

OFFICIAL FINDINGS ON F-4 DISASTER MADE PUBLIC

NAVY BOARD ABSOLVES OFFICERS AND MEN OF ALL PERSONAL BLAME

(Continued from Page 1)

gation after the raising of the F-4 was composed of Admiral Clifford J. Boush, chairman; Lieut. K. B. Crittenden, commanding the submarine flotilla here; Lieut. comdr. J. A. Furer, naval constructor, and Lieut. Harry R. Bogusch, U. S. N., recorder. A preliminary set of findings had been made by an earlier board before the F-4 was raised, these findings discussing what could be learned of the submarine's condition before the fatal dive.

gist of Findings.

The gist of the findings is as follows: "The primary cause of the disaster was the corroded condition of the lead lining of the battery tank, and, in consequence, of certain rivets in the port wall of the forward battery steel tank."

"Upon these intimations of danger there followed: "Up-rudder, but, due to the poor diving qualities of the vessel, aggravated by the additional quantity of water taken in through the port wall of the forward battery tank, vessel did not respond, but, in fact, continued to descend, and downward momentum gained before propellers were stopped."

"Automatic blow was tripped, and blow valve on auxiliary tank opened. "In the endeavor to check the downward momentum maneuvering with propellers probably took place."

"The appreciable length of time requisite for air to build up in ballast tanks for the expulsion of sufficient quantities of water resulted in vessel reaching crushing depths. "Seams of the vessel began to open—and, probably through open torpedo tubes and seams—water entered the vessel. A condition of positive buoyancy was never attained."

"There followed actual disaster. "Vessel began filling with water. "Seek Refuge in Engine Room. "Personnel abandoned stations and many sought refuge in the engine room, closing its door."

"Under great pressure engine room bulkhead failed suddenly, leaving— "Vessel on bottom, completely flooded."

Full Findings.

The report in full is as follows: "Navy Department, "October 25, 1915. "The Navy Department has received the report of the Board of officers appointed to investigate the cause of the loss of Submarine Boat F-4. The conclusions of the Board are as follows: "1. The accident which caused the loss of the U. S. S. F-4 on the morning of March 25, 1915, occurred before the vessel reached the predetermined depth for which the automatic blow had been set—which depth, the board assumes, was less than 150 feet, as required by the Department's Order."

"2. Some member of personnel opened blow valves on one hundred-pound manifold to forward main ballast and auxiliary ballast tanks, and tripped automatic blow—which blow was found connected with forward main, middle main, and after main ballast tanks; and that, therefore— "The most effective procedure for bringing the vessel to the surface was carried out."

"3. Diving rudder indicators read seven degrees rise on bow rudders and three and one-half degrees rise on after diving rudders; and that, therefore— "These indications signify that the diving rudders were used to assist in bringing the vessel to the surface."

"4. Diving rudders are operated through worm and sector, and that, therefore— "The positions of the rudder indicators are not the result of external working of the rudders but are, in fact, the angles to which the rudders were last moved by the personnel."

"5. Automatic blow found tripped and blow valves to forward main ballast and auxiliary ballast tanks found open, and that, therefore— "With the exception of the forward main ballast tank, where the kingston was found closed, this procedure should have expelled the water from the tanks mentioned."

"6. Forward main ballast kingston may have been opened at time of accident, but that— "The lever may subsequently have been forced over to the closed position, by some falling or shifting weight."

"7. If attempt was made to discharge ballast water by means of main power pumps, that— "This attempt ceased with the opening of the main power pump suction to the duct keel at Frame No. 19."

"8. It may have been customary in the U. S. S. F-4 to leave open main power pump suction to duct keel, and that, therefore— "The fact that this valve was found open does not necessarily indicate that an attempt was made to pump ballast tanks."

"9. All valves on adjusting pump manifolds found closed, and that, therefore— "No attempt was made to use the adjusting pump."

"10. Overboard discharge and stop valves on fuel oil lines found closed, and that, therefore— "No attempt was made to blow fuel oil overboard."

"11. As vessel filled with water, deck over fuel tanks crushed, forcing

oil into vessel, and that, therefore— "This oil found its way through open seams in the shell plating and through the forward ventilator to the surface."

