WIRE DRAG

F00043

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey: Field Examination

Field No.:

Registry No.: F00043

LOCALITY

State: North Carolina

General Locality: SW of Beaufort Inlet

Sublocality: Wreck of S. S. W. F. Hutton

19 1944

CHIEF OF PARTY

LIBRARY & ARCHIVES

DATE

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as: FE No.

REPORT OF WIRE DRAG INVESTIGATION OF

DEMOLISHED WRECK S. S. W. E. HUTTON

In accordance with verbal instructions from Captain Paul C. Whitney, Supervisor, Southeastern District, Norfolk, Virginia arrangements were made to make a wire drag examination of the demolished wreck S. S. W. E. HUTTON.

On Tuesday, February 1st the necessary wire drag equipment were forwarded to Morehead City, North Carolina via Navy truck. Albin Pearson, Boatswain, and Edward L. Lyons, Hydrographic Observer, accompanied the equipment to Morehead City where they reported to me. A special Navy plane flew me to Morehead City on February 2, 1944.

Wednesday, February 2nd, all drag equipment was examined, made ready, and all uprights were checked. The buoys and the bottom wire were then put aboard the M. V. "VIGILANT". Anchoring gear was inspected on the YMT 14 and arrangements made to leave the Port Terminal early the following morning.

On Thursday, February 3rd the M. V. "VIGILANT" and the YMT 14 left port at 6:20 a.m. and proceeded to the vicinity of the demolished wreck S. S. W. E. HUTTON. Upon arrival in the vicinity of the wreck, the YMT 14 was anchored about 350 meters 130 degrees from wreck buoy # 15. The drag was then put out and the first sweep made with a setting of 40 feet. Positions were obtained by measuring a vertical angle between the water line and the top of the foremast of the YMT 14 for distance, at the same time observing the compass bearing on the foremast for direction. A tender was used at all times to check for lift. Care was taken at all times to adjust the speed so as not to have excessive lift.

From position 1 to position 15 the drag was set at 40 feet.

From position 16 to position 26 the drag was set at 43 feet.

From position 27 to end of day the drag was set at 45 feet.

When the drag hung up, at the place indicated by the buoys, an examination was made by hand lead. A half hour was spent trying to find this obstruction without success. It was concluded that the drag had hung up on an upright part of the hull plating or possibly a ship frame.

The tidal data used are from the Tide Tables, Atlantic Coast 1944 applying a correction of +1.2 feet to high water and -45 minutes for 60th meridian time, on Hampton Roads (page 86).

The entire party was flown back to Norfolk by a Navy transport plane.

Full cooperation was received from the Navy on this special assignment.

Henry J. Healy
Lieut. Comdr. C&GS

Forwarded & Approved.

Paul C.Whitney
Capt. USC&GS

F.E #1-1944

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Lieut. Comdr. C&GS

Forwarded & Approved.

Paul C. Whitney

Paul C.Whitney
Capt. USC&GS

1001 Monticello Avenue
Norfolk 10, Virginia

February 15, 1944

To: Superintendent of Salvage
Merritt, Chapman, & Scott Corp.
71 Battery Place
New York City, N. Y.

From: Supervisor, Southeastern District
U. S. Coast & Geodetic Survey
1001 Monticello Avenue
Norfolk 10, Virginia

Subject: Least depth over wreck S.S. W.E. HUTTON

The Coast and Geodetic Survey at the request of the Commandant, Fifth Naval District, through Officer in Charge, Salvage Operations, has determined a least depth of 41 feet over the demolished wreck of the S.S. W.E. HUTTON.

Cleared at 41 ft.
Position from
N. to M. 30 of 1943:
Lat. 34° 30.1'
Long. 76° 54.3'

Chart 1234

(Signed) Paul C. Whitney

Paul C. Whitney
Capt. U.S.C.&G.S.
Supervisor

PCW/C

CC: The Director

Return to
ZZ

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
SOUTHEASTERN DISTRICT HEADQUARTERS
1001 MONTICELLO AVENUE
NORFOLK, VIRGINIA

February 15, 1944

To: Chief, Division of Coastal Surveys
U. S. Coast and Geodetic Survey
Washington 25, D. C.

