



BUSINESS EDITION

# 2018 savannahportjournal

Volume 2 Written by Mikell F. Cates

A Comprehensive look at the history, organizations, business and terminals that populate the Port of Savannah.

# The Savannah Port Journal

## 4<sup>th</sup> Largest Port in the Nation And 3rd Busiest



The "Theodore Roosevelt" making her maiden voyage in to the Port of Savannah

- Top 10 U.S.  
Container Ports  
Calendar Year 2015\*
1. Los Angeles
  2. Long Beach
  3. New York/New Jersey
  4. Savannah

5. Seattle/Tacoma
6. Virginia
7. Oakland
8. Houston
9. Charleston
10. Port Everglades

\*Source: AAPA (total throughput)



# Savannah Port Journal 2018

Business Edition

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El Paso Energy  
Coastal Heritage Society  
GP

Liberty Terminals  
Savannah International Trade & Convention Center  
Westin Savannah Harbor Golf Resort & Spa  
Georgia Ports Authority Trade Development  
Savannah Morning News  
BlueLime Studios

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## Port Overview

The port contains over fifty piers, wharves, and docks. Some are used for multiple purposes, while others are specialized for cargo such as sugar, fuel, gypsum, kaolin, and timber. The two Georgia Ports Authority terminals are major sites for the transshipment of containerized cargo. Savannah ranks third for the number of containers shipped in the United States.

The book tour begins at the outer marker of the Savannah River Channel and follows the pathway of the ships up the river, covering approximately 31 miles. There are many popular sites along the way like Cockspur Lighthouse, Fort Pulaski, Coast Guard Station Tybee, Fort Jackson, the Pilot House, and the Savannah Riverfront in Downtown Savannah.

The Eugene Talmadge Memorial Bridge stands as a spectacular arch, marking the entrance to the western portion of the Savannah Port. Numerous industries and terminals line the river, starting several miles east of the bridge, beginning with the LNG facility at Elba Island. Other facilities are owned by: Tronox (formerly Kerr McGee, now Savannah Acid), Conoco Phillips Petroleum, EPIC Midstream, Valero Petroleum, Martin Marietta Aggregate, Georgia Pacific Gypsum, East Coast Terminal, Savannah Cement, and Liberty Terminals.

Downtown Savannah, with its Cobblestone River Street, is a popular tourist destination and quite beautiful to behold from the water. From the river, landmarks such as the Savannah Municipal Building with its gold dome, the Savannah Cotton Exchange, Factor's Walk, and the "Waving Girl" statue are historical attractions that were directly linked to the first business transactions at the Savannah Port. Larger Riverfront landmarks include the Hyatt Regency and Marriott Riverfront hotels, and prominent buildings on Hutchinson Island – The Westin Savannah Harbor Golf Resort and Spa and the Savannah International Trade and Convention Center. Two fleets of tug boats, Moran and Crescent, play a vital role of the Port's shipping operations. The future development of Savannah River Landings and the proposed changes on Hutchinson Island are integral for the growth of the Port of Savannah.

The real estate east of the Talmadge Bridge is owned and operated by many different businesses and organizations. The largest of those, the Georgia Ports Authority, owns and manages the two largest and busiest terminals: Ocean Terminal and Garden City Terminal.

Ocean Terminal starts just before the Talmadge Bridge and contains break bulk and Roll/on-Roll/off facilities. The Garden City Terminal consists of eight piers, with numerous cranes to unload containers.

A number of businesses lie between the two Georgia Port Authority Terminals, including: National Gypsum, Epic Midstream, Colonial Oil Industries, Colonial Marine, and International Paper. Beyond the Garden City Terminal lie Imperial Sugar Refinery, Georgia Power Plant Kraft (being torn down), Newport Terminal (Schilli Logistics), and the Weyerhaeuser paper mill (purchased in 2016 by International Paper).

The large well in Ocean Terminal provided berth for the *Georgia Responder* – a vessel which has never been used for its intended purpose of responding to large oil spills. The *Responder* has been deployed to Louisiana, but a support barge with crew quarters and oil tank storage remains in the slip.

Georgia's deepwater ports and inland barge terminals support more than 350,000 jobs annually throughout the state. It contributes \$18.5 billion in income, \$66.9 billion in revenue and some \$2.5 billion in state and local taxes to Georgia's economy.

To keep the Savannah port growing, future plans call for the deepening of the harbor, which will have a significant impact on the environment. Numerous stakeholders have been meeting and guiding the extensive studies on this project since 1999. This is the most researched project the U.S. Army Corps of Engineers has ever conducted. The Journal takes a closer look at each facility and the important work that goes on each day in the Port of Savannah.

### Short History of the Port

The British founded the new colony to produce new and popular raw materials to strengthen the market for English goods. Savannah's position on river made it a strong importer and exporter. Three months after Savannah's founding, *The James*, the first ship to the port anchored its bows in Savannah. In June 1735, the first vessel exported raw materials from the new colony. By 1755, there were nine square-rigged ships and 43 schooners and sloops sailing from the port. Exports such as indigo, wine, silk and potash, were exported from Savannah.

Merchants and traders of the city met on December 13, 1806, at the City Exchange and appointed a committee of seven to draft a constitution. The committee reported back to the city's businessmen on December 30, proposing 17 rules. These rules included provisions calling for initial membership fees of five dollars, membership to be open "only to merchants, traders, factors and insurance brokers," and for fines for "officers refusing to serve after being elected." The rules were unanimously agreed to by the 85 "subscribers" in attendance.