"12. Valves on one hundred pound emergency air lines to forward compartment and engine-room found closed, and that, therefore— "No attempt was made to blow water from these compartments."

"13. Engine-room door found dished in same manner as engine-room bulkhead, and that, therefore— "This door must have been in the closed position when the engine-room bulkhead failed."

"14. Under normal conditions, engine-room door is kept open, and that, therefore— "This door must have been closed by intention when many of the personnel sought refuge in the engine-room. Fifteen bodies in engine-room."

"15. Fifteen bodies found in the engine-room, and that, therefore— "It is probable that some members of the personnel sought refuge in the engine-room before its door was closed."

"16. Many articles belonging in middle compartment found in after end of engine-room, and that, therefore— "It is probable that some of the fifteen bodies found in the engine-room were washed aft subsequent to the failure of the engine-room bulkhead."

"17. Three bodies found forward of engine-room bulkhead, and that, therefore— "It is probable that not all of the members of the personnel attempted, or were able, to reach the engine-room."

"18. Automatic blow found tripped; valves on one hundred-pound air manifold found open; switches found thrown; diving rudders found operated; and that, therefore— "Some member or members of the personnel were alive, and capable of action for at least a short time, after the occurrence which led to the disaster."

"19. Engine-room bulkhead found badly dished, concave side forward; door-frame found ruptured at top and at lower corners; bulkhead plating torn at these corners, and from upper middle portion to bounding angle; shell rivets found pulled through; bounding angle displaced aft; and that, therefore— "Due to great pressure on the forward side, the bulkhead failed suddenly."

"20. Engine-room bulkhead failed an appreciable length of time after occurrence which led to disaster, and that, therefore— "This time-interval was probably sufficient for the vessel to reach the bottom."

"21. Slight damage to shell plating in wake of bounding angle; shell rivets pulled through; bounding angle displaced from its normal position; part of the bulkhead plating failed in tension; and that, therefore— "The failure of the engine-room bulkhead was not caused by the salvage operations."

"22. Valves and sea lines in engine-room, excepting muffers and starboard muffler valve-casting—torn off apparently by salvage operations, found in good condition; some members of personnel sought refuge in engine-room (Conclusion 15); engine-room door intentionally closed (Conclusion 14); and that, therefore— "The accident which was the primary cause of the disaster occurred forward of the engine-room bulkhead. Corrosion of Battery Plates."

"23. Slop tanks and lead lining of battery steel tanks found corroded, and that, therefore— "This corrosion resulted from the chemical action of sulphuric acid upon impurities in the lead."

"24. Sulphuric acid found its way through perforated lead lined tanks (Conclusion 23), and that, therefore— "The corroded condition of the rivets and plating of the battery steel tanks resulted from the chemical action of sulphuric acid."

"25. Battery steel tanks in general found in excellent condition, and that, therefore— "The corrosion of certain rivets and areas occurred prior to March 25, 1915, the date of the disaster."

"26. Valves and rudders found operated; switches found thrown; engine-room door intentionally closed (Conclusion 14); and that, therefore— "The personnel were not asphyxiated before the vessel, under normal conditions, could have been brought to the surface."

"27. Corroded rivet in port wall of forward battery steel tank, in wake of Frame No. 51, found to leak slightly—up over even a small head of water—not more than one foot—to which this portion of tank could be subjected in dock, and that, therefore— "On the dive of March 25, 1915, this corroded rivet leaked considerably. Asphyxiation Occurred."

"28. Leak started around rivet in forward battery steel tank, and that, therefore— "The lead lined tank and the perforated slop tanks filled rapidly, allowing salt water to run over into the battery cells, thus causing the formation of chlorine gas."

"29. Due to inevitable short-circuit or heavy ground, caused by flooding of cells through slop-tanks—in the presence of chlorine and free hydrogen (or, in the presence of free hydrogen alone, if in sufficient quantity)—electric arc struck, and that, therefore— "An explosion occurred."

"30. Rubber jars, hanging bars, and terminal connections found not shattered, or damaged to any considerable extent; ventilator flaps found in excellent condition, and presenting no

evidence of having been violently blown open; small cord line, securing forward ventilator flap to upper starboard torpedo-tube door-handle, found intact; and that, therefore— "If a battery explosion occurred, it was very violent."

