

2470

Diag. Cht. No. 1240-2 & 1241-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*  
Field No. \_\_\_\_\_ Office No. *2470*

LOCALITY

State *Georgia*  
General locality *Savannah*  
Locality *River Entrance*

1900

CHIEF OF PARTY

*W. C. Hodgkins*

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U. S. COAST AND GEODETIC SURVEY.

*H. S. Pritchett*, Superintendent.

State: *Georgia*

DESCRIPTIVE REPORT.

*Hydrographic* Sheet No. 2470

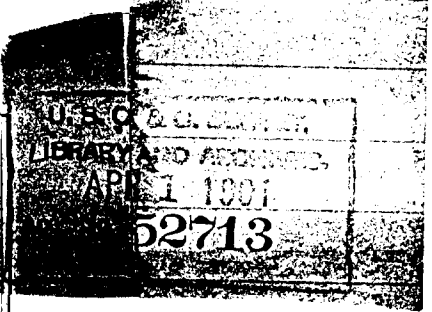
LOCALITY:

*Savannah River Entrance*

*1900.*

CHIEF OF PARTY:

*W. C. Hodgkins*



2470

( Title )

U. S. Coast and Geodetic Survey.

H. S. Pritchett, Superintendent.

Savannah River Entrance  
Georgia

By the party under the charge of  
Assistant W. C. Hodgkins in Str. Blake.

July 10<sup>th</sup> to 20<sup>th</sup>, 1900

Scale 1 : 20 000

Statute Miles

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Nautical Miles

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## Statistics

Date 1900	Letter	Number of				Vessel
		Vol	Angles	Soundings	Miles.	
July 17	A	3	119	275	9.5	Blake
" 18	B	3	112	213	10.7	"
" 19	C	3	322	684	31.0	"
" 20	D	3.4	338	834	34.0	"
July 10	a	1	314	870	13.2	Launch No 32
" 11	b	1	267	850	14.0	"
" 12	c	1.2	12	37	0.5	"
" 13	d	2	190	521	6.5	"
" 14	e	2	14	53	1.0	"
" 16	f	2	184	587	10.0	"
" 17	g	2	131	412	7.5	"
" 18	h	2	34	91	2.0	"
Totals	12	4	2037	5427	139.9	9.0 Sq. Miles.

Observers

Assistant W. C. Hodekins  
 Aid Hugh C. Mitchell  
 Second Watch Officer C. A. Thompson  
 Chief Yeoman J. A. McGregor  
 Draughtsman J. F. Pfau

Recorders

Yeoman 1 cl. O. M. Straube  
 Yeoman 3 cl. H. E. Putney

Headsman

Master at Arms 1 cl. J. A. Jansen  
 Quartermaster 1 cl. Andrew Andersen  
 " 2 cl. J. A. Hallquist  
 " 3 cl. E. Lindblom  
 " 3 cl. S. L. Jensen

Tide Observer

Seaman G. Christensen

Note

The soundings are expressed in feet and show the depths at mean low water, the plane of reference, which reads 0.0 feet on the U. S. Engineers' tide gauge on the wharf at north end of Tybee Island (Fort Screven) (Approximate geographic position of gauge is: Latitude  $32^{\circ}01'$  N.; Longitude  $80^{\circ}50'$  W.)

The Bench Mark used is the U. S. Engineers B.M. It consists of a barrel on end, filled with cement into which are sunk two copper bolts, 3 inches apart, the tops of which are the B.M. and correspond to the tide gauge reading of 10.14 feet. A cross (+) is cut between the bolts and the letters "U.S." are cut on one side and "B.M." on the opposite side. (Approximate geographic position of the B.M. is: Latitude  $32^{\circ}01'$  N.; Longitude  $80^{\circ}50'$  W.)

The 6 foot curve is drawn thus

"	12	"	"	"	"	"
"	18	"	"	"	"	"
"	24	"	"	"	"	"

3. The depth in the main channel across the outer bar varies from 19 to 25 feet, but there are a number of scattered humps with only 17½ to 18 feet over them.

