

Diary of Leroy A. O'Neil, documenting the attempted rescue and salvage of submarine USS S-4

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U.S. Naval Undersea Museum

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The Rome "Sentinel"

May 22, 1928.

Sec. of Navy Wilbur Commends
Rome Sailor For His Part In
Salvaging Sunken Sub. S-4

Wins Commendation

LeRoy A. O'Neil,
Chief Radioman, to
Be Promoted.

Chief Radioman LeRoy A. O'Neil
U. S. N., son of Mr. and Mrs. John
O'Neil, 206 Depeyster street, has
been commended by Secretary of
the Navy Curtis D. Wilbur for
his work during the raising of the
submarine S-4. O'Neil was in
charge of radio communication on
the salvage ship Falcon during the
operations.

O'Neil has recently been confined
to a navy hospital in Boston
with an attack of influenza. The
personal letter from Secretary Wilbur
reached him while he was confined.

In a letter to friends in this city,
O'Neil said that he soon expects
promotion to a higher rating. Special
experimental machines for underwater
signaling have been installed in the
radio room of the Falcon and O'Neil
will work on experiments in underwater
acoustics as soon as the Falcon leaves
Boston harbor.

Below is a copy of Secretary
Wilbur's letter to the Rome sailor:

The commanding officer of
the U. S. S. Falcon and the
commander of the U. S. S.
salvage force have brought to
the attention of the depart-



Chief Radioman O'Neil.

Provincetown, Mass.
Log of U.S.S. Sail
H. Submarine
Sunk by the H.S.G.
Packing Case
- 17, - December, 1927

This book is the
property of Lt. A.
O'Neil, Dnt C-458
Falcon, Amst.

ment the valuable service you
rendered in the operation of
salvaging the U. S. S. S-4.

The commanding officer of
the Falcon states that you were
in charge of radio communica-
tions of that vessel, and that
during the entire operation the
radio communications were
executed in record time. He
further states that for many
days during these operations
you stood 18 and 24 hours'
watch.

The department takes great
pleasure in commending you
for your excellent service on
this occasion.

(Signed) Curtis D. Wilbur.

Code used by
this ship sent to
to lieutenant Fitch.
one of entombed
men.

make a sharp top
for a dot & two
tops for a dash &
this method was
used in all comm-
unications with
entombed men.
Lt Fitch hit hull
of submarine while
communicating &
received by Faldon's
oscillator.

Dec, 17, 1927.

Left for leave to N.Y.
state at 10:30 am.
Arrived N.Y. state
10:05^{PM} Telegram awaiting
me upon arrival home
Read with much disgust
& cheering. Message
read, had O'Neil Ex 1C

Report aboard Falcon
at Provincetown, Mass,
immediately.

Stayed home forty
minutes & phoned for
reservations, P.M. Left
home 11:25 P.M.

18th Dec.
Arrived N.Y. City 0700
Left N.Y. City 0730
Arrived Boston 2454
Stayed in Boston over
night. saw many nice
sights acted like a

Sallar.

Proceeded Provincetown
mass on Monday arrived
there at 12.20 P.M.

Proceed aboard USS
Falcon ready for duty

2 ops from Camden
were aboard, also radio
Electrician, Kottenburg.
+ McLean from Shawport.
Had situation well in
hand. Everything
running satisfactory

Started standing watch
on sound oscillator.

Some of the messages
received + code used
to work entombed
men.

Quinner left ship
→ Yours truly took
charge of all radio work
1.30. Call four from sail
eight orders from Falcon

Will talk answer with
groups of two taps
meaning yes or groups of
five taps meaning no
or groups of seven taps,
meaning (I do not know)

Taps in answer to above

..... | |

..... |

R R R R

..... | |

..... |

4
Heard tapping several times since we are directly over where they went down. Unable to talk to them due to divers being down at the present time & use of oscillator would cause the bursting of divers ear drums.

Rivers up. Worked entombed men with oscillator.

Will you raise us soon.

Falcon. We are doing everything possible.

From Falcon. Are you alright. sent back three taps. meaning (OK)

2nd message. from Falcon
Is there any water in Torpedo Room.

5
Ans. Yes 15 inches please hurry.

3rd message.

How many of you are in torpedo room.

Ans. There are six; please hurry the air is getting foul.

4th message men's names in torpedo room

Ans. Fitch, Short, Crabbe
Stevens,

Message from Sail 4.

How long will you be in raising us?

Ans. We are doing all things possible.

Ans from S 4.

Oh, please hurry.

Message for Lieutenant Fitch. Wife & mother constantly praying for you.

74 Fitch O. Ked forsamer

Diver F. Adie Michaels sent down to inspect ship. Michaels air line became fouled & Adie propped himself a lever by rescuing him going down & bringing him to surface. Michaels in serious condition put in compression tank.

Dec 19, 1927.

Got underway for Boston to all pipe stores & rush Michaels to hospital. Got back to work about 10.30 same day. No diving, weather too rough.

Still in communication with Seal Power.

Dec 20, 1927.

6 divers went down but sea continues rough. Last heard from 84 at 1800 six pm.

Connected air lines up & started pumping air into torpedo room. Also no more tapping head from sub. Discontinued work. Seas rough.

Dec 21, 1927

Divers worked until 10 P.M. still on watch hoping to hear taps & men are still alive. Seas rough.

Dec 22, 1927

Seas very rough. Divers worked until 1.00 P.M.

No lapping heard men
apparently dead.
Thought heard weak
taps but doubtful.

Secretary of Navy Wilbur
& admiral Hughes came
aboard, took things
with mostly all of
the men composing the
rescue force.

Dec 23, 1924.

Divers worked until 2:00
am. Seas very rough
& up anchor for
provincetown harbor
of refuge.

Sec navy officially
announced all dead on
Sail four on 21 December, 1927.

Dec 24, 1927

Last submarine posit-
ion - lost most of
day dragging for
her finally made
her but + pumped air
also diving resumed.

Dec 25, 1927.

Xmas, what a nice
day, still pumping
air, diving to see if
the men are dead.

Dec 26, 1927.

Storm came up
proceeded inside
& anchored.

10
Dec 27, 1927

Divers started making tunnel under submarine in preparation for passing chain under submarine for raising

Dec 28, 1927.

Same as above
Started second tunnel.

Dec 29, 1927.

2 tunnels completed under sail fair.

Dec 30, 1927.

Third tunnel completed for pontoon chains.

21
Dec 31, 1927.

Divers started raising hatches off 4 to get before in that section.

Jan 1st, 1928.

Sea rough + anchored Harbor of refuge Provincetown Mass.

Jan 2, 1928.

Sea continued rough + no work.

Jan 3, 1928

Testing out air lines to see if air fouls.
Air found to breeze

Not possible to resume
any operations.

Jan. 4, 1928.

Divers probably will
resume operations
today.

Testing out air lines
& found out that air OK
but dangerous.

Sent diver down & he opened
Engine room hatch at 1245

Sent three more men
down & phoned up to
surface that three
men were coming up
soon. Three drowned
bodies were being
brought to the surface.
All men very quiet on
Falcon, Flag at half
mast.

Divers came up &
boat from Bushnell Sub,
Tender, came alongside
& one man, pulled into
boat, & tagged, no shoes
on first man, second
here, 1st Weller, third
man, Chief machinist
mate, Hodges,
all bodies in good
condition.

Diving discontinued
at 1100 P.M.

5 January, 1928.

Weather very rough &
no possible chance to
resume operations.
Falcon proceeded into
harbor & anchored.
Wind strong & sun
shining.

on watch at 1200
to 4 P.M.

Handled up to this
date approximately
50,000 words.
Everything quite.

6, January 1928.

1230 Getting underway for
wreck

Weather misty
Dope on dead brought
to surface on 4 Jan 1928

Lt Comdr Jones
Lt Reginald
Chief mach first mate
Hodges.

Expect to resume
operations this P.M.
Weather looks like rain.