The Georgia Historical Society records indicated that the first committee members were John Cummings, the president; John Bolton, the vice president; James Johnston, the treasurer; and William Scarborough, the secretary. Scarborough later became the organization's president, and he was a principal backer for the S.S. Savannah. Mayor Thomas Gamble spoke of these men and their efforts in a speech in the mid-1930s, "these were the type of men who inspired and enthused and led... they seized every opportunity to promote commerce."

Up until the American Civil War, cotton and tobacco were the most profitable raw material in the South. The first shipment of cotton from Savannah took place in 1784. Eight bags sent to Liverpool, England, and rumored to have been seized by authorities who could not believe this abundance of cotton could have been raised in the United States.

When Eli Whitney perfected the cotton gin, at a plantation just west of Savannah in 1793, exports of the staple boomed. In 1820, shipments of cotton from Savannah reached 90,000 bales a year. Export revenues increased to \$14 million in 1819, the same year that Savannah became the 16<sup>th</sup>-largest city in the country.

After the American Civil War, naval stores vied with cotton as Savannah's major export. The city became the main shipping point for turpentine and rosin produced in Georgia, South Carolina, Alabama and Florida. The Savannah Naval Stores Exchange was created in response in 1882, which was taken over by the chamber and renamed the Savannah Board of Trade in 1883. In its early years, the Board of Trade dealt largely with freight rates; traffic on the Savannah River; wharfage rates; and quarantine charges and other matters related to the port.

During the years of 1891 through 1903, Historian Thomas Gamble wrote that "in those days of schooners, barks and brigs and modest-size tramp steamers, over 1,000 vessels must visit the port in a year to provide adequate cargo space" for the cotton and naval stores being exported from Savannah.

The Savannah Port Authority was created by legislative act in August 1925. The authority was given broad powers including regulating the traffic of the harbor, maintaining and building public wharves and warehouses, and maintaining the depth of the water. The GPA had the power to issue bonds and to acquire land for the development of terminal facilities. Eventually, the authority would assume the responsibility of conducting a program of industrial development for Savannah and the surrounding areas. In January of 1930, the Savannah Board of Trade permanently changed its name to the Savannah Chamber of Commerce. The success-filled relationship between chamber and port was summed up by Gamble, "during the 200 years that have passed since the James dropped anchor . . . there has never been a prolonged period of peace during which Savannah's commerce has not expanded, its harbor facilities improved, and its position as a port has been strengthened by the enterprising spirit of its merchants."

Gamble stated that Savannah "forged steadily ahead, passed its competitors, held its own, and has a brighter future than any other port of this section, not because of any natural superior advantages, but because it has always had men leading it who had confidence in Savannah, confidence in themselves, and who put their money, their time, their brains, their energies, into promoting the commercial welfare of Savannah." The port still lives by his words that state that "men, not merely water or back country, make a great port."

[www.visitsavannah.com](http://www.visitsavannah.com)

## Partners at the Port of Savannah

### United States Coast Guard: Hunter Army Airfield

The USCG plays a major role in the operation of the Port of Savannah. It carries out (3) basic roles:

- Maritime safety
- Maritime security
- Marine stewardship

There are (11) statutory missions that the USCG carries out by law. The legacy missions include: **Marine safety**, search & rescue, aids to navigation, living marine resources (fisheries law enforcement), **Marine Environmental** protection and ice operations. **Homeland Security** missions include: Ports, waterways, and coastal security; drug interdiction; migrant interdiction; defense readiness; and other law enforcement operations.



USCG station "Hunter Army Airfield"

### Savannah Chatham Metropolitan Police Dept. (Marine Patrol)

The **Marine Patrol** regularly patrols the local waterways, working with the Georgia Department of Natural Resources and the United States Coast Guard, providing harbor enforcement and providing an extra layer of security for Savannah's busy port. Last year, the Marine Unit conducted more than 100 joint operations with the Coast Guard.

Accordingly, the Marine Patrol investigates waterway and marine-related accidents and/or crimes. The unit also enforces all the safe-boating laws of the State of Georgia in the 632 square miles of waterways in the Metro Police jurisdictional area.

In addition, the boats the unit utilizes provide a diving platform for the Underwater Search and Recovery Unit (Dive Team), particularly involving boating accidents and the recovery of water-borne accident victims.



### Georgia Department of Natural Resources:

The **Law Enforcement Division** is responsible for protecting Georgia's wildlife, natural and cultural resources, DNR properties, enforcing boating, litter and waste laws, teaching hunter and boater education classes and providing public safety for the citizens of Georgia.



The Savannah Fire Department operates (2) fire fighting surface vessels in the Port. Both boats are docked on River Street for easy access up and down the port should either of the boats be needed. The newest "Marine 1" joined the fleet in 2015. The boats are designed to fight fires on ships as well as on land with their long reach with the high power water pumps. They also have the ability to pull water directly out of the river as opposed to having to have a land source.



Original fire boat



New fire boat purchased in 2015

## Deepening of the Port of Savannah:

The Georgia Ports Authority is aggressively pursuing the deepening of the Savannah River to 47 feet to more efficiently serve the growing demands of world trade. Working with the U.S. Army Corps of Engineers, the [Savannah Harbor Expansion Project \(SHEP\)](#) received the last of all required federal and state regulatory approvals in 2013. After 14 years of study and review, the project is ready to move to construction.