From: Supervisor, Southeastern District
U. S. Coast and Geodetic Survey

Subject: Report on examination of wreck S.S. W. E. HUTTON

There are enclosed papers pertinent to the examination of the wreck S. S. W. E. HUTTON as follows: a copy of my letter to the Commandant, Fifth Naval District and to Superintendent of Salvage, Merritt, Chapman, and Scott Corp., authorized in Director's letter dated February 11, 1944; a copy of a report prepared at my request by Lieut. Comdr. Healy who commanded the investigation; an extract of the log of the M. V. VIGILANT; a copy of the log of the YMT # 14; a smooth wire drag sheet covering examination; a distance graph; and a wire drag record book.

As this examination is somewhat unusual I will leave it to you whether to file the sheet and reports and so forth as a wire drag sheet or keep the file of papers in your Division. Possibly the Navy may call upon us for a copy of the sheet, but I doubt it. All they want is contained in my letter to the Commandant.

I feel that the job was accomplished in a very efficient manner and complete cooperation was given us by the Navy. In fact it was done so expeditiously I believe we are to get a request for a similar examination in the near future.

Paul C. Whitney
Paul C. Whitney
Capt.U.S.C.&G.S.
Supervisor

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

PCW/C
Encls.

February 15, 1944

To: The Commandant
Fifth Naval District
Norfolk, Virginia Att: Capt. C. T. Hull

From: Supervisor, Southeastern District
U. S. Coast & Geodetic Survey

Subject: Least depth over wreck S. S. W. E. HUTTON

In compliance with a request from your office by the Officer in Charge, Salvage Operations, the Coast and Geodetic Survey on February 3rd made a wire drag examination over the demolished wreck of the S. S. W. E. HUTTON to determine the least depth. This wreck is located 14½ miles 236° True from the Beaufort Inlet Lighted Buoy No. 1.

From this examination the least depth over this wreck has been determined as 41 feet at mean low water. The wire drag hung up on what appeared to be an upright hull plating or a ship's frame. All around the point of contact soundings taken indicated no bottom at 60 feet.

Paul C. Whitney
Capt. U. S. C. & G. S.
Supervisor

83-AB

February 19, 1944

To: Supervisor, Southeastern District
U. S. Coast and Geodetic Survey
1001 Monticello Avenue
Norfolk, Virginia

From: The Director
U. S. Coast and Geodetic Survey

Subject: Report on examination of wreck S.S. W.E. HUTTON

With further reference to your letter of February 15, enclosing the report on the wire drag examination of the wreck S.S. W.E. HUTTON, it is noted in your letter to the Commandant, Fifth Naval District, you state:

> "This wreck is located 14½ miles 236° True from the Beaufort Inlet Lighted Buoy No. 1."

This places the wreck about eight-tenths of a mile WNW of the charted position.

Information is requested as to whether or not a new position of the wreck and buoy has been determined. The present charted position is based on Notice to Mariners No. 30 (1943).

(Signed) J. H. HAWLEY
Acting Director

80
83

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
SOUTHEASTERN DISTRICT HEADQUARTERS
1001 MONTICELLO AVENUE
NORFOLK, VIRGINIA

1944 FEB 22 PM 4 : 17

February 21, 1944.

To: The Director,
U. S. Coast and Geodetic Survey
Washington 25, D.C.

From: Supervisor, Southeastern District,
U. S. Coast & Geodetic Survey
1001 Monticello Ave.,
Norfolk, Va.

Subject: Report on examination of wreck S.S. W.E. HUTTON

In reply to your letter dated February 19, 1944, 83-AB, the position of the wreck as reported in my letter of February 15, 1944 was taken from the wreck chart 1110A. At the time I wrote that letter I had no copies of chart 1234 or 1110 on file. Comparing new copies of the latter charts, I find the wreck chart 1110A shows the HUTTON a little to the south.