1330 Divers preparing for
dips now.

1345 Divers gone below.

1445 Another body
brought to surface by
divers.

1450. Number 2 Body came
up.

1545. two more men
came to surface 4 in all
today recovered.

Diving closed at 1730
weather holds satisfactory
All Bodies have to this
date come out of engine
Room.

7 January 1928

Weather excellent this
morning

Resume diving at 830
A.M.

Came off watch at 0800
P.M. All Quiet.

Recovered 1st bodies
this am.

Weather continues
Fine clear & sunny
as a spring day.

325 Recovered three bodies P.M.

Recovered seventeen
bodies, all told to
date

5 P.M. Diving ceased for
today

5.20 Falcon unmoored
& anchored clear of all
debris of submarine S.4.

8 January 1928.

Sunday

Weather looks like rain
Falcon ready for diving
all preparations made.
No bodies recovered
this am

Diving still continues
this P.M.

Am Rivers / 1928.
An Rivers / 1928.
wreckage in forward
Control ETC. Forward, Con.
closed but not dogged.

No Bodies recovered
today, divers closing
all valves ETC. For
securing boat.

5 P.M. Diving discontinued

9 January 1928.

0800 underway for diving
moorings. Weather
very foggy & dangerous
to navigation

0900 Diving resumed on
salvage of Wail four.
Expect Bodies of men will
be up on board today
Weather continues
Warm but foggy. Light
Rain.

not much diving today
 no work accomplished.
 weather still foggy.
 1650 Falcon to moorings
 & left mooring buoys.
 1700 Heavy Fog.

10 January 1928

0700 Falcon underway
 for moorings.
 Weather very rough.
 45' anchor & proceeded
 inside.
 Receiving oil from oil
 Barge.
 No diving today.
 All things quite
 more than usual.

11 January 1928.

0645 Underway for moorings
 To resume diving.

0845 Operations resumed
 Diving accomplished
 this Am. Weather
 conditions good & two
 Bodies brought to
 surface at 0945.
 4 more bodies brought
 up.

1330. All Bodies Brought to
 surface except those
 entombed in Torpedo Room.

1400 Divers closing valves
 in submarine prior to
 making preparations
 for raising such.
 Info wrong & no men
 in submarine, apparently
 2 missing are radio
 operators & could be
 found in Radio Room.
 Divers could not open
 Radio Room.
 6 more in Torpedo Room also.

1600 Falcon unmoored &
Falcon proceeded in
Inner Harbor.

Storm approaching.

Storm Raging + how in
Inner Harbor.

Comden arrived this am
& Brishnell transferred
stores.

Received Dope from Radio
Officer, Falcon, + Staff
Officer saying, Prady
Johnson + myself are
receiving letters of
commendation for
Radio work during
sinking of submarine.
Commendation will
go inside of Records.

Would like to have
some leave have
stood altogether

12 hours watch today

Same as usual for the
last three weeks. Helps
pass time away.

Total traffic messages
handled for 1st week
30,000 words + no
mistakes in Routing
a Record for a small
vessel of this type.

12 January 1958.

0700 Underway for S4
moorings

Weather persists in
being unsatisfactory
since yesterday P.M.
Possibility of snow
divers will descend
to bottom to close valves
& find out if any more
bodies are possible to
be in motor room.

2 still missing

after check up.

0900 Weather continues satisfactory.

Diving resumed, check upon all valves, accomplishing closing of such, & inspections are continuing on whereabouts of 2 missing men of disaster.

Board of inquiry on board Paulding Command fr. his counsel newspaper reporters. Camera men. FR Coast Guard destroyer arrived this am, being used this P.M. to reach cause of disaster.

Divers clearing away all debris & such other material to hinder success of salvaging.

Coal being drilled in Torpedo Room, prior to 4 N watering, & making ship preparations for salvage work.

Diving discontinued. Weather remains moderate. Falcon anchored inner harbor.

13, January 1928.

Moderate OK Falcon underway for 5th mooring. Diving preparations at 0800.

Weather becoming heavy & as yet no diving today apparently storm approaching.

Diving resumed at noon no more bodies recovered this date. Falcon unmoored at 5.30. proceeding into

inner Harbor of
refuge.

If we possibly can
get 12 more good
working days there
will be surprised due to
the S4 being brought
to the surface & another
salvage operation ac-
complished by the
US Navy.

Tonight Jack Sharkley
& Tom Heeneey love each
other up in a 12 round
Battle. I hope Sharkley
wins but my mind can
not say who will
have (it) after the 12
Round.

Received the info that
Snyder & Gray were
sent to their deaths

Last evening 20
minutes after the eruption
Very rapidly they all
saw.

of Jan. 1926

Weather overcast sky
& rough weather at sea
- No diving until moderate
weather.

- Sharkey & Heeneey
Fight a draw. Sharkley
was (Robbed) (Plenty)

Sea moderate this
am & alcon underway
for diving mooring
& moored at 1200 pm
Diving may be resumed
this pm.

Diving resumed this pm.
& weather became excellent
this pm. Divers continued
efforts to lock Battery Room

Door. Efforts were unsuccess-
-ful so far.

Weather continues excellent
& Falcon unmoored for
the night.

Have watch to copy news
this evening.
All things quite.

15 JAN. 1925. Sunday.

Weather Rough & Falcon
moored, unsatisfactory
for diving.

Falcon is unmooring & a
possibility we will proceed
inside harbor of Refuge
while weather resumes
its raging.

On watch from 0700 to
1200 P.M.

All things quite today.
Cold wave approaching.

Falcon unmoored & left
moorings.

Experimental diving

carried out. No work out &
accomplished this date

16 Dec. Jan 1925. Mon.

Weather continues cold
Falcon did not moor
for diving. Due to Penny
diver's air line froze
this morning. Impossible
to work on fail hour
today.

On watch 12 to 4 P.M.

Quite at Wreck.

Standing by for Orders.

One diver descended & air line clogged, all operations ceased due to safety precautions being taken.

Falcon encumbered & under way for anchorage. Snow storm hit, hit just as Falcon will be covered with snow. Snow changed to a blinding rain storm & cold later at 11 P.M.

Copied weather & press from New Orleans & N.Y. City, Canada, inclusive.

17 January 1928.

Weather continues choppy & unsatisfactory for any operations. Apparently Falcon has no desire for any diving this am.

On watch 8:10:12 this am. Falcon bobbing around like a cork in a tub.

No diving this date. No mooring for Falcon, Weather rough. Sun shining. But sea too rough for any operations. Court of Inquiry arrived this P.M. & Keene was reacted again of S.H.

On watch from 4:00 P.M. Weather comes colder & Falcon stands by far any data & when will we get underway?

18 Jan. 1928.

Weather moderates & sea rough. Testing of Dummy in 100 feet of water air lines again closed due to freezing. Dangerous for anyone to descend & no diving this am.

Slightly standing by for any information.

Weather became sunny & temperature of water still cold & of freezing temperature ICE in air lines after tests completed aboard here.

No diving accomplished this date.

On Duty 12 To 4^{AM} & 10 To 1 am.

All men patiently stand by for work to resume.

19, January, 1928.

0600 Weather moderate & news appears that Boston Navy Yard will manufacture special experiment all heating apparatus for Blowing out & allowing diving to be a success on this operation.

0800 To 1200 Radio watch.

0815 All things quite.

No diving this date & air lines were found to be frozen after tests.

Air heavy this date.

Heavy storm approaching & Falcon & all vessels attached to salvage operations proceeded inside inner harbor of refuge.

On watch 4 to 8 P.M.

20, January 1926,

Storm still heavy &
Falcon stands by for
to proceed outside harbor
to test out dummy diver
to find causes of air
freezing.

No success on such
operation.

Weather continues rough
& Falcon rolls & pitches
fore & aft.

We will proceed inner
harbor soon.

On watch 12 to 4 P.M.

Moderate westerly gale
since noon with rough
rolling sea, all vessels
in harbor except wardant
on regular wreck watch,
experiments at scene of
wreck did not approved
as was thought Falcon's

air lines froze same as
other operations.