### **The SHEP will improve navigation by:**

- Deepening the inner harbor to 47 feet MLLW and the entrance channel to 49 feet MLLW;
- Extending the entrance channel by 7 miles;
- Constructing three bend wideners and two meeting areas; and
- Enlarging the Kings Island Turning Basin at the Garden City Terminal.

### **Project Status:**

10/24/13

**Washington, D.C.** – Yesterday, the U.S. House passed the Water Resources Reform and Development Act (WRRDA), which authorizes the development and maintenance of the nation’s waterway infrastructure, among other critical projects. The legislation includes a key provision that authorizes the funding necessary for the Savannah Harbor Expansion Project to move forward. This provision will end a 14 year delay of the project to deepen the harbor from 42 to 47 feet in order to accommodate new supertankers that will soon be coming from the Panama Canal. The expansion of the harbor will ensure it remains a vital piece of the national infrastructure and have a major economic impact on Georgia and the nation.

All 14 House members of the Georgia Congressional delegation voted for WRRDA, and both of Georgia’s senators voted for the Senate version of the bill earlier this year. President Obama and the Army Corps of Engineers have deemed the Port of Savannah a “nationally and regionally significant infrastructure project.”

Studies by the Army Corps of Engineers show a 5.5-to-1 benefit to cost ratio, meaning that for every dollar spent on the deepening, the nation will reap \$5.50 in benefits.

According to the Georgia Ports Authority, Georgia’s deep water ports and inland barge terminals support more than 352,000 jobs throughout the state annually and contribute \$18.5 billion in income, \$66.9 billion in revenue and \$2.5 billion in state and local taxes to Georgia’s economy.

On May 15, 2013, the U.S. Senate passed its version of the bill by a vote of 83-14. The House and Senate must reconcile their differences before sending a final bill to

the president to sign into law. Construction is scheduled to get underway in mid-2015.

9/14/2015

The Army Corps of Engineers, the federal agency overseeing the \$706 million Savannah harbor expansion, called a news conference Monday to celebrate the project's start on Tybee Island as crews on a 220-foot dredging barge worked about 5 miles offshore. The Illinois-based company is being paid \$134.5 million to deepen 17 miles of the shipping channel — about half the total route between the Savannah port and the Atlantic Ocean.



The 300-ft Great Lakes Dredge and Docks Alaska started work on September 14<sup>th</sup>, 2015 to deepen 17 miles of the shipping channel — about half the total route between the Savannah Port and the Atlantic Ocean.

There are several different components to the harbor deepening. These consist of **Dredging** and **Mitigation**.

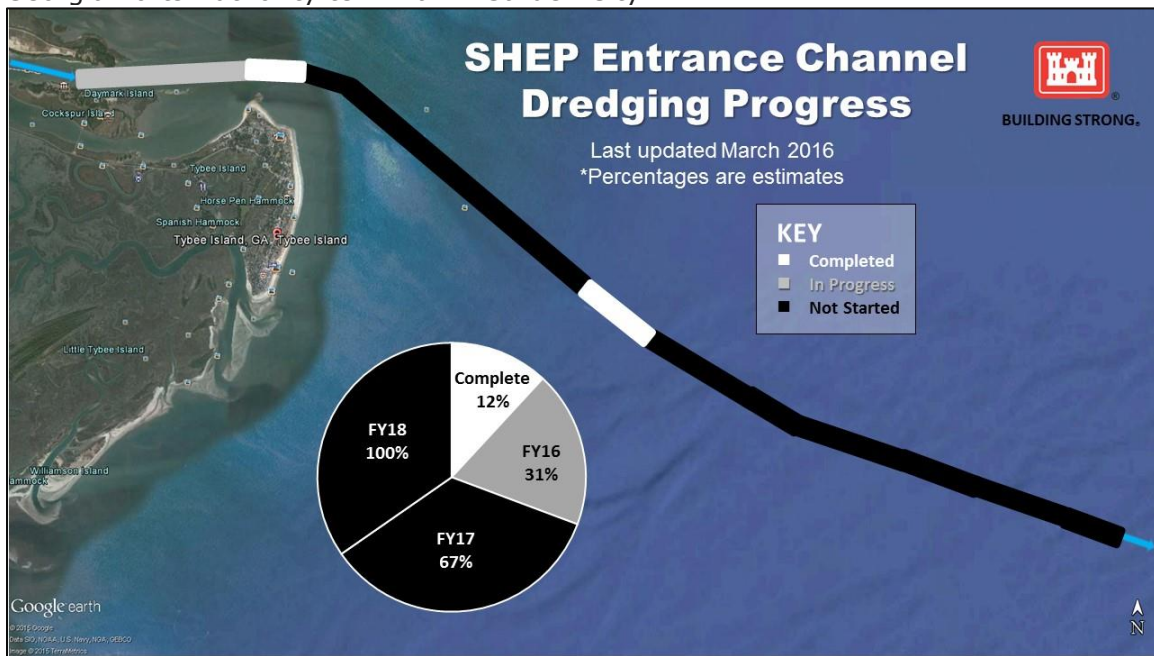
## Outer Harbor Dredging:

59% Complete

**Award Status:** Awarded \$134.5 million contract to Great Lakes Dredge & Dock Company.

**Summary:** The Dredge Alaska moved into the Atlantic Ocean Sept. 10, 2015 to begin deepening the harbor from its current 42-foot depth to 47 feet (slightly deeper in the ocean end of the harbor). The contract covers extending the entrance channel by 7 miles, and deepening of the outer harbor from approximately Fort Pulaski for 18.5 miles into the Atlantic Ocean. Dredging the outer harbor is the first step to

deepening the entire 40-mile shipping channel and harbor from Deep Ocean to the Georgia Ports Authority terminal in Garden City.