"31. Wood coming of slop tank adjacent to forward battery positive terminal cell found badly charred; hard rubber around terminal connection found charred; fused piece of battery, glass lining insulator, and small piece of charred rubber, coming probably from vicinity of this cell; no evidence of fire elsewhere; and that, therefore— "A battery fire of limited extent occurred in the forward battery positive cell; but that, nevertheless— "This battery fire was not the primary cause of the disaster."

"32. Dent found in shell plating on port side, between Frames Nos. 69 and 77; this indentation found typical of a glancing side blow, being deepest at Frame No. 72 and becoming gradually less pronounced toward the ends; wire hawser marks on salient of folded shell plating at Frame No. 72, but nowhere else on line of this frame—indicating that indentation occurred before salvage operations caused general collapse of shell in this vicinity; seven-thousand-pound old style anchor picked up very close to the U. S. S. F-4 (on March 28, 1915)—indicating that indentation could have resulted from vessel striking fluke of this anchor before settling to bottom; difficulty in visualizing any manner in which lifting slings could have caused this indentation. However—Vessel first examined by Chief Gunner's Mate Grilly, on April 14, 1915; while in deep water, vessel examined, from time to time, by divers, with invariable report that no holes or other evidences of external damage (with exception of torn coating tower—tear caused by early dragging operations) could be found; improbability of divers failing to note indentation so large as one in question; port bow diving rudder found rigged out and presenting no evidence of collision; one-and-three-fourths inch wire towing hawser, which had been looped around vessel at about location of indentation, not slipped until after surging of forward scow, on May 25, 1915, and wire hawser marks on salient of folded shell plating at Frame No. 72, being possibly caused by this hawser; buckling of shell plating about this indentation presenting no effects similar to ones resulting from a collision; these above arguments thus appearing to balance each other, respectively; and that, therefore— "No definite conclusion can be drawn as to whether or not the dent between Frames Nos. 69 and 77 was caused prior to salvage operations."

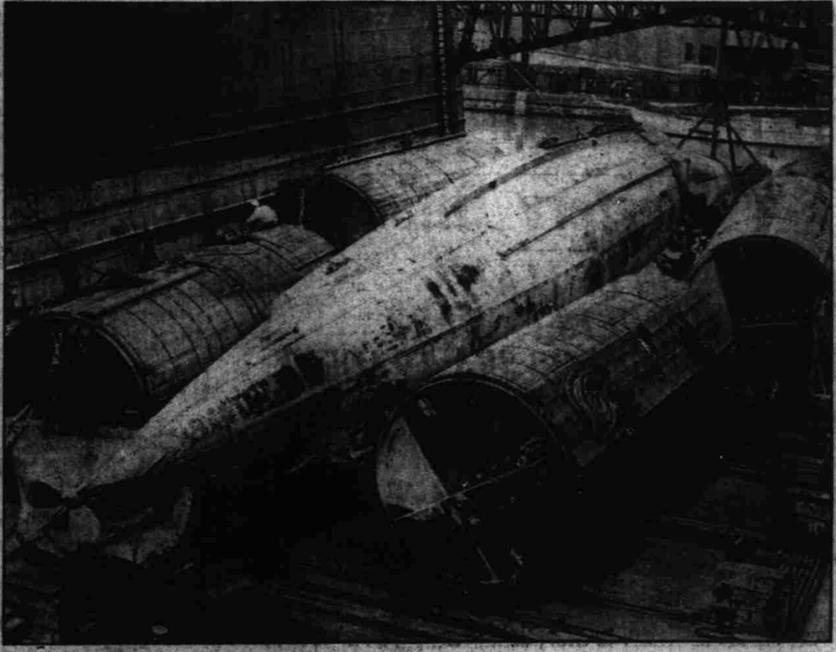
"33. Divers particularly instructed to examine shell plating for evidences of rupture or general collapse, and that, therefore— "Had a condition such as was subsequently found forward of Frame No. 61 existed prior to the last stages of lifting scow operations, it could not very well have escaped the notice of the divers on their various dives. Crushing Due to Salvage Operations."