Paul C. Whitney
Captain U.S.C.& G.S.
Supervisor.

PCW:H

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

DAILY LOG

MERRITT-CHAPMAN & SCOTT CORPORATION

VESSEL M/V "VIGILANT" DAY THURSDAY DATE FEBRUARY 3 19 44

INSTRUCTIONS: The following particulars shall be entered in the appropriate spaces on the original and both copies of logs, leaving one blank between each job reported thereon:

(1) Location of Vessel.
(2) Time of starting and finishing each operation.
(3) Car number of each car loaded or unloaded.
(4) Weights, or marks and numbers of pieces hoisted.
(5) When handling boats, cars and busses, indicate whether cased, crated or unprotected.
(6) Indicate all pieces tipped for hoisting into or out of a ship.
(7) Names of towboats handling vessel or delivering stores.
(8) Coal, water and stores received and delivered.
(9) Names of diver and tender.
(10) Names of members of crew and extra men with actual ho worked by each.
(11) Addresses and telephone numbers if any, of each member of cr on the log for Monday of each week.
(12) Additional information not provided for above under "Remarks.

Night towing shall be reported on following day's log. Receipts shall be obtained for everything delivered. The name of the vessel and the date sh be entered on both the front and reverse sides of log, and log shall be signed by the Captain in the places designated. Logs shall be mailed to the off every day at the close of the day's business.

TIME FROM	TIME TO		CHARGE ACCOUNT
6-00 PM		P. FULCHER AND R. KITTELL THROUGH IN GALLEY FOR THE DAY.	
7-55 PM		SEA BUOY, HAZY, CALM, BAR. 29:94	
9-15 PM		ALL FAST AT PORT TERMINAL, CREW THROUGH FOR THE DAY, HUNNINGS	
		THROUGH IN ENGINE ROOM FOR THE DAY.	
		HAZY, CALM, BAR. 29:96	
9-15 PM	10-00 PM	N. KIRK ON DECK WATCH.	
10-00 PM	12-00 MID	S. SWIST ON DECK WATCH.	

ENTERED ON:

ORDER FORM

TRAFFIC RECORD DISTRIBUTION BY

CORRECT: Wm Reed S.C.
CAPTAIN

FORM A-20-20M-4-43

MERRITT-CHAPMAN & SCOTT CORPORATION

DAILY LOG FOR _____ _____ 19____

NAME	ACTUAL HOURS WORKED	WATCHES & OTHER SPECIALS	ADDRESS	TELEPHONE NO.

REMARKS:

CORRECT:

CAPTAIN

DAILY LOG

MERRITT-CHAPMAN & SCOTT CORPORATION

VESSEL M/V "VIGILANT" DAY THURSDAY DATE FEBRUARY 3, 19 44

INSTRUCTIONS: The following particulars shall be entered in the appropriate spaces on the original and both copies of logs, leaving one blank line between each job reported thereon:

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TIME FROM	TIME TO		CHARGE ACCOUNT	
		LAYING AT PORT TERMINAL, MOREHEAD CITY, N.C.		
12-00 MID	2-00 AM	CAPT. BARROW ON DECK WATCH.		
2-00 AM	5-30 AM	J. BALL ON DECK WATCH.		
5-30 AM		CREW TURNED TO ON DECK, HUNNINGS TURNED TO IN ENGINE ROOM,		
		FULCHER AND MESSMAN ROBERT KITTELL TURNED TO IN GALLEY.		
6-20 AM		LIEUT. COMDR. H.J. HEALY, CHIEF BOS'N A.B. PEARSON & SR. HYDRO		
		GRAPHIC OBSERVER E. LYONS OF THE U.S. COAST & GEODETIC SURVEY		
		OF NORFOLK, VA., ARRIVED.		
6-25 AM		"VIGILANT" LEFT PORT TERMINAL, PROCEEDED TO "W.E. HUTTON".		
		CLEAR, LIGHT WESTERLY WIND, BAR. 30:04		
7-05 AM		SEA BUOY, CLEAR, MOD. WEST NORTH WEST WIND, BAR. 30:04		
9-45 AM		ARRIVED AT POSITION NEAR WRECK, BEGAN DRAG OPERATIONS,		
		RUNNING 1800 FT. DRAG WIRE TO "Y.N.T. 14" (ASSISTING IN DRAGING)		
		UNDER DIRECTIONS OF THE U.S. GEODETIC SURVEY OF NORFOLK, VA.		
12-12 PM		LOWERED DRAG TO 40 FT., BEGAN DRAGING.		
1-45 PM		CLEARED AT 40 FT., LOWERED DRAG TO 43 FT., BEGAN DRAGING.		
3-00 PM		CLEARED AT 43 FT., LOWERED DRAG TO 45 FT., BEGAN DRAGING.		
3-58 PM		DRAG HOOKED AT 45 FT., MEN IN LAUNCH TAKING LEAD LINE SOUNDINGS.		
4-30 PM		LAUNCH BACK TO VESSEL, LET DRAG GO FROM "Y.N.T. 14" BEGAN		
		TAKING IN SAME.		
5-30 PM		DRAG IN, "VIGILANT" PROCEEDED TO PORT TERMINAL.		
		CLEAR, MOD. NORTH WEST WIND, BAR. 29:94		

ENTERED ON:

ORDER FORM

TRAFFIC RECORD DISTRIBUTION BY

CORRECT: Wm Reed S.O.
CAPTAIN

FORM A-20-20M-4-43

MERRITT-CHAPMAN & SCOTT CORPORATION

DAILY LOG FOR _____ _____ 19____

NAME	ACTUAL HOURS WORKED	WATCHES & OTHER SPECIALS	ADDRESS	TELEPHONE NO.

REMARKS:

CORRECT:

_____

CAPTAIN

YNT - 14 NAMONTACK
PORT TERMINAL

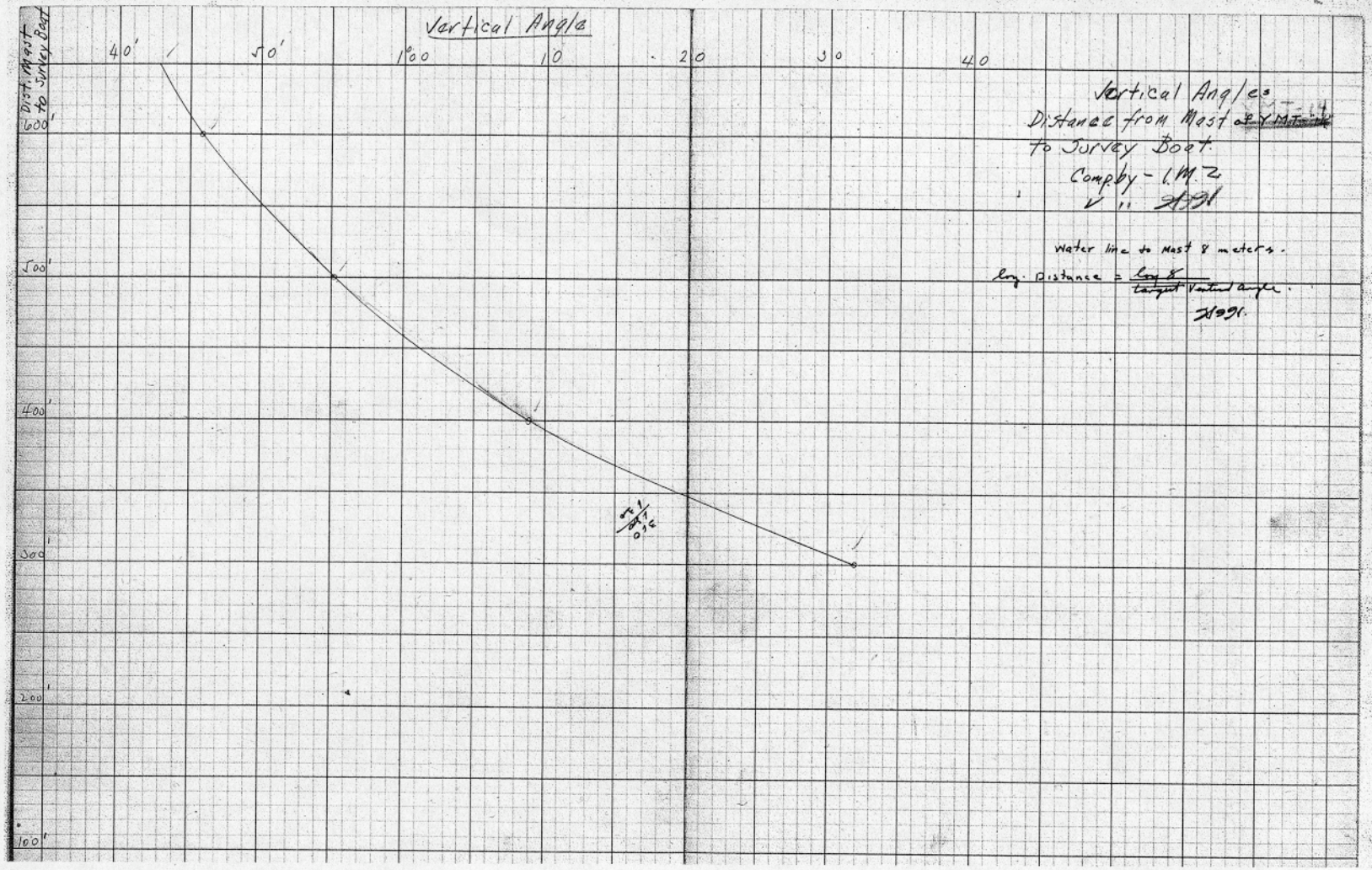
Feb. 3, 1944

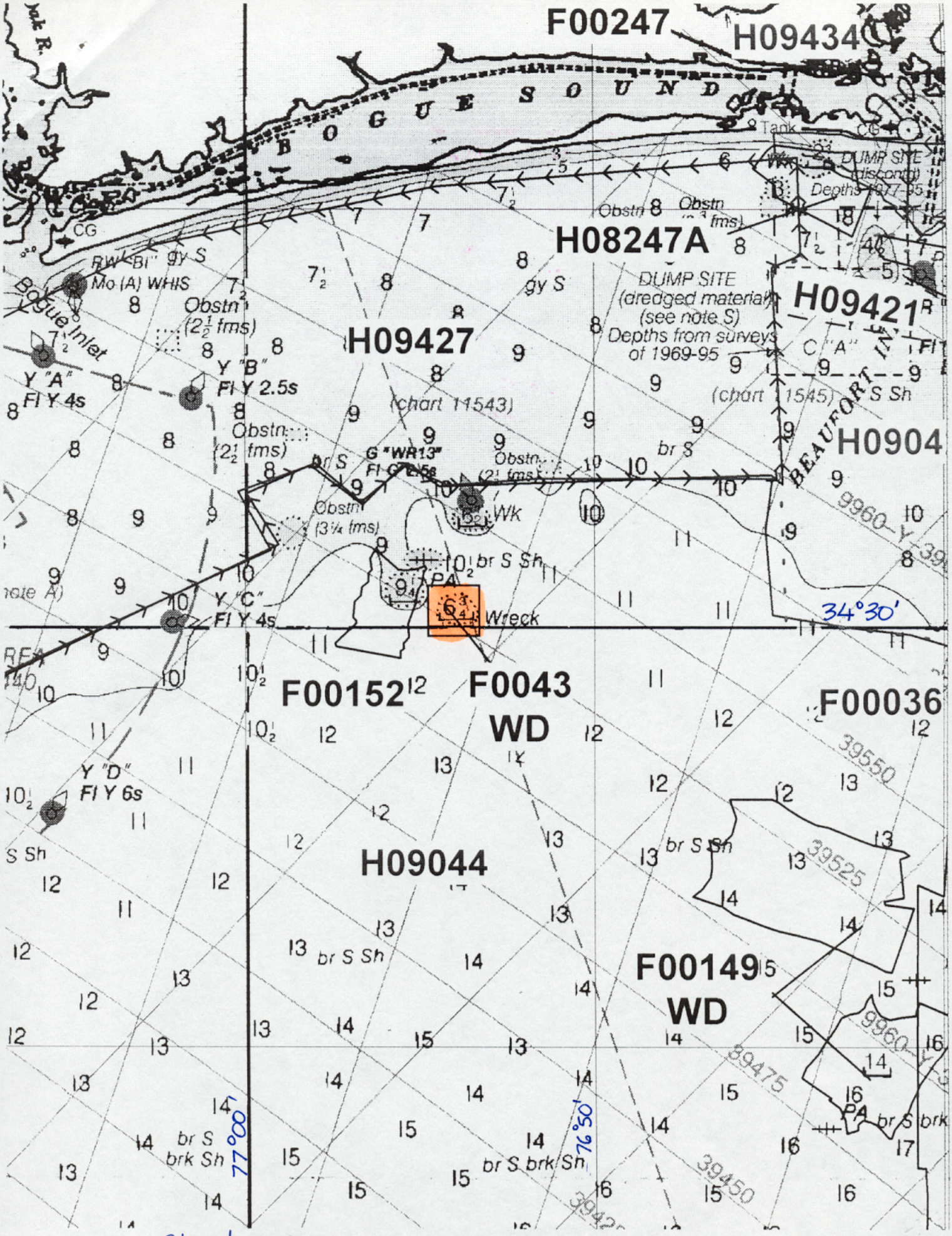
COPY OF LOG NAMONTACK FEBRUARY 3, 1944

0600	UNDERWAY FROM PORT TERMINAL PIER
0620	MOORED TO PIER PORT TERMINAL AWAITING VIGILANTE TO GET UNDERWAY
0630	UNDERWAY FOR DUTY IN CONNECTION WITH THE GEODETIC SURVEY
1016	DROPPED ANCHOR ABOUT 210 FEET OF LINE OUT , AT BUOY TO SEAWARD NEAR WRECK BUOY
1710	UNDERWAY FOR PORT TERMINAL, MOREHEAD CITY, N.C.
1955	MOORED AT BERTH PORT TERMINAL, MOREHEAD CITY, N.C.