## Inner Harbor dredging

Award Status: Design Phase

**Summary:** The SHEP will deepen the Savannah harbor and the associated shipping channel from an authorized depth of 42 feet to 47 feet. This deepening will allow larger, more efficient container vessels to use the East Coast’s second busiest container harbor with fewer weight and tidal restrictions. Inner harbor work will also include constructing three bend wideners and two meeting areas, and enlarging the Kings Island Turning Basin at the Garden City Terminal.

Mitigation:

100% complete

**Award Status:** Initial work awarded to Dial Cordy and Associates of Jacksonville, Florida. Panamerican Consultants of Memphis, Tennessee conducted field work. The

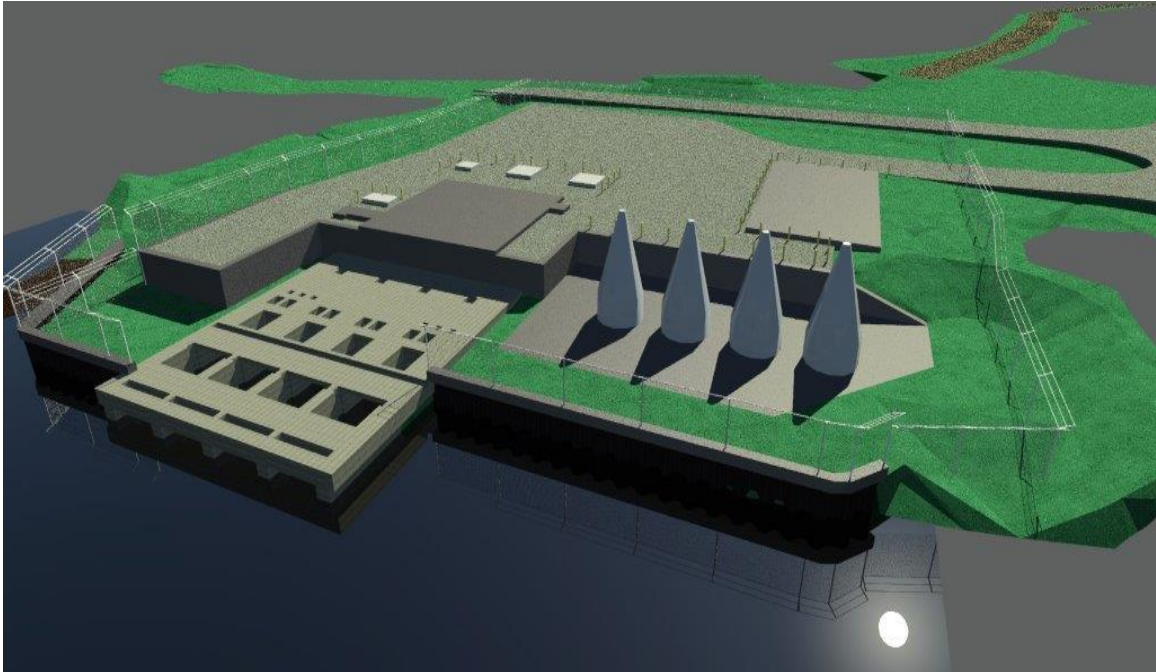
U.S. Navy, which owns the vessel, recovered major pieces of the ironclad.

**Summary:** The remains of the CSS Georgia, a Confederate ship, previously rested on the bottom of the Savannah River adjacent to the shipping channel, near Old Fort Jackson. The CSS Georgia's location impeded the channel expansion. Construction began in January 2015 when archaeologists mobilized for the first contract on the recovery of the CSS Georgia ironclad. The Corps of Engineers removed the remains from their location to protect them from further damage. Archeologists recovered more than 1,700 artifacts, most of which are related to the mechanics of the vessel. For more information on the current status of the CSS Georgia recovery process, visit its dedicated [website](#).

**Dissolved Oxygen Injection System** – 45% Complete

**Award Status:** Awarded \$99.6 million contract to CDM Constructors Inc. of Maitland, Florida

**Summary:** In July 2015, the Savannah District awarded a contract to begin building dissolved oxygen injection system systems upstream on Plant McIntosh and downstream of Hutchinson Island. Workers began clearing the land for construction in February 2016. The process will remove water from the river, inject it with oxygen inside 12, two story devices called Speece cones, and return the water back to the river. These devices will maintain the level of dissolved oxygen in the harbor at the pre-SHEP 47' deepening level. The DO system is scheduled to be operational by December 2017. Keep up with its [progress](#) on our Flickr site.



Dissolved Oxygen Injection System



**Raw Water Storage Impoundment – 86% Complete**

**Award Status:** Awarded \$40.2 million contract to Thalle Construction Company of Hillsborough, North Carolina.

**Summary:** Construction on the raw water storage impoundment began March 2016. We estimate active construction will take 18-21 months depending on weather and other factors. The impoundment, a small reservoir, will provide an additional resource of fresh water that may be needed when the Savannah River experiences drought conditions at extremely high tides in hot weather. Use of the impoundment during these rare occurrences ensures water quality remains unchanged. During normal operations, water will continue to be drawn from Abercorn Creek and will bypass the impoundment. During low river flows and high tides, pumping from Abercorn Creek will stop and water will be drawn from the impoundment until tides recede.