"34. State of facts established, and photographs, demonstrate, that— "In particular, the collapse of the hull between Frames Nos. 61 and 72 was caused, on May 25, 1915, by the violent surging of the forward lifting scow; and that— "In general, the damage to the upper portion of the shell forward of Frame No. 61 was caused, at one time and another, by the salvage operations—subject to doubtful Conclusion 32."

"35. Leak found in port wall of forward battery steel tank; probable leaks around certain other corroded rivets in both battery tanks; probable leak through open torpedo-tubes; otherwise, no positive evidence found as to where leakage occurred; and that, therefore— "The vessel began to leak through open seams when, or before, the depth of three hundred feet was reached, and at such a rate that the weight of water coming in was greater than the weight of water being expelled from the ballast tanks; and that, furthermore— "The water came from forward."

"36. Shell plating found ruptured on line of riveting to torpedo-hatch

Submarine F-4 In Drydock After Disaster



blow valve on auxiliary tank opened. "In the endeavor to check the downward momentum— "Maneuvering with propellers probably took place."

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MILITANT CITIZENS' CAMPAIGN FOR BETTER HONOLULU LAUNCHED

Men's League Fathers Two New Activities at Annual Meeting; Police Inefficiency Rapped

Two new and important campaigns—movements of militant citizenship—were launched last night at the annual meeting of the Men's League of Central Union church. The first was a campaign against commercial vice in Honolulu; the second a campaign for law enforcement.

James A. Rath heads the first campaign, appointed by the new chairman of the league, Former Governor Frewer, who also announces the selection of other members as follows: Riley H. Allen, J. R. Galt and Dr. A. F. Jackson. W. R. Farrington, who, like Mr. Rath, was one of the speakers of the evening, was appointed chairman of the second committee, the other members to be announced later.

The annual meeting, held in the parish house, developed at once into a stirring appeal for broad and vigorous citizenship in Honolulu directed in concrete attack on some of the elements of evil and some of the forces of inefficiency with which the city was declared to be ridden. During the evening city government and police maladministration were sharply rapped, but just as sharply was rapped what the speakers declared to be dangerous indifference on the part of men in Honolulu who should be active fighters for good government.

The routine business of the evening was quickly over. Prof. A. L. Andrews presided as vice-chairman in the absence of Chairman Hobdy and in a brief, pertinent address sketched the work of the league in the terms of a military campaign. That set the keynote of the evening in the fighting mood. And when speaker after speaker told of conditions which should be remedied, the new campaign was formulated in mind and soon came into words and parliamentary motions.

The ladies of the church provided a very enjoyable dinner and directed its serving. The following officers for next year were named: Chairman, W. F. Frewer; vice-chairman, A. L. Deane; secretary, Kenneth B. Barnes; treasurer, George S. Waterhouse. Councilors, Dr. W. C. Hobdy, Raymond C. Brown, W. R. Farrington, C. G. Heiser, A. F. Judd and Percy M. Pond.

Public Works Forbes proceeds rapidly with his reclamation project. Whether or not to allow an increase in the rates of the Maui Telephone Company will be the question for consideration at a meeting of the public utilities commission tomorrow night. Protests against the proposed rates will be heard at this time.

Forty-seven local merchants have entered into the window display contest being promoted by the board of retail trades of the Chamber of Commerce. The entries closed at noon yesterday. Several applications had to be denied as the merchants making them did not belong to the board.

To get value, sell it by auction. See auction ads.—Adv. Round the island in auto, \$4.00. Lewis Station, Phone 5141.—Adv. Milton & Parsons are showing soft felt ladies' hats for steamer wear.—Adv.

Call 1-8-74 for wireless messages. It is mutual wireless and it means perfect service. For delicious, clean, dainty, downright good "eats" there's no place in Honolulu like the Sweet Shop. Buy him a useful gift for Christmas—and to make sure of style and quality, go to The Ideal.

How about the proper clothes for those holiday festivities? For correct details, consult the Clapton at Hotel and Port streets. Don't worry about rubbers. Call up Bowers' merchant patrol and let them do the worrying—and guarding. Phone 2515 or residence 1051. Have you seen the Thanksgiving remembrance and place cards at the Hawaiian News Co. yet? Just the thing for use on the last Thursday of this month.