Falcon proceeded
inside harbor.

21 January 1926.

Weather very cold &
Falcon stays inside due
to wintry weather. All
operations for the winter
apparently finished for
the first months of the
year.

Sun shining but what
weather.

Northwest gale Temperature
 sixteen, Sagamore Relieved
 Wandank on wreck watch,
 Bushnell & Falcon, will cont-
 -inued comparative air
 tests, experiments so far as
 depth of water in harbor
 permits to ascertain cause
 of air freezing.

1800 Northwest gale continues,
 Temperature 20, Boating,
 practically stopped account
 icing up & poor performance
 of 2 cycle engines which
 repeats running delays,
 nothing has actually
 been accomplished by
 divers on board Sail Four
 since 1 day ago, nor have
 divers been down during
 past 7 days.

On duty watch 4 to 6 P.M.

22 January 1928

Bright & clear with
 fresh to strong westerly
 winds, sea to rough for
 diving & temperature 20.
 Continuing analysis
 & experiments with Falcon
 low pressure air system
 which supplies air to
 divers.

Air continues cold
 & no diving accomplished
 all ships inside except
 wreck watch.

Moderate to fresh west-
 -erly winds with rough
 to moderate sea temp. 26
 Wandank relieved Sag-
 -amore on wreck watch
 Sail 8 standing by to
 proceed to Norfolk to
 rejoin Division.

23 January 1928.

Partly overcast & cloudy with fresh to strong westerly winds & rough rolling sea. Temperature 38. Sail departed for Hampton Roads, Sagamore relieved Wandank on wreck watch, as Boston yard has apparatus for us will apparently see Boston soon.

Weather continues fine & clear. No work on sail in over 16 days. Falcon lays to & having blowing experiments.

Falcon underway for Navy Yard Boston.

Falcon arrived Navy Yard Boston.

24 January 1928.

Falcon undergoing re-assembly of salpaga lines, complete overhaul & new installation being put on board.

Work rushed to complete all overhaul of air system.

25 January 1928.

Falcon underway soon as all work completed by navy yard workmen.

New air heating system has been installed on board.

Falcon underway & at Provincetown 2100

Weather very rough & we shipped many

Tons of sea water.

26 January 1928.

Bright & clear with fresh to strong westerly winds & rough rolling sea which makes diving impracticable. Temp 28 - Sagamore relieved Wandank on wreck watch new apparatus in Falcon will be thoroughly tested as far as depth of water in harbor permits, using dummy divers & special test control valve.

on watch 12 to 4 P.M.

Mail comes in this P.M.

Falcon continues diving experiments no successful as yet. Weather snow.

Falling

27 January 1928.

Weather bright & clear with moderate northwest-ly breezes & slight sea. Temp 22, Falcon & Bushnell underway from Harbor at 7 am & Falcon moored & diving will begin as soon as usual tests warrant it. Mahave departed for Boston with two more pontoons for test & over-haul.

Falcon preparing to send divers under the sea today.

New Air System works successful so far to date Carr & Eddie 1st down

Weather continued fine with smooth sea, Temp. 23. Diving began ten hundred with Eddie to make fast new descending line abreast torpedo hatch. Carr to clear out deck locker & Eiben followed by Wilson to clean bitumastic off plating on top of torpedo box where Kelley placed templates tried to burn hole but failed because ignitor would not work. Crowley then went down to clear up stray line, hose & other gear which has accumulated in way of divers, Falcon is now unmooring, no difficulty during pay with divers air, all new apparatus in operation.

Diving resumed today after twelve days when no diving was practicable account weather or clogging of divers air lines on tests conducted before attempting send divers down.

28 January, 1928.
Am.

Overcast & cloudy with fresh northeasterly winds Temp. 30 moderate to rough sea & light snow. Falcon moored but may have to unmoor, diving doubtful.

Diving resumed & but weather becoming bad.

P.M.

Kelley attempted burn hole in top plating of torpedo room but failed because air for torch did not function, experience to date with gas underwater burning torch emphasizes a desirability expedite less & install a few electric burning torch, wind & sea increased, north east storm warning rec'd so Falcon unmoored & all vessels except Sagamore on wreck watch are now in harbor where moderate N.E. gale is blowing & snowing. Mahan got underway until weather becomes moderate.

29 January 1926.

Fresh northeasterly gale with snow & thick weather. Temperature 24, Bushnell has boat sunk at Boom & all boating is hazardous. Ships & boats encased in snow & some ice. Mahan dragged anchor early this morning and has shifted berth to outer harbor & is still storm bound here. Repairs to anchor engine & Boiler of Wandank completed.

Sagamore on wreck watch. Weather bad & no boats running. No mail & ship aft rolling & pitching heavily. Such is life on this job.

Wind has shifted & moderated considerably with occasional snowing Temp 22. Bushnell has ~~recovered~~ Recovered boat sunk alongside & hoisted it on board for repairs. Mahan departed on trip to Boston.

Wind shifted to northward.
Falcon inside harbor of Refuge Cape Cod.
30 January 1928.

Today came out bright & clear with fresh north-erly breeze & swells, temperature nineteen Bushnell Falcon & Wandank & sail set proceeded out of harbor Falcon hoored

Activities hampered by Bad condition of Boat engines.

Frozen air lines caused delay in resuming of diving operations. 10K clogged air lines & finally repaired & Carr Kaddis & Scott first on program today to leave ship to descend below to work on Sail four.

Diving resumed & running smoothly.

Weather became & continued good all day chiefly account he afforded by direction of wind Temp, 24, this PM Mahan arrived & departed Mahave arrived towing

Barge with two tested
 + Repaired pontoons, Kadie
 + Carr inside control
 Room with Scott & engine
 Room Hatch succeeding
 in hooking down battery
 ventilation. Bullhead
 flapper valve on battery
 Room side but could
 not set up nut which
 is defective, Eiben +
 Wilson inside & Bird
 outside hooked + secured
 similar flapper valve
 on control Room side,
 Campbell + Crilley inside
 with grube outside.
 Checked position of sep
 valves in control Room
 + engine Rooms + partly
 unbatted pipe flange
 in control Room, new
 air apparatus functioned
 well all day + divers had
 no trouble with air.

Falcon unmoored
 + proceeded to drop
 anchor.

Few - Evening came out
 clear + wind very
 moderate.

31 January 1928.

Bright + hazy gentle
 northwesterly breeze smooth
 + temperature 28. Falcon
 moored + diving is
 underway. Mahave
 departed for Boston
 with coal barge carrying
 one pontoon for test +
 overhaul.

First divers to leave
 Falcon this am
 Kadie, Carr, + Scott.
 Sail three was found

Last evening at 10 p.m.
after being lost in a
storm off Cape Hatteras.
Navy received such news
with much happiness.

List of work omitted on
Sail of our last nite.

Campbell Crilley & Grube
checked 4 valves closed
overhead in Control Room.
Took out two bolts in
Flange on Compartment
salvage line, slacked
off third but could not
reach fourth with wrenches
available. Campbell
checked closed compart-
ment salvage valve
& compartment breecher
valve in Engine Room.
Divers an excellent
three day.
Work accomplished 30th
January 1928.

Excellent diving weather
all day. Emp 29, Murray
arrived & departed, Divers
Carr, Eddie & Scott outside
Engine Room made
further endways secure
valves & work progressed
with excellent results
today. Falcon using
air pressure trying
to out blow & clear
Control Room of water.
Divers today accomplished
more than other 1 end days
put together.

Carr, Eddie, inside
Control Room Scott out
side Engine Room
hatch made further
efforts secure latch
of flapper valve on
Battery Room side of
Battery vent alion

duct without success
 but, as divers air trapped
 in "battery Room" was
 forced water down
 were able to see that
 duct has collapsed for-
 ward of valve and that
 there was some
 observation in valve
 casing, Carr also check-
 ed position of all
 valves of air blowing
 manifold then set
 some for blowing all
 main ballast tanks.

also various valves
 closed which will
 make job a success.