**Flow re-routing -**

**Award Status:** Not advertised

**Summary:** The 47-foot plan includes several modifications to tidal creeks in the upper harbor. These changes will re-direct the flow of saltwater to significantly reduce the amount of impacts to freshwater marsh, which was determined the highest priority wetland natural resource in the Savannah River Basin. The flow re-routing plan will direct more freshwater into the Back River area on the South Carolina side of the river.

Flow re-routing would reduce salinity in 740 acres of salt marsh, converting it to brackish marsh (making it less salty, but not exceeding four parts per thousand of salinity). Studies show the wetlands will retain the same functional value, thus constituting “no net loss” of wetlands.

## **New Savannah Bluff Lock and Dam Fish Passage**

**Award Status:** Not advertised

**Summary:** The harbor deepening is expected to adversely impact habitat for one endangered species, the short nose sturgeon. Harbor deepening would allow additional saltwater to enter the harbor and travel further upstream into areas currently used by this species. The increased salinity would reduce the suitability of some of these areas. To compensate for those impacts, the project includes construction of a fish passageway around the New Savannah Bluff Lock & Dam. This passage would restore access to historical spawning grounds for the short nose sturgeon and other species. The design was coordinated closely with NOAA Fisheries with an estimated construction cost of \$35 million.

### **Current Status:**

- Removal of the CSS Georgia @ 90% complete
- Outer Harbor Dredging @ 59% complete
- Dissolved Oxygen Injection System @ 45% complete
- Raw Water Storage impoundment @ 86% complete
- First Dike raising @ 100%
- Sediment Basin Tide gate removal @ 71%%

Important Links to follow the project:

GPA-SHEP:

<http://www.gaports.com/Media/Publications/GatewayToTheWorld/SavannahHarborExpansionProject.aspx>

US Army Corps of Engineers:

<http://www.sas.usace.army.mil/Missions/Civil-Works/Savannah-Harbor-Expansion/>

Dredging News:

<http://www.dredgingtoday.com/2017/06/13/video-update-on-savannah-harbor-expansion/>

Maintenance Dredges:



The "Hampton Roads" is one of two dredges that stay year round in the Port. These dredges do "maintenance" dredging to maintain the current 42' depth allowed by the Army Corps of engineers. The Georgia project will deepen 39 miles along the Savannah River by 5 feet. According to its contract with the Army Corps, the contractor has until July 18, 2018, to finish deepening the outer harbor — which begins off the north end of Tybee Island and runs several miles out to sea.

# Port of Savannah Organizations:

## SAVANNAH MARITIME ASSOCIATION: A MARITIME PARTNERSHIP

### **The SMA Partnership:**

The Savannah Maritime Association is a partnership of maritime- related companies dedicated to the development and safety of the Port.

### **SMA Cooperation:**

The Savannah Maritime Association strives to foster cooperation and the exchange of information in order to achieve common goals.

### **SMA Participation:**

The Savannah Maritime Association works for the common benefit of all participants at the Georgia's Ports, Federal, State, City, and Commercial Organizations. SMA identifies and achieves common goals and objectives for the maritime community. SMA meetings are an open forum to discuss and resolve Maritime Community issues. Members work towards the common good of the Port.

### **SMA Activities:**

The Savannah Maritime Association is headquartered at 33 Bull Street, Suite 550, in downtown Savannah and conducts regular monthly meetings for members. SMA coordinates annual HAZMAT training, monitors proposed rate increases by area service providers and acts as a clearing house for maritime information, data and employment.

### **SMA Staff:**

SMA's Executive Director Charles E. Sutlive works closely with members at all levels of the maritime, government and business community to ensure the development and safety of the Port.

**[www.savannahmaritime.com](http://www.savannahmaritime.com)**

## Propeller Club of Savannah

PROPELLER CLUB OF THE UNITED STATES  
PORT OF SAVANNAH

### **WHAT IS THE INTERNATIONAL PROPELLER CLUB OF THE UNITED STATES?**

The professionals engaged in the merchant marine industry who gathered frequently at luncheons to discuss mutual issues and the future of shipping.

These meetings developed into the Propeller Club of the United States. The idea was conceived in New York, in 1922, by a group of The Club aims to guide the promotion and furtherance of the American merchant, marine and international shipping in general, and pose as a symbol of mankind's efforts for a better world through Commerce and Industry.

The word "propeller" refers to the propulsion of ships, and symbolizes the driving force required to achieve the Club's objectives.

Today Propeller Clubs are present at most sea and inland ports in the United States, as well as in thirty-three cities throughout the world.

The Propeller Club's world headquarters is located in Fairfax, Virginia.

### **WHEN WAS THE INTERNATIONAL PROPELLER CLUB PORT OF PIRAEUS FOUNDED AND WHAT ARE ITS OBJECTIVES?**

The International Propeller Club of the United States, Port of Piraeus ("The Propeller Club") was founded in 1935, as a non-profit organization. Club Goals and Objectives:

- Actively provide a forum for the exchange of views and promotion of goodwill, social, cultural and merchant marine relations between citizens of Greece and the United States as well as other countries' representatives.
- Sponsor needy Greek students mostly coming from seamen families.