A line of very beautiful picture frames and expert knowledge in putting them on are at your service when you patronize the Honolulu Pictures Framing & Supply Co. Suppose there is a Japanese dance on at the Youngs, that will in no wise affect the attraction at the Bijou. That Teal show has hold of the tow-line that pulls the crowd along. New line of brassieres, Juniform and Prudential goods maternity and surgical corsets and belts; new fall models, front and back lace corsets. Goodwin Corset Shop, Pantheon bldg.—Adv.

While there may be a temporary shortage of turkeys it will soon be over. The Metropolitan Meat Market, phone 3445, meanwhile will supply you with fine island capons at 45 cents a pound. Everybody knows that today is Pinesaple day, and everybody should know that Benson, Smith & Company are making a feature of this delicious fruit in 100 different ways at their fountain.

Take a steamer to the coast, not a sail-boat. Carry a letter of credit, don't carry money. Both these suggestions should be unnecessary to the modern traveler. See the Bank of Hawaii about it. Residents of the Beachwalk section of Walkiki are complaining because of unusually noisome smells from the adjacent duck ponds on the mauka side of Kalakaua avenue. The odors are almost intolerable and the people who live in the neighborhood are hoping that Superintendent of

The members of the domestic science department of the Normal school are preparing to serve 5 and 10-cent lunches to those instructors who attend the annual meeting of the Oahu Teachers' Association at the normal next Friday.

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LOCAL AND GENERAL

A new Hartford, Conn., directory has been received by the Promotion Committee. Hawaiian lodge, No. 21, F. and A. M., will have work in first degree to night at 7:30 o'clock. The petition of Heinrich Weck for discharge in bankruptcy will be heard in federal court on December 11.

The county of Kauai has been awarded the contract for building the Lawai homestead road. Kauai bid \$897.08. The next meeting of the Board of Health probably will be held on the afternoon of November 18, beginning at 3:30 o'clock. Mrs. Jessie Milton has purchased the interest of Miss Grace Parsons in the local millinery establishment of Milton & Parsons.

Further disposition of the admiralty case of Charles Karlson et al against the American schooner J. M. Weatherwax, was to be made in federal court this afternoon. The slopes of Punchbowl are much greener than ordinarily, the rains of the last two weeks having given the scanty herbage on the volcanic slopes plenty of moisture. The work of surveying the new homestead tract at Makawao, Maui, probably will be completed in about 10 days. The tract comprises more than 1600 acres.

A meeting of the territorial grand jury will be held at 2 o'clock next Thursday afternoon in the judiciary building. It is expected that a further investigation of the city jail scandal will be made. Judge Ashford's trial jurors not engaged in the Buchanan murder case have been excused until the day following the close of the case. They will report at 9 o'clock in the morning.

A suit for divorce has been filed in circuit court by Lizzie Kekilo Ah Sing against Ah Sing, the ground being failure to provide. Since November 1, only three divorce actions have been filed. A social and entertainment will be held in the Lusitana hall, Alapai and Lunailo streets, at 7:30 o'clock tomorrow evening to commemorate the anniversary of the organization of the Sociedade de Sao Martinho Beneficente de Hawaii.

The federal grand jury, working overtime, returned 13 indictments shortly before 4 o'clock yesterday afternoon. Ten of the defendants were arrested by U. S. Marshal Smiddy and his deputies last night and this morning, and were to be arraigned before Judge Sanford B. Dole this afternoon. The members of the grand jury were excused until further notice. They probably will not be called again for three weeks.

Those defendants who have been apprehended are Marques Garcia (w), selling liquor without a federal permit; Frank Delina, conducting a still for the illicit manufacture of liquor; Yee Sun Chih, statutory offense; Ah Fat, opium in possession; Lung Sing, opium in possession; Fun Tan, opium in possession; David Pender, cocaine in possession; Frank Mahu, cocaine in possession; Willie Moku, statutory offense.

Love's Bakery. FIRE-PROOF STORAGE. WE STORE EVERYTHING. JAMES H. LOVE. CITY TRANSFER COMPANY. PHONE 1281.

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