1, February 1926

Overcast cloudy &
 misty moderate south-
 -erly winds snowing
 slight sea temp. 35.
 Falcon remained in
 moorings all night but
 had no success in
 blowing Ballast &
 safety tanks perhaps
 because valve settings
 on air blowing manifold
 or elsewhere may be
 incorrect. Falcon may
 have to remove accounts
 present direction of
 wind & sea if they
 increase very much.

P.M.

Hazy & Temp 37. Maury arrived & departed, Kedge Carr inside control room Scott outside engine room hatch secured latches on both flapper valves then closed & dogged down battery room bulk head in battery ventilation duct they dogged down Battery room door, Carr checked & dogged down & inspected found correct position of valves on air blowing manifold Wilson & Crilly inside. Byrd outside again checked position of valves on air blowing manifold & reset some valves also checked closing of

drain valves from Battery exhaust valve from gutboard & if inboard flapper valve on radio trunk Found Flapper (Battery ventilation) valve leading into engine room closed but not stamped & secured same

Other men descended & checked & closed various salvage valves & Falcon hauled on board miscellaneous wreckage, off V.3. Submarine nearly air tight. New apparatus has worked as expected satisfactory since installation at Boston Navy Yard a week ago.

Falcon unmoored & proceeded to anchor & secured at 7 P.M.

Men all very tired from strain & suspense of work. To this evening have not been on shore more than 2 days since Dec. 18, 1927.

2 February 1928.

"Am"

Weather bright & clear with moderate northwest gale, sea entirely too rough for diving. No all vessels in harbor except Wandank on wreck watch, Temp 26. Falcon working on & will proceed with setting of cement gun. Divers drill with salvage hatches on sail. Sail also making arrangements for applying high pressure but to blow through & clear out external air charging line on sail pump, which appears to be clogged probably from long disuse. Various other preparations for

Continuation of work.

P.M.

Wind shifted to westward but still blowing fresh Temp. 27. Maury arrived & departed, all men connected with diving were trained this P.M. on salvage hatches E.T.C.

Jan 3, 1925.

Today came out bright & clear with gentle northerly breeze smooth sea Temp 21, all vessels except Mallard under way seven hundred, Falcon moored & diving has begun.

Falcon using & Blowing ⁵⁷
out Ballast tanks & unwatering
all compartments prior to
P.M. inserting other

Operations are progressing ^{hatches}
today with Salvage
hatch attached &
various other attachments

successfully accomplish-
ed by all divers who
went below surface.

Maury arrived &
departed. Mohave
arrived towing oil
barge. Fueling various
ships.

Falcon unmoored &
anchored after diving
was discontinued
for day.

Moorings inspected &
found satisfactory
after report announced
fishing schooner has
passed thru salvage
moorings.

"Am"
Feb 4, 1928

Today came out generally overcast & cloudy with misty with moderate to fresh southwesterly breeze & moderate to rough sea Temp. 40.

Falcon moved heading south westward & endeavoring to resume diving but rising wind & sea may prevent vessels fueled all night & make now underway for Boston with empty oil Barge.

P.M.

Wind increased to strong southeasterly & sea up to rough rolling Temp 43 Falcon Ho stay in moorings by using own anchors & with lines & with lines to wandant & Sagamore, anchored to windward & conditions due to size of waves, work was carried on until Falcon finally had to unmoor when wind increased to gale force.

Divers accomplished various work, closed all valves & air blowing main ballast & also connected suction hose to spill pipe in control room & dogged door to control Room also set manifold to blow

middle main Ballast tank only, preparing to send three divers in harbor down to test new telephones, Falcon unmoored & proceeded inside harbor.

Motor Room fully ready for unwatering.

Maurry arrived & departed.

All vessels in harbor except Sagamore on wreck watch.

5 February 1928.

Partly cloudy with moderate north westerly breeze & slight sea, Temp 34, Wandan on wreck watch, all vessels except Mallard underway from harbor at zero

six forty five, Falcon moored & diving began, soon after Falcon moored.

Motor Room blown dry, & box in place over conning tower hatch & now lowering pig lead.

Pig lead lowered, & cemented.

Divers found & inspected another break aft of conning tower, which will delay operations. Falcon unmoored & proceeded inside harbor going alongside port of Navy party to receive foundation & motor generator set, which is being installed prior to accomplishing various electric cutting.

jobs on Sail four.

Maury arrived & departed during the P.M.

6 Feb, 1928.

Weather today overcast fresh to strong north-easterly winds temp, 18, degrees, Falcon having difficulty mooring due to mooring lines being frozen stiff.

Falcon proceeded outside harbor this am & above experienced.

P.M.

Weather moderated light airs from west sea smooth temp 20"
Falcon secured mooring at 0900, Divers Wilson & Malloy took down Blowing hose & secured it to compartment salvage air connection on starboard side Coaming tower & air water, then Wilson inside boat closed and secured door between control room & engine room, Divers Wickwire & Baker inside, Scott outside endeavored to set valves for blowing normal fuel oil & make air connection for same but due to differences in structure, of gratings & floors between Sail

four & sail by, they did not succeed in reaching proper valves, or making connection, the shafts & McNulty removed plug from deck fuel (fuel) fueling connection preparatory to blowing fuel overboard, Capt & Crelley made careful examination to find source of air bubbles from Control Room when that Comp't was put under pressure also bubbles control Room when blowing main ballast tanks they found air escaping from outboard ventillator line where cut just forward of gun. Air from Control Room probably due to shifting of flapper valve settings

Air escaping over port went to mid ple main ballast tanks, more detailed examination of cut in submarine indicates superstructure entirely missing & thrown aft & upside to port just the following area, forward edge beginning at starboard side superstructure deck plate forty seven & extending aft. Harris & apprentice lost loose air blowing pipe & making necessary connections for blowing air tanks for fuel lines & tanks. Diving plant functioning satisfactory on Falcon.

Am.
7 Feb. 1928

Today came out bright
& clear with fresh
breeze from southwest
sea choppy with
considerable swell.
temp. 33 degrees, Falcon
moored & diving under
- way.

P.M.

Diving continued till
1300 when it was neces-
-sary to stop. Divers
accomplished following
work. Carr & Bailey with
underwater gas cutting
torch burned small hole
thru inner hull
plating for torpedo room
spill pipe, air coming
from pocket overhead
in torpedo room.

prevented further burning
Wilson & Kalinowski
working simultaneously
with Carr & Bailey
recovered seven of ten
bolts in flange of
of outboard ventilation
pipe preparatory to
removing punctured
ventilation section &
blanking pipe. Criley
& Mattox endeavored
to finish burning hole
for torpedo room spill
pipe but without success.
Michael & McNulty
removed two bolts &
started removal of last
bolt from flange in
ventilation pipe. Diving
was stopped at this
point for the day, all
vessels except watch
proceeded
into harbor for
transfer of stores.

Passengers Navy
 and workmen engaged
 in completing install-
 -ion electric burning
 outfit on Falcon. Mullard
 alongside Bushnell
 furnishing light & steam
 while Bushnell repairs
 boiler main & auxiliary
 condensers.

Mahan arrived &
 departed Boston to
 Provincetown & vice
 versa.

FEB. 1928.

Weather Foggy &
 Raining moderately SW.
 Breeze choppy seas,
 all vessels on stations,
 Falcon moored & diving
 resumed. Repairs to
 Bushnell completed
 during night.

Diving discontinued
 at 1300 sea too rough.
 southwest storm warning
 all vessels in harbor
 except wreck watch,
 Divers, Carr, & Applegate
 with underwater cutting
 torch succeeded in
 cutting about thirds
 hole for torpedo Room
 spill pipe, Harris &
 Blaker endeavored
 to finish cutting hole
 but could not get torch
 to work, McBeals &

manully also on bottom with Wilson & Burd being dressed after descending on bottom closed flange & succeeded in partly clearing damaged section of pipe which was brought on deck on Falcon.

Mahan arrived & departed with passengers for Boston.