**[www.propellerclubsavannah.com](http://www.propellerclubsavannah.com)**

## International Seamen's House c. 1843

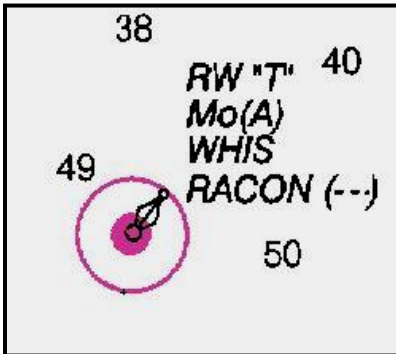


The International Seamen's House, which faces Washington Square at Houston and Congress St., is operated by the Savannah Port Society. The headquarters is known all over the world, by commercial seamen, as a home away from home.

# Outer Marker to Elba Island



## The Outer Marker

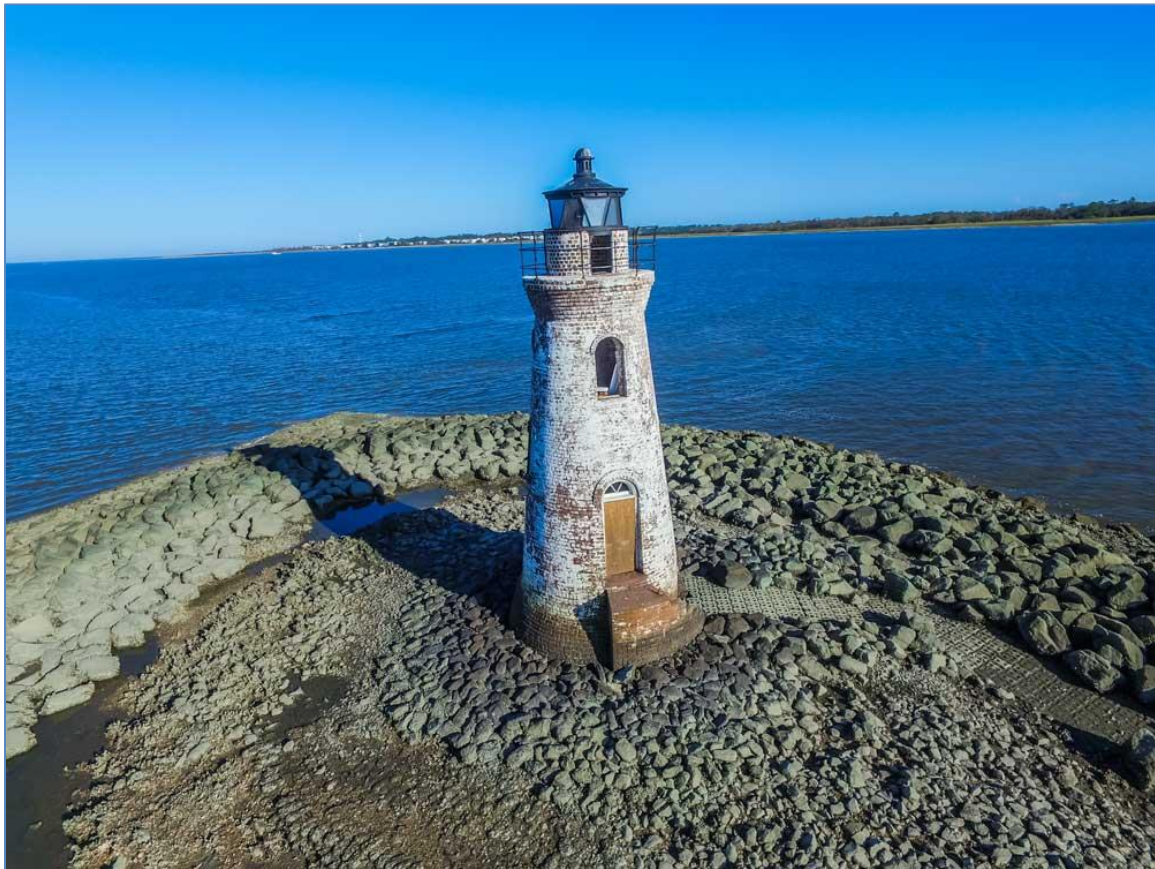


The outer marker (designated as RW "T") is the point where incoming ships stop to wait for the Savannah River Pilots to meet and guide them into the channel. Ships call for the pilots on channel fourteen and schedule their rendezvous near the outer marker. On busy days, several ships may drop anchor nearby and wait for their turn to enter the channel.

Pilots are carried to the ships on specially designated pilot boats. The pilot boat must carefully come alongside (often in rough seas), so the pilot can climb aboard and take charge of the ship's bridge and guide

it to port. Prior to entering the container port, ships are met by tugs, who escort the ship to its final docking. A docking pilot takes control from the river pilot and directs the tugs and line handlers to secure the ship. Savannah Pilots safely convey an average of twenty-two large vessels a day.

## Cockspur Lighthouse



From the sea to Elba Island, the Savannah River is bisected into the north and south channel, divided by several islands. To mark the entrance to the south channel, the Cockspur Lighthouse was built on Cockspur Island in 1849, and rebuilt in 1857, with a new fourth-order Fresnel lens. Originally, a twin tower marked the North Channel, but it fell to storm damage. The lighthouse was deactivated in 1909, when deep-draft vessels began using the North Channel. In 1949, it was abandoned by the Coast Guard, but claimed by the Park Service in 1958, and restored from 1995 to 2000. Cockspur was relit in March of 2007 but remains unlit today.

