 1989, James Roosevelt explained that while the family supported the contemporary “efforts to dedicate something in Washington to father, we believe an operating USS *Potomac* is the memorial he would want most.”³⁰

A restored USS Potomac, approaches the Port of Oakland, April 12, 2018. Now a National Historic Landmark, the 165-foot-long vessel serves as a memorial to President Roosevelt.





NOTES

1. Franklin D. Roosevelt, radio address, March 29, 1941, Master Speech File, file 1364, Franklin D. Presidential Library and Museum, Hyde Park, N.Y.
2. Quoted in Robert F. Cross, *Sailor in the White House: The Seafaring Life of FDR* (Annapolis: Naval Institute Press, 2003), 67, 69.
3. An avid swimmer even before the onset of polio, Roosevelt used the pools at his homes in Hyde Park and Warm Springs for regular upper-body workouts. According to historian William Seale, the excavation work for FDR's Washington pool uncovered the remains of a stable built for James Monroe, complete with intact brick pavers and gutter walls. The space once used as Roosevelt's rectangular pool in the western terrace between the White House and the West Wing, replete with high arched ceilings and crescent windows, was covered up at the request of the Nixon administration and is now the Press Briefing Room. See William Seale, *The President's House: A History*, 2nd ed. (Washington, D.C.: White House Historical Association, 2008), 2:174–77. [?]
4. M. H. McIntyre, secretary to the president, memorandum to Daniel C. Roper, secretary of commerce, March 15, 1933, Official File 200, Roosevelt Library.
5. Roper to McIntyre, March 23, 1933, *ibid.*
6. M. A. LeHand to Harold Ickes, secretary of the interior, June 8, 1933, and Ickes to FDR, June 8, *ibid.*
7. L. P. Johnson to FDR, memorandum, n.d., 1933. President's Personal File, Roosevelt Library.
8. Claude Swanson, secretary of the navy, to FDR, December 29, 1934, Official File 200, Roosevelt Library.
9. FDR to Swanson, memorandum, December 31, 1934, *ibid.*
10. Wilson Brown, Navy Department, to M. H. LeHand, November 27, 1935; presidential memorandum, December 3, 1935; FDR to Stephen Early, memorandum, December 12, 1935, *ibid.*
11. Eleanor Roosevelt also boarded the *Potomac* on the occasion of the royal visit in July 1939. Secretary of the Interior Harold Ickes turned to his diary to record his frustration at the risks FDR routinely took in high seas aboard the pitch-prone *Potomac*. Harold Ickes, diary [add date], *Secret Diaries*, vol. 3, *The Lowering of Clouds* (New York: Simon and Schuster, 1954), 457. While it had struggled to keep FDR off the water, the navy insisted that Truman not use the *Potomac*. Ironically, the *Sequoia* was ultimately pressed back into service as the presidential yacht after 1945.
12. Elliott Roosevelt and James Brough, *A Rendezvous with Destiny* (New York: Putnam, 1975), 166.
13. Cross, *Sailor in the White House*, 61.
14. *Ibid.*, 149.
15. Hugh D. McClendon, *A History of Camp David* (Thurmont, Md.: Department of the Navy, 1985), 12.
16. FDR named the boat he designed *New Moon* in homage to the 51 foot auxiliary yacht, *Half Moon*, purchased by his father, James, when Franklin was nine years old and the boat on which young Franklin learned to sail. The *Half Moon* was itself named after Henry Hudson's famous ship that first carried a Roosevelt ancestor into the New World. Though the title was in his mother's name, FDR finally sold the *Half Moon* in 1920, but advised the purchaser that Sara Roosevelt was "very anxious to retain the name *Half Moon*, as our yachts have always borne that name." FDR to A. P. Homer, June 9, 1920, Official File 200, Roosevelt Library.
17. FDR, press conference, May 13, 1937, in *The Public Papers and Addresses of Franklin D. Roosevelt, 1937*, comp. Samuel I. Rosenman (New York: Macmillan, 1941), 196–97, also online at *American Presidency Project*, www.presidency.uscb.edu.
18. David F. Schmitz, *The Sailor: Franklin D. Roosevelt and the Transformation of American Foreign Policy* (Lexington: University of Kentucky Press, 2022).
19. Cross, *Sailor in the White House*, 196.
20. Arthur Schlesinger Jr., *The Coming of the New Deal* (Boston: Houghton Mifflin, 1957), 582.
21. FDR to Sara Roosevelt, [?] *FDR: His Personal Letters*, ed. Elliott Roosevelt, vol. I (New York: Duell, Sloan, and Pearce, 1950), 677–78.
22. O. Ross McIntyre, *White House Physician* (New York: Putnam, 1946), 126; "President Decides on Vacation at Sea in Air of Mystery," *New York Times*, February 16, 1940.
23. "Blue Bonnet," the official log of the presidential cruise aboard the USS *Houston*, 1935, Official File 200, Roosevelt Library.
24. Robert Vansittart, *Foreign Relations of the United States*, vol. 1, 1933 (Washington, D.C.: Government Printing Office, 1959), 102–04.
25. Roosevelt, diary, [?], Official File 200, Roosevelt Library.
26. *Ibid.*, November 13, 1943.
27. Waldo L. Schmitt and Leonard P. Schultz, *List of Fishes Taken on Presidential Cruise of 1938* (Washington D.C.: Smithsonian Institution, 1940), I.
28. [?]
29. Grace Tully, *FDR, My Boss* (Chicago: People's Book Club, 1949), 367.
30. [?]