9 February 1928.

This Am gentle breeze from N.E. light rain, sea smooth temp 30, all vessels on station Falcon moored & diving underway.

P.M.

Overcast Foggy & sea smooth temp 34 Diving continued all day Divers Carr & Applegate burned hole in torpedo room for spill pipe but did not finish. Wickwire & Burd continued work of removing damaged section of torpedo room ventilation pipe, this work also continued by divers Crilly & Mattor who finally placed black flange in lead from from central operating compartment & inserted bolt. Divers F. Lee & Scott completed removal of ventilation pipes & bolted up blank

Flange Wilson & Kalliposki started tearing up deck top at ventilation pipe flange abaft torpedo room. Davis & Baker continued work & took four bolts out of flange. Mahan arrived & departed.

Falcon unmoored at 6.30 P.M.

Weather continues raining changing to snow later.

10 Feb. 1928.

Gentle Breeze from northeast sea smooth overcast & cloudy light fine snow temp. 32. All weather O.K. & all vessels on stations Falcon moored & diving underway.

Work performed today moderate breeze from NW sea moderate overcast intermediate snow flurries temp 30. Diving continued all day. Flowers Carr & Apple gate worked on torpedo room spill pipe hole with pneumatic chisels. Wickwizer & Matop continued on this work & removed

piece of top thickness
 of plating. Eddie &
 Skatt worked on
 removing ventilating
 pipe & finished install-
 ing flange abaft of
 torpedo Room, Wilson
 & Kallinashi worked on
 casting loose & made
 ventilation pipe from
 hangers, Mitchell &
 McSpilly worked on
 removing section of
 vertical duct Hapris
 & Baker continued
 work on hole in
 torpedo Room for spill
 pipe cutting three
 second thickness of
 plating, Gilley & Budd
 cleaned & renewed
 descending line &
 drilled one hole for
 flange of torpedo Room
 spill pipe, upon

completion of diving
 for the day the
 Halcon came alongside
 Bushnell for the night
 for light & power while
 the steam lines for

the turbo, generator
 & or electric cutting
 torch are connected
 up, also connecting
 up Calcium chloride
 apparatus, this work
 being done by yard
 workmen.

Murray grined &
 departed.

Halcon unmoored
 for the day & inside
 alongside of Bushnell.

11 Feb 1928

Gentle breeze from NW. slight sea & snowing, Temp 28, installation of turbo generator completed during the night. All vessels on stations & Alcon moored & diving underway at 0845.

P.M. 11th

Moderate breeze from north, slight sea, overcast intermittent snow, Temp, 30 diving continued all day. Divers Crilley & Scott completed drilling two holes for second securing spill pipe

Flange on top of hull of torpedo Room, McMillen & McMullin worked on removal of sections of ventilation pipe. Harris & Baker began tapping two holes for securing flange of spill pipe to top of torpedo Room. Carr & Applegate using all three are cutting torch for the first time, cut hole three second thickness of plate on top of torpedo Room for spill pipe & partly cut six inch copper vent duct. Kadie & McMullen finished cutting through six inch copper vent duct & moved pipe out of the way & bolted up blank flange on

ventilation duct
 abaft torpedo Room,
 Westward - Burd
 drilled last hole &
 finished tapping three
 holes, Maury arrived
 & departed, I. H. A.
 arrived from Boston
 to tow of number 49
 to Newport.

Falcon in moored &
 proceeded inside
 refuge harbor.

12 Feb 1928.

Fresh breeze from North
 moderate sea. Temp
 32 degrees, Diving cont-
 inued all day, Grilley
 & Matt got finished tapping
 holes for flange of
 torpedo Room spill pipe.
 Gauged spill pipe opening
 & found same OK connected
 up blowing hose to
 torpedo Room, Kadio &
 Mcmullen inserted
 torpedo Room spill pipe
 & secured flange of
 spill pipe to hull of
 torpedo Room with three
 out of four tap bolts
 but were unable to
 get fourth bolt in
 place due to hole
 being ^{off} line Carr
 & applied the endeavor
 to place a blowing
 pipe thru break

in inner hull of Bat Room but were unsuccessful. Falcon shifted position in mooring. Harris & Baker on deck partly unbolted plange on lead to fuel oil manifold on starboard side of engine room. Wilson & Kallinoshke went down into engine room. Wilson inside Kallinoshke outside inserted wedges under dogs of engine room door to central operating compartment where missing wedges were out & sledged door down. Air compressor put on central operating compartment & started blowing. Mohave departed for Boston.

after arriving with two pontoons.

Sos sent out that Mohave was on the beach & naval vessels rushing to her aid. 2 men foot in small punt. Mohave ran ground off Harding ledge & beaching badly. All saved except 2 men.

13 Feb 1928

Gentle Breezes N.E.
 slight sea partly cloudy
 Temp 30, upon receipt word that Mohave was aground Saganare & Bushnell proceeded immediately to her assistance & Bushnell services

not required so
 Bushnell proceeded
 to Provincetown
 all vessels of labor
 on station, Halcon
 moored & diving began.

Mahan arrived &
 departed.

Sagamore bound
 Boston wharves for
 tow lighter launch
 for Comsal four.

Light air from east,
 sea calm, Clear Michaels
 & Waltz inspected &
 found air coming up
 non return valve on 10
 quantity from conning
 tower hatch, connected
 up to return valve onto
 fuel filling pipe, Wickwire
 & Scott inside boat &
 Burd outside of boat.
 worked on Burnings
 and irons in port
 side engine room to
 gain access to fuel oil
 manifold, Carr & Gube
 inside boat, Applegate
 outside worked on
 Burnings starboard
 on starboard side
 engine room for
 access to line three
 which fuel tank will
 be blown, Wilson &
 Baker inside.

boat & Kallonshe outside continued on this work but broke line, Falcon shifted position to plump forward descending line, Kadie & McMullen placed special tap bolt in fourth hole of torpedo room spill pipe flange connected up spill pipe & blowing hose. Air pressure on torpedo room & began blowing down, Eiden & Matloy. Cully placed & secured blowing pipe into hole in Bat. room for blowing down this compartment to level of hole in hull.

Sagamore released from rendering assistance to Mahan

& proceeded to Boston to tow Barge with 50 foot motor launch to Provincetown. Mahan arrived & departed.

Falcon unmoored at 9.30

14 Feb. 1928.

Gentle southerly breeze slight sea, clear & Temp 37, Falcon hoored & diving underway Sagamore towing barge from Boston with 50 foot motor launch arrived Provincetown

Light southerly breeze calm sea slight excellent diving conditions, Temp 40

Criddle + Scott made
 a ramification for air
 leaks forward when
 blowing torpedo room
 + Battery Room, found
 minor leaks over
 muzzle doors of
 torpedo tubes, air
 escaping from torpedo
 room split pipe +
 from top of hole in
 inner hull inside
 of Battery Room, this
 indicates torpedo room
 blown dry + Battery
 Room full of air down
 to level of hole, about
 three feet below top
 of Battery Room.
 Michaels + Vandermall
 rearranged pig lead
 over conning tower
 hatch + placed one
 thousand pounds

additional lead
 on hatch cover
 Carr + Krude inside
 the boat, applegate
 outside pushed away
 portion of platform in
 engine room with
 electric torch to obtain
 better access to
 flange on blow
 line to fuel oil
 transfer line.
 Wilson + Baker inside
 boat + Kallinoski
 outside cut away
 additional metal
 with electric torch
 + removed two bolts
 from flange of blow
 line, F then + Mattox
 inside boat, Burd
 outside remained
 third bolt from
 flange + disconnected
 sections of pipe +

bolled on special
blange for blowing
to fuel oil tanks,
mahon, arrived &
departed

Falcon unmoored
& departed inside
inner harbor.