### Fort Pulaski National Monument



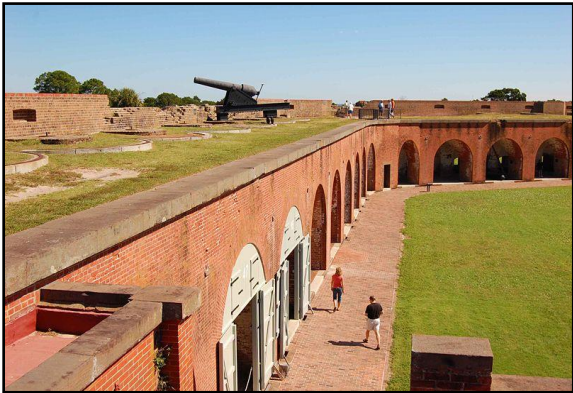
Constructed from 1827 to 1847, in part under the supervision of Robert E. Lee, the fort was designed to protect the city of Savannah. Seized by the Georgia state troopers at the onset of hostilities leading to the Civil War, the fort was attacked by Union forces on April 11-12, 1862. That battle changed forever the construction of forts. Union forces successfully breached the 7.5 foot walls, using rifled artillery after thirty hours of bombardment.



The moat surrounding the Fort

A look inside the Fort walls

By the turn of the 20th century, the fort began to fall into disrepair. On October 15, 1924, the War Department declared Fort Pulaski a National Monument by President Calvin Coolidge. The monument was transferred from the War Department to the National Park Service on August 10, 1933.



12 lb Field Howitzers

[www.nps.gov/fopu/](http://www.nps.gov/fopu/)

## Savannah Pilots



Savannah River Pilots Association maintains a residence for on-duty pilots at the mouth of the river, on Cockspur Island. After an incoming ship contacts the pilots and a rendezvous is established, the pilots are ferried on one of several pilot boats, up to twelve miles, to the area outside the channel, where vessels wait for the pilots. Savannah River Pilots (also known as "bar pilots", since they guide vessels around dangerous sand bars) have provided safe passage through the river since the origination of port in Savannah. Pilots must not only hold an unlimited Coast Guard license, any ship, anywhere in the world, but demonstrate an absolute knowledge of the river.

[www.savannahpilots.com](http://www.savannahpilots.com)

## Coast Guard Station Tybee



Station Tybee is also located on Cockspur Island and guards the Savannah River Entrance. Station Tybee, assigned to Coast Guard Group Charleston, District 7 Miami, is assigned to perform missions of Search and Rescue (SAR), Enforcement of Federal Laws and Treaties, and environmental protection.

The station covers an area of approximately seventy-five coastal miles from Saint Helena Sound, SC to Sapelo Sound, Georgia. This also includes endless miles of rivers, creeks, tributaries, and marshes. The station responds to approximately 250 search and rescue cases per year.

[www.uscg.mil/savannah](http://www.uscg.mil/savannah)

## IntraCoastal Waterway (ICW)

The Savannah River intersects the ICW at Elba Island. The ICW is a waterway constructed by joining existing rivers, creeks, and sounds with strategically placed cuts and canals. On the East Coast, the Atlantic ICW (AICWW) extends 1090 miles from Norfolk Virginia to Miami Florida. Originally built for commercial traffic, its primary purpose now is to provide a safe passageway for recreational boaters. Many "snowbirds" travel the waterway seasonally on their way to more temperate waters as the season dictates.

ICW traffic going north, immediately enters South Carolina after traversing the Savannah River, and travels past Daufuskie and Hilton Head Island. Southbound boaters will connect with the Wilmington River and journey past Causton Bluff, Thunderbolt, and Skidaway starting their voyage down the Georgia coast.

Unwary travelers are sometimes confused by the two intersecting buoyage systems. The ICW lateral markers show red on the right and green on the left when traveling south through this area, while the seaward system of buoys used on the Savannah (and other seaward rivers), maintains a "red-right-returning from sea" convention. One such intersection occurs when the ICW leaves the Wilmington River and enters the Skidaway River. Those continuing down the Wilmington will leave the ICW red markers on their right and suddenly encounter green markers on their right as they travel to the sea. ICW markers actually have a small yellow triangle or rectangle to further identify them, but these are hard to see, unless one is looking carefully.

Local boaters enjoy over 420 miles of tidal creeks and rivers, in Chatham County. Learning to boat requires a solid foundation in navigation, an understanding of tides and currents, and boat-handling skills. Tides normally range from six to nine feet, currents can exceed three knots, and creeks serpentine and interconnect through monoculture marshes. For those who can master the fundamentals, the joys far outweigh the negatives.



ICW North

ICW looking north to Daufuskie Is. S.C.