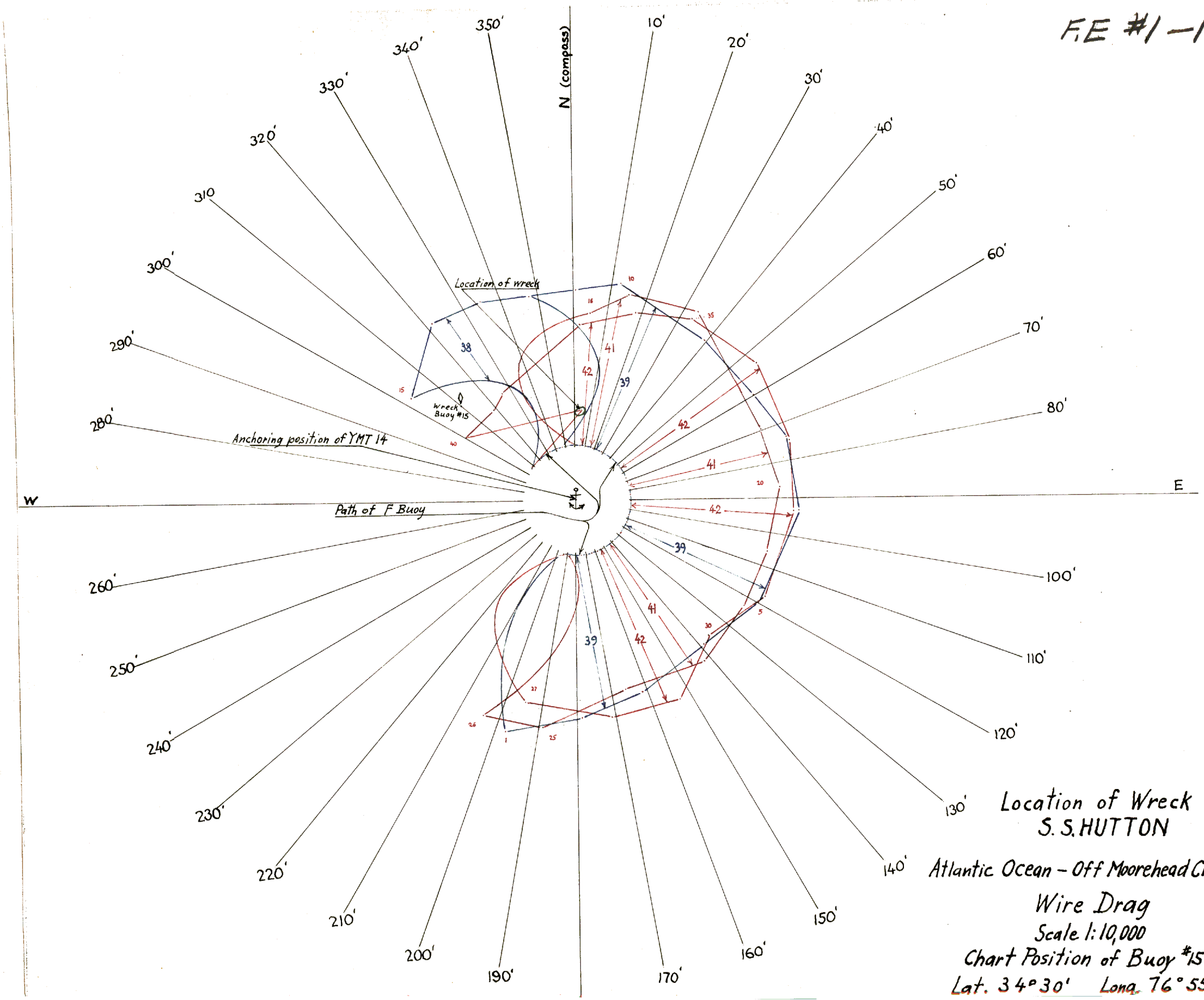
Chester B. Dampley.
C.B. DAMPLEY, BOS'N
Officer - In - Charge

Certified to be a true copy:
C. B. Dampley.


Vertical Angle
Dist. Mast to Survey Boat
40'
50'
100
10
20
30
40
600'
500'
400'
300'
200'
100'
Vertical Angles
Distance from Mast
to Survey Boat.
Comp by - L.M.Z.
" 1931
Water line to Mast 8 meters.
log. Distance = log 8 / tangent Vertical angle.
1931.


F00247
H09434
BOGUE SOUND
H08247A
H09421
H09427
H0904
F00152
F0043
WD
F00036
H09044
F00149
WD
DUMP SITE
(dredged material)
(see note S)
Depths from surveys
of 1969-95
(chart 11543)
(chart 11545)
Bogue Inlet
BEAUFORT IN
Y "A"
Fl Y 4s
Y "B"
Fl Y 2.5s
Y "C"
Fl Y 4s
Y "D"
Fl Y 6s
G "WR13"
Obstn
(2½ fms)
Obstn
(3¼ fms)
Wk
Wreck
br S Sh
br S brk Sh
br S brk
34°30'
77°00'
76°50'
Chart 11520

FE #1 – 1944



Location of Wreck
S. S. HUTTON

Atlantic Ocean – Off Moorehead City, N.C.

Wire Drag

Scale 1:10,000

Chart Position of Buoy #15

Lat. 34° 30' Long. 76° 55'