15 Feb. 1926.

Fresh gale from
S.E. during nite, all
vessels except wreck
watch anchored in
harbor. During morn-
-ing, watch moderated
& shifted to S.W. over-
-cast & foggy, sea
moderate, Temp 40
All vessels resumed
stations, Falcon
moored, blowing
under way.

moderate Breeze from
S.E. moderate sea
Partly cloudy, Temp 42.
Michals & Vandermal
inspected trimming
manifold chest upon
Blowing Control Room
& found full volume
of air escaping,
indicating control
room blown dry, these
divers burned out a
section of superstructure
deck Beam with elect-
-ric torch & lightened
up on special plug
for spill pipe of fuel
oil tanks. Radie &
Scott inside engine
Room, McMullen
tending on deck
succeeded in
gaining access to
port forward bilge
& set three of

five valves, on full lines, necessary to discontinue diving at thirteen hundred on account rough sea all vessels proceeded into harbor except wreck watch.

All divers in final rehearsal of installing engine room salvage hatch on sail six

Mahan arrived & departed.

Sagamore came into harbor & alongside Falcon for to have main injector cleaned.

Success was accomplished & Sagamore on wreck watch again.

16, Feb, 1928.

Gentle Breeze from S.W., Sea moderate, overcast, Temp 37, all shipson stations, Falcon moored & diving underway.

P.M.

Calm to light air from west to north W. Sea smooth, overcast, Temp 39, 'Fadie & Scott went inside engine room, McMullen tendering on deck worked in part forward bilge & succeeded in locating valve on fuel system cross over from number 7 to number six tank but could not move hand wheel because

Control panel under
 platform blocked
 further access, Culley
 & Mattop in engine
 Room, Bird tending
 on deck. Cast control
 panel partly adrift
 with electric torch &
 succeeded in playing
 bar in hand wheel
 of valve on crossover
 line, but could not
 move it or determine
 whether open or closed,
 secured blowing hose
 to special flange on
 blowing line to
 fuel oil tanks in
 engine room bilge
 removed floor plates
 to make room for
 spill pipe of engine
 Room salvage hatch
 & opened valve on

motor Room hatch
 to prevent stern of
 S from raising when
 blowing engine room,
 Michaels & Shematz
 attached discharge
 hose to spill pipe on
 fuel oil filling line
 & opened upper stop
 valve on fuel filling
 line in engine Room
 Falcon then blew air
 into fuel oil transfer
 line between fuel oil
 tanks number seven
 & six but pressure
 built up & held,
 indicating that
 valve in crossover
 line, lower valve
 in fuel filling line
 & valve on compensat-
 ing line in torpedo
 Room probably all
 closed.

as later valve cannot
 be reached, fuel oil
 tanks must be blown
 thru a hole burned
 thru outer hull in
 bottom of fuel tank
 member two at
 about frame 39,
 fuel oil venting back
 thru blowing line
 after repeated attempts
 to blow fuel indicates
 that blowing line
 is properly connected
 Mitchell & Shumatz
 closed upper valve
 in fuel oil filling
 line & disconnected
 discharge hose
 E. Ben & Vanderwall
 secured through on
 engine room ladder
 for sliding salvage
 suction hose.

in bilge & placed
 strongjack & king
 bolt for engine room
 salvage hatch,
 Kelley & Kallouski
 placed engine room
 salvage hatch &
 secured it in place
 total elapsed time
 for this operation
 less than 40 mins.
 as far as can be
 at present, this has
 completed all work
 inside sail pour
 Mahan arrived &
 departed, W andank
 departed for Boston
 to tow fuel oil barge
 to Provincetown

17 Feb 1928.

Weather clear, sea, moderate wind west Force two Temp, 37, Falcon moored & diving underway.

Gentle breeze from Southwest weather clear, sea slight, Temp, 40, diving conditions good, Baker & Applegate secured blowing hose to engine room salvage hatch & closed flood valve on motor room salvage hatch. Baker on bottom then secured manila line to port scupper shaft for placing stern towing bridle. Eddie & McMullen

Passed chain pendants between hull & propeller shafts but due to necessity of mooring Falcon to give proper lead on chain they did not finish, engine room blown dry and blowing hose scared Burd & Scott worked on securing bridle without success, Crilley & Malloy worked on bridle & succeeded in getting links in place but lost shackle, McPhals & Vanderwal went down with another shackle & succeeded in connecting up bridle, laid it out astern & buoyed end, Wandank arrived from Boston with full Barge,

all vessels except
Wandank in harbor
for fueling during
night, M. after arrival
& departed.

18 Feb. 1928.

Fresh Breezes
from N.E. Sea through
for diving, Heavy
snow falling Temp
35. all vessels in
harbor except wreck
watch, Wandank on
station.

Westerly gales, heavy
snow Temp 34
all vessels inside
harbor, Wandank
on wreck watch.

19 Feb. 1928.

Moderate gale from
N.W., overcast & sea
rough, Temp 24, all
vessels in harbor
except Wandank on
wreck watch.

All operations closed.

Moderate gale from
N.W. all ships remained
inside harbor.
Rough sea. Temp 30
Wandank on wreck
watch.

Lexington arrived &
departed. outside
harbor.

Merry arrived &
departed.

All operations
quite for two days.

20 Feb 1926

Weather clear & fresh breezes from SW moderate to rough sea, Temp, 36, sea too rough for diving, Wandank assisting Lexington Calibrating Radio Compasses, all ships on stations but Falcon has not yet moored.

Wind & sea increased making diving impractical - cable fall vessels except Sagamore on wreck watch got underway & returned to harbor to facilitate necessary boating. Mowry delivered thirty six foot

motor launch with four cycle engine, Navy Yard work men also repaired & installed electrical connections for diving & Flood lights on Falcon, Mowry departed, Wandank returned having completed duty with Lexington Radio Compass Calibration, fresh to strong breezes from west north west, sea rough. Temp. 34.

21 Feb. 1926

Clear & cold moderate north westerly gales rough sea, Temp, 18, all ships in harbor except Sagamore on

wreck watch.

Clear + cold all day. All vessels except Sagamore on wreck watch inside harbor.

Maurry arrived + departed.

Butch arrived from Blyn Navyyard.

22 Feb, 1926.

Fresh Westerly breeze, sea choppy, clear, temp. 26, all ships on station + Falcon moved + diving underway.

p.m.

Cloudy, moderate fresh breeze from South West sea rough Temp 27.
Carr went down + removed forward dis-
-cending line. Wilson + Kallonduski started work of attaching forward towing bridle on submarine. Put chain loop + secured end up submarine. Van der Wall laid out were pendant forward + lashed it in place. Carr + Applegate washed out tarpaulin at frame chaper for belly band of towing pendant. Wickwire + McMullen completed tennel. Grilley + Grube.

attached three
inch line to sail 4
towing pendant
which Halcon hove
up then laid out
ahead with weight-
ing line.

Mawry arrived &
departed.

Lufta with oil barge
no. 3 in tow departed
for Boston. Four
masted schooner
H.K. hauling attempt-
ing to make prov-
incetown harbor
was obliged to anchor
close to lee
shore, unable to get
civilian tug
Mallard went to
her assistance
& towed vessel to
anchored in
Provincetown harbor.

25 Feb. 1928.
Clear partly cloudy
with light breeze from
south west. Sea
calm, temp. 41.
During forenoon
storm reached
harbor of whole sale
with driving rain.
Weather moderated
in afternoon.
Diminishing wind
from southwest
with heavy fog
periods, W and dark
while on watch
watch assisted
Coast Guard patrol
boat number 27
to free fore peak
of water which
made the patrol
boat unmanageable.
Mawry arrived &
departed.

24 Feb, 1928

Am. Overcast moderate breeze from SW. Moderate sea, Temp 41. All shipson that is no, Falcon moored & diving underway.

Partly cloudy, fresh to strong breeze from north east sea rough. Temp 36. Rivers, Kelly & Hardis washed out pit at frame 37 starboard side to make room for burning hole in bottom of number 2 fuel tank. Wickmore & McMullen finished washing pit & tried burning hole in No 2 fuel tank

but unsuccessful. Carry & Apple gate burned hole of one inch in diameter in bottom of No 2 fuel tank making forward group of fuel tanks steadily blowing. Falcon then shifted position in mooring. Head to the sea which was increasing. Crilly & Scrube received belly band of one & one half inch chain lowered from Falcon & placed same in position. Went into tunnel under sub at frame 11 & shackled ends of belly band together. Flynn & W. Underwall shackled up wire pendant. Climbing forward from open mount

into Ring at top of
chain, hully Band,
laid out pendant
ahead of S 4 & buoys
end with weighing
line. Mawry arrived
& departed for Boston.

