a message:

"We understand."

After that the six suffocating men sent no more messages.

On Wednesday morning when the storm had abated and diving was possible again, the Falcon discovered that her single manila buoyline had parted. The submarine was lost again! Another grapnel was put down for her. While it was being dragged back and forth the fishermen offered to help. They said they could line up their flounder draggers, moving abreast with their wide dredges dragging astern, and save time locating the wreck. The suggestion, though seemingly practical, was refused. And those last precious hours, when there might still have been some slight chance for the men below, were lost while the single grappling-iron went back and forth, back and forth, groping for the S-4.

That afternoon a line finally was made fast, divers went down, and the air line was attached to the crew compartment connection.

Air At Last, Too Late

Then fresh air was pumped into the forward compartment—where lay six lifeless bodies.

When the Navy Department was informed that all on the S-4 were dead, it was decided to leave the submarine on the bottom until spring. But "public opinion demanded a continuance of the salvage efforts," and so, work was resumed. The bodies were taken out, and three months later the ship was raised and towed to Charleston Navy Yard.

The court of inquiry placed the blame on the commanders of both the colliding craft, and also on Rear Admiral Frank H. Brumby, in charge of the "rescue" operations. Secretary of the Navy Wilbur overrode the decision of the court as it applied to Brumby and to Lieutenant Commander John S. Baylis, captain of the Paulding. Thus upon the dead commander of the S-4 officially rests the full responsibility.

Since the tragedy, the Navy, according to newspaper accounts, has perfected "many escape devices to insure against a repetition of such losses." When the S-51 went down off Block Island in 1925, snuffing out 33 lives, much the same sort of thing was said. Two years later the horror was repeated. From 1927, the record is clear.

U.S. S4 raised off Wood End, with crew of 40 men, all drowned.

Raising Submarine S4.

Dec. 17th 1926