Not over 17½ feet can be carried into the mouth of the jetty at mean low water and the throat of deep water is very narrow.

There being an average rise of tide of nearly seven feet, much more can be carried at high water.

For vessels of not too great draft and which handle easily, there is no real need of a pilot, but the state laws make pilotage compulsory.

4. Changes can best be estimated by direct comparison with former surveys. There seems to have been no very great change since 1897.

6. Tybee Roads is a fairly good anchorage but seems to be scarcely ever used. The Inner Roads, near the fort wharf, is a good anchorage for small vessels, but seems to be gradually filling up. The tug boats and pilot boat have mooring buoys in this harbor.

9. There are several sets of ranges, all of which are described in the "List of Buoys, Beacons, etc."

10. The bottom is generally hard sand but there is some mud.

W. C. Hodgkins

This survey was begun on July 10<sup>th</sup>, 1900, and was completed on July 20<sup>th</sup>, during which time soundings were taken from the Blake on 4 days and from steam launch N<sup>o</sup> 32 on 8 days. Number of angles 2037;

Number of soundings 5427; Miles of soundings 139.9;

Square miles 9.0

The locality covered by the street is the main entrance to the Savannah River, the approach to the important port of Savannah, the principal commercial centre of our southern Atlantic coast. The shores are low and inconspicuous but the pine forests which cover a large part of the country are visible some miles off shore.

The principal interest is commerce, both foreign and domestic, carried on both by steamers and sailing vessels, the latter usually towing up and down the river.

In approaching from seaward the first appearance of land is of scattered dark spots, the tops of the highest clumps of trees. Tybee lighthouse should also be visible and if bound from the northeast Martin's Industry light vessel should be sighted.

The separate clumps of trees gradually merge together and become higher and more distinct



as the shore is approached and Tybee Beacon, which is a low white structure on the beach south and east of the light house will become visible. The whistling buoy off the entrance will also be seen and the steam pilot boat is usually lying moored to her station buoy on the north side of the entrance.

Passing close to the whistling buoy on either hand one easily comes upon the range of Tybee light and Beacon, guiding across the bar. Following this range as far as the north side bell buoy, the two lights on Bloody Point, the southern part of Daufuskie Island come in range and should be run for until up with the P.S. midchannel buoy in Tybee Roads, where the first of the river ranges is brought on and is followed to the entrance bell buoy, on the point of the spit running out from the south jetty.

Thence up the river there are numerous range beacons, which are described in the list of Buoys, Beacons, etc.

So far as observed no additional buoys or beacons are needed within the limits of this sheet. A steam pilot boat is generally to be found at the mouth of the river and she usually runs outside

when a vessel is seen approaching. Pilots are taken just outside the bar and are dropped at the same place from outbound vessels.

It is not usual for a vessel to anchor outside.

Pilotage is compulsory.

The quarantine station is on the right bank of the river, on Cockspur Island, a little above Fort Pulaski and vessels are required to anchor there unless given pratique at once.

Tow boats are generally to be found at the mouth of the river, two of them having a station, with mooring buoys, in the Inner Roads. They usually go out to sea to pick up sailing vessels when any are sighted in the offing.

Vessels may anchor before entering the jetties either in the inner or outer roads, according to draught. For small vessels, the inner anchorage is much more convenient.

There are no regulations as to anchorage limits so long as one keeps clear of the steamer track marked by range lights. After entering the jetties there is no good anchorage the river channel being very narrow.

No supplies can be obtained at Tybee. All such must be procured from Savannah.

There are two signal stations on Tybee Island; controlled by private parties, I was told.

There are no local steamers, There is railroad communication between Tybee Island and Savannah,

There is a post office at Tybee Island and there is a telegraph station at Fort Screven, a modern work on the north end of the island.

There is a small village, mostly composed of the cottages of summer visitors on the island below the fort.

Southeast gales in the summer and fall appear to be those most dreaded and these are often accompanied by very high tides.

Wrecks should usually hold together through the first storm but in some violent tempests numerous vessels have been totally destroyed without any knowledge of their identity being ever discovered.

W. C. Hodgkins  
Chief of Party.