25 Feb. 1928.

Clear & cold, Partly
cloudy, Fresh to
strong breeze from North
West, Sea Rough temp
23, Falcon moored,
Diving underway.

Clear & Cold, Partly
cloudy, Sea Rough
Moderate to fresh
North Westerly
breeze shifting to
North, Sea Rough
Temp 17. Baker &
Johnson connected

air hose to engine
Room, salvage patch
air connection for
blowing fuel tanks.
Air pressure put on
fuel system, without
success, Kelly &
McMullen, used
electric torch to
burn away plating on
outer hull to gain
access, to No 2, main
ballast, water vent.
unsuccessful in
operating torch, Wilson
& Kallinowski attempt-
ed work without
success, after reducing
oxygen pressure on
torch, Carr & Stanley
succeeded in burning
a large hole in outer
hull for access
to No. 2 main ballast
vent. Cullley & Grube
Burned hole in

superstructure over
no 2 main ballast
vent + were able to
examine vent, + found
it tight under pres-
-sure, air bubbles
apparently coming
from main ballast
kingston under
or up thru internal
draft gauge connection.

Mary arrived +
departed for Boston.
all vessels except
purch watch in
harbor. North east
storm warning recd.

26 Feb. 1928.

Partly overcast
with light snow +
some mist. moderate
northwest wind +
slight sea. Temp
11, Falcon's mooring

lines + other gear
are so badly iced
+ frozen stiff that
mooring impractic-
-able + temperature

so low as to make
diving impracticable
+ inadvisable.

Clear + cold all
day. Partly cloudy
gentle to moderate
westerly breeze +
slight sea. Temp.
nineteen. No diving
attempted during
day. Mary arrived
+ departed.

27 Feb. 1928.

Partly cloudy to overcast + hazy with fresh to strong breeze from S.W. sea Rough, Temp. 29°. Too Rough for any diving, all vessels in harbor, except Wandank on wreck watch.

Partly cloudy + hazy, moderate to fresh breeze from S.W. sea Rough, Temperature thirty seven, no diving during day. All vessels in harbor except Wandank on wreck watch. Manay arrived + departed for Boston.

28 Feb. 1928.

Clear + colder, Partly cloudy, Fresh to strong northwest breeze, sea choppy. Temp. 25, due to lee afforded by the Cape Falcon was able to moor, all ships on station + diving under way.

Clear + cold partly cloudy, light N.W. E. Sea Rough, Temp 22 diving conditions during afternoon excellent Carr + Scott examined hole previously burned in No. 2, fuel tank + tried to burn another hole but did not finish, Bulley, Michaels + Johnson checked position of hole in No 2, full tank.

placed two descending lines on submarine from Rail to bottom from frame 46, went up from Bottom a large piece of Paulding bar, which was in wpy & badly crumpled, Baker & Kallorosi placed new descending line forward of Capstan, open chain locker, deck plate, placed air hose for blowing bow buoyancy tank Weckwert & McMullen burned casing around anchor cable and also cable of submarine at frame eleven, Willson & Burd, placed & secured wire strap from

starboard bow plate to main towing pendant, to hold it the starboard, then tried air hose in pit, at frame eleven, to blow forward trimming tank, Grube & Sheppard, laid down & lashed blowing hose along deck from torpedo room & Battery room aft. Murray arrived & departed for Boston.

29 Feb. 1928.

Clear with light breeze from the south sea. Rough or fairly smooth, temp 32. All ships on station, Falcon moored & diving underway.

Partly cloudy to overcast with moderate to fresh breeze from southwest. Sea Rough, Temp 35.

Gruber & Sheward engaged in lashing blowing hoses to torpedo Room, Battery Room & Control Room, to Rail of submarine leading back to conning tower. Westwire & McMullen engaged in burning

hole in forward trimming tank & blew down forward trimming tank. Carr & Applegate opened valve on torpedo Room spill pipe & flooded torpedo Room.

Baker & Scott could work of lashing of lashing blowing hoses to Rails of sub. Crilly & Mattop cleared after descending line & could work of lashing blowing hoses. Michaels & Johnston took down new descending line & secured it at frame slowly. Cleared & set up wreckage on port side of submarine in way of tunnels to be washed.

1. March 1926

Snowing, light airs
to light breeze from
northwest, sea
smooth temp 37.
All ships on station
Falcon is moored &
diving underway.

Clear with fresh
to strong breeze
from west by North
sea Rough Temp 36.
During morning &
early afternoon the
sea was smooth
& diving conditions
excellent. By 1700
wind & sea had
increased making
it necessary for
Falcon to unmoor

The work for the day
consisted in driving
tunnel on port side
of submarine at
frame 70 to reach
manhole on fuel
tank so located
near keel from which
a 3 inch tap screw is
to be removed in order
to make air blowing
hose connection for
blowing forward group
puff tanks 10 divers
sent down working in
pairs of two & completed
above work.

2, March 1926.

Partly cloudy with
strong breeze from
west by North sea
Rough Temp. 36.
Grilley & Matloy,

with Baker on deck
 went into tunnel at
 frame twenty &
 removed top screw
 from manhole plate
 on number six fuel
 tank & screwed into
 hole special air
 connection, Kelley
 & Jarvis connected up
 air blowing hose to
 this special air
 connection & lashed
 hose to deck of sub.
 diving then had
 to stop account of
 rough sea but
 Falcon managed to
 stay in mooring.
 Pressure put on No 6
 tank by Falcon &
 it was determined
 that damaged group
 of fuel tanks can now
 be blown dry

thus solving most
 stubborn problem
 encountered so far,
 air blowing hose was
 then vented & fuel oil
 flowed up due to
 difference in specific
 gravity of water & oil
 about nine hundred
 gallons was run
 into falcons tanks
 until she unmoored
 about sixteen hundred
 Mallard departed
 & returned from
 Boston with emer-
 gency case.

3. March. 1928.

Partly cloudy strong
 to fresh breeze from
 West & W. Sea Rough
 Temp 21. + falcon took
 500 gallons fuel from
 Rail 4 when she

unmoored about eleven
 hundred on account
 rough seas, all vessels
 proceeded in harbor
 aspect wandant on
 wreck watch, during
 afternoon divers drilled
 on sail pier alongside
 Bushnell putting
 pontoon chain guards
 on bow diving rudders
 Falcon alongside
 derrick unit plates
 operated all day
 Welding plant for
 work in connection
 with minor alternat-
 ions on pontoons.

4 March, 1928.

Partly cloudy with
 moderate to fresh
 gale from south by
 west, sea rough temp.
 34. During morning
 diving conditions
 good, Burd & Scott
 placed & secured
 pontoon chain guard
 on port side bow
 diving rudder.
 Wilson & Stanley
 placed & secured
 chain guard on starbo-
 -ard bow diving rudder.
 Falcon shifted pos-
 -ition in mooring
 for position to start
 tunnel at frame 46
 starboard. Kelley &
 Harris started tunnel
 -ing followed by
 divers Eddie & Schultz
 Falcon wrecking pump

breaking, while mak-
 ing repairs wind &
 sea increased making
 further operations
 impracticable all
 vessels except 3 more
 on wreck watch pro-
 ceeded into harbor,
 Falcon went along-
 side derrick 4.8.
 to operate welding
 plant for minor
 alterations being
 made on pontoons,
 Chief of Naval operations
 accompanied by
 Comdant 11th Naval
 district inspected
 operations in progress

5. Feb - March, 1926.
 Clear cold breeze
 from west by north sea
 moderate temp 29.
 Sea too rough for
 diving. All vessels
 except 3 more
 on wreck remained
 in harbor, Navy
 yard workmen completed
 minor alterations
 on pontoons.

6. March, 1926.

Clear cold light
 breeze from north
 west sea smooth
 temp 27. following
 named divers work-
 ing by pairs in suc-
 cession completed
 tunnel on starboard
 side at beam 46
 at ten forty five

Fadie & Schumatz,
 Kallonoski, Mcnullen
 Carr & Applegate,
 Following divers work-
 -ed by pairs in succe-
 -ssion on port side
 tunnel Kelly & Harris,
 Michaels & Waltz
 Riben & Vander Wall
 Crilley & Mattox, Port
 tunnel reached keel
 of submarine but
 did not connect with
 tunnel on starboard
 side, diving discont-
 -inued at sun set all
 available divers
 having been down
 during the day 20
 in all.

7, March 1928

Overcast & snowing
 Fresh to strong breeze
 from sea rough,
 Temp, 35. Divers Kelly
 & Harris followed by
 Burd & Scott, completed
 tunnel at frame 46,
 Crilley & Fadie joined
 two Reeling lines
 from Falcon together
 under submarine
 Falcon then pulled
 three tunnel by
 means of Reeling
 lines 2, 2 inch Manila
 lines followed by
 2, 4 inch Manila
 & finally 2, 1 inch
 wire lines, at fourteen
 hundred Falcon
 left morning account
 increasing wind
 & sea all vessels
 proceeded into

Harbor except Wandank
on wreck watch
vessels started
fueling from oil
Barge.

March 1928.

Bright & clear with
gentle northwesterly
wind sea smooth
temp. 33. Weather
moderated by 1400
sufficiently for Falcon
to moor & then to pass
forward forward chain
for second pair of pontoons
successfully but while
pulling after chain
the refueling line of
one inch wire parted
Wilson & Allenock
went down to inspect
then Fader &
Crilly to pass

new reeving line but
this also parted so
Carr & Grube passed
passed still another
one with which
second chain is now in
progress of being
passed & incident it
entirely possible
that sail four may
be raised in one
week but it is very
unlikely as good weather
must be had and no
setbacks occur.

March 1928.

Overcast snowing
moderate easterly
gale sea rough
temp 29. Bellert
& Harris succeeded in
placing wire lashing
around base gun
mount, efforts to
shackle wire to
after chain wire

unsuccessful, Crilly & Malloy endeavored to shackle wire to chain & were also unsuccessful, wind & sea increased Falcon buoyed ends of wire leading to pontoon chains & unmoored at 12:00 south last storm warning all vessels except Siggamore on wreck watch proceeded into harbor.

9:10 March, 1928.

Filed SOS Call & Relayed to Flagship Falcon, Mallard, & Bushnell underway for off Plymouth Mass to assist in rescue work on Robt. E. Lee which has 300 passengers on board.

Ship officially abandoned at 1:20 PM all passengers safe & during activities wooden coastguard surf boat overturned & three or more men were thrown in water & during activities of rushing such to hospital they were reported as dead. Water shallow at scene of wreck &

Navy vessels were unable to assist in any manner. Coast Guard saved all hands & Navy ships proceeded back to scene of S.H. disaster arriving at 3:30 P.M.

11 March 1926.

Overcast light to gentle breeze from South southeast slight sea temp 56. Wilson & Kalloupek placed & secured but-tering & section of wire pennant to after starboard pontoon chain at frame 46. Gube & Sherwood attempted to do same work on port side but found leading wires,

from pontoon chains, not clear but apparently with turns or crossed. Eiben & Vandervall followed by Kelley & McMullen endeavored to determine the exact condition of port leading wires & from pontoon chains it was determined the wires were crossed. The wires were manipulated from deck of Falcon to clear the cross. Crilly & Baker went down & inspected wires & reported that the wires are now clear. Falcon remained in moorings during night.

12 March 1926
Partly cloudy & hazy
light breeze seas smooth

Wind n.w. Temp 40.

Divers placed & secured wire pendant on port after pontoon chain at frame 46. attached line to wire pendant located in tunnel, at frame 39. Falcon hauled pendant up on deck then closed flood valves on torpedo room, spill pipe, placed chain aft gun mount, cleared fuel oil blowing hose washed & opened flood valve in engine room, salvage hatch, this complete sal work on 14.

except placing of pontoons, not considered advisable to start pontooning to deal of uncertainty of weather,

13, March 1928.

Partly cloudy & hazy, light airs from E. S.W. Sea smooth temp. 41. Divers inspected pontoon chains port & starboard side of submarine in tunnel at frame 46 & found a turn in leading wires on port side, inspected leading wire starboard side & reported that wires were crossed. Wires were manipulated from deck of Falcon & Divers made inspect.

ions of Keel to sub,
 & all wires were
 reported clear.
 port pontoon was
 blowed & connected
 blowing hose
 placed to yoke Bars
 through pontoon
 chain & cast off
 wire pulling links
 & flood valve on
 redend closed,
 sluice valve
 opened & cast off
 pontoon lowering
 lines, same operation
 performed on other
 pontoon starboard side.

14 March 1928.

Foggy with light
 airs from N.N.W.
 sea smooth, temp 41.
 Divers went down
 & closed flood valve
 on engine room
 salvage hatch,
 then shackled
 wire pendant on
 pontoon chain,
 starboard side, to
 chain, aft of gun
 mount, they went
 over to port side to
 shackle port wire
 pendant, on port
 after chain to chain
 aft, gun mount, but
 found wire had
 twisted around pontoon
 chain, & were unable
 to clear, & also continued
 efforts to clear wire
 pendant but were

unsuccessful
 Wind & sea increased
 making it necessary
 for Falcon to leave
 mooring, all vessels
 except W. J. and Anton
 were in watch pro-
 ceeded into harbor.

15 March 1925.

Partly cloudy,
 fresh, to strong breeze
 west by north, sea
 rough, temp 38. Divers
 connected up reeling
 lines under stern,
 Falcon then passed
 one inch wires
 under submarine.
 Diver hauled & divers
 went down to check
 wire, Falcon then
 passed pontoon chains
 under stern & secured
 leading wires on
 deck, inspected pos-
 ition pontoon chains,
 & found them clear,
 starboard pontoon of
 after pair was showered
 place & secured to gale
 bars, three chains
 unshackled & opened

blowing hose on
 portoon pipe lowered
 port pontoon. of after
 pair. Secured toggle
 bars, then pontoon,
 chains, unshackled
 leading wires & shift-
 ed blowing hose,
 pontoons were
 heaved off sluice
 valve wgs opened
 & Cast off Falcon
 unmoored at 2030
 lowering of starboard
 pontoon was attended
 with great difficulty
 because of sea on
 that side

16 March 1928.

Today lowered
 pontoons & doing
 various details
 of placing such.

17. March 1928.

all pontoons lowered
 & Falcon received orders
 to connect & starting
 of connecting blowing
 hoses, to pontoons
 and all connections
 made at 0930

Crew connected
 up air hoses &
 Falcon started
 blowing pontoons
 & compartments.

at 3 mins to 3 o'clock

1st set of pontoons
came to surface
bringing up after
end of submarine

Falcon blowed
2 other sets of pont-
-oons & then
pontoons came up
at 3.23.

Falcon underway
at 4 PM for Boston
Navy Yard
Arrived Boston
Navy Yard at 0900
Both #1 & #4 job nearly
completed.

All hands tired &
played out.

message received from
Secretary of the
Navy.

accept my hearty
congratulations &
those of the personnel
of this Navy Yard on
the successful
culmination of three
months heroic &
faithful work in
raising S4. under the
most trying conditions
of winter weather
with its cold & storm
We all rejoice at the
fine work, & splendid
spirit of the officers
& men of the salvage
force, they have given
inspiration & encourag-
-ement to the whole
Navy.

And so we
complete another
successful under-
taking & call it
quits. Now I go
to sleep after 24
hours of loss of
sleep.

All flags at half
mast today for
the men who gave
up their lives for
their country.