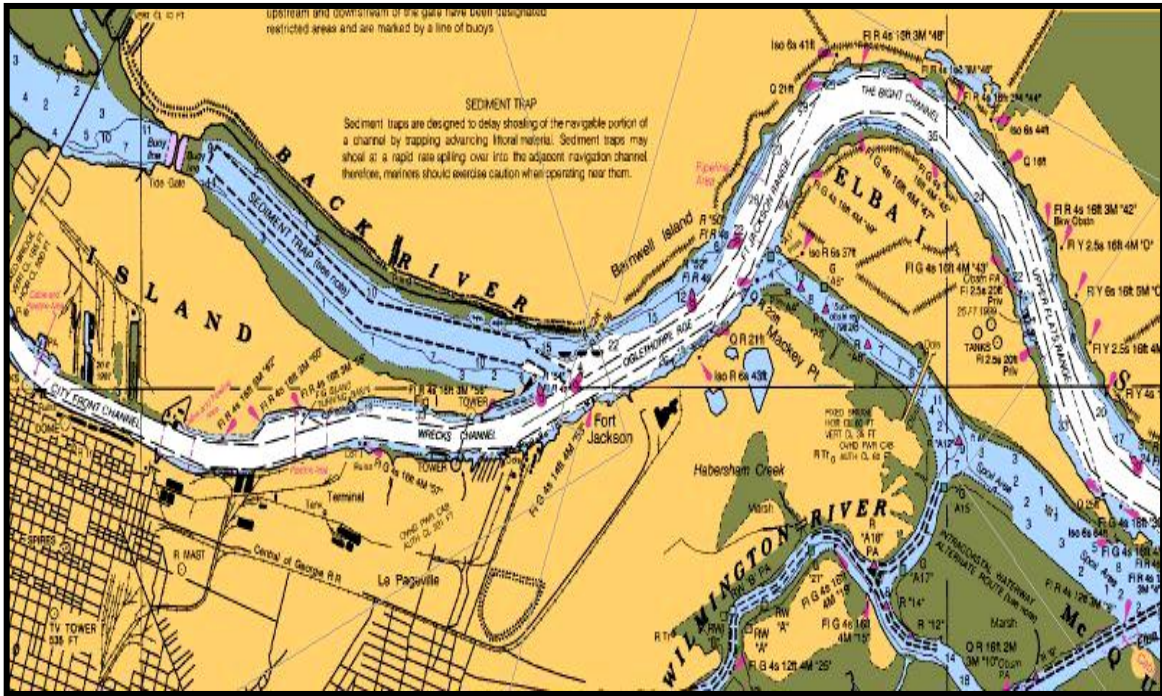


Savannah River

ICW South

ICW looking South toward Savannah

# Elba Island To River Street



# Aerial Views – East



- Vacant
- Liberty Terminals
- East Coast Terminals
- Ga. Pacific
- Std. Concrete
- Conoco Phillips
- Epic Midstream

## Elba Island – Kinder Morgan/LNG Plant



El Paso Energy announced plans in 2007, for a third expansion of the plant. Phase three will add two more tanks and double the storage of the plant to 15.7 billion cubic feet of gas. That will bring the total to five tanks. The new tanks will be no higher than the other 12-story tanks, but will be larger in diameter. The first expansion was completed in 2010.

Additionally, 187 miles of new pipeline was laid by Southern LNG to increase the delivery capacity to 2.1 bcf per day. The new pipe stretches to Augusta, where the methane will be pumped to South Carolina and Tennessee.

While LNG accounts for only three percent of the US total natural gas supply, it is forecast to rise to seventeen percent by 2030. There are five operating LNG facilities in the US, four on land, a fifth offshore.

Liquefied Natural Gas (LNG) is cooled to minus 251 degrees Fahrenheit before it is transported by ship. This converts the gas to a liquid and reduces its volume 600 fold. LNG tankers bring the product here from Egypt and Trinidad. The LNG is then converted back to a gas, stored in the tanks, and fed through pipelines to customers in Georgia and the East Coast.

Kinder Morgan, Inc. (NYSE: KMI) has announced that it has completed its acquisition of El Paso Corp. (NYSE: EP), which was announced in October 2011. The purchase includes the LNG terminal at Elba Island, and company officials say the merger will

have no impact on its operations. It will continue to be known as Southern LNG, and management and staff will remain the same.

In August of 2012, Southern LNG filed with the Department of Energy for long-term export of domestic natural gas from Elba to non-free-trade countries. Liquefied natural gas, or LNG, is currently imported at Elba where it is gasified and sent out via pipeline. These requests are the first steps in allowing the facility to pipe in natural gas from the booming domestic shale gas industry, convert it to liquid and ship it around the world.

Plans call for up to 4 million tons per year of LNG to be shipped out of Elba. That works out to about 50-60 shipments per year — no more than the facility is already authorized for, Wheatley said.

In its 226-page filing, Southern LNG estimates it will spend between \$1.4 and \$2 billion on construction of the facility. Licensing was approved in 2016 and construction began in late 2016.

[www.kindermorgan.com](http://www.kindermorgan.com)



View of Elba's slip with two vessels unloading.

## Jasper Ocean Terminal

Plans for a port on the Savannah River in Jasper County are progressing slowly. Leaders from both groups met, and provided updates in phone interviews late last month.

The Jasper Ocean Terminal Joint Project Office is a two-state group made up of South Carolina and Georgia leaders charged with developing the port. It hit "a bump in the road" when it learned it will have to help pay for the Army Corps of Engineers' examination of how a Jasper port would impact regular dredging of the river, Chairman William Bethea Jr. said.

The 1,500-acre site for the proposed port sits on land where the Army Corps disposes of materials it dredges from the river to maintain the shipping channel.

Parties continue to have quarterly meetings between Georgia & South Carolina. The latest developments include \$748,000 recently approved for studies and consulting work for the proposed port in 2014. The budget, however, did not include funds to start seeking construction permits in the coming year. Jasper port officials remain dedicated to the project. There are efforts underway to speed things up by marrying the permit process with the permits needed to deepen Charleston Harbor. In April of 2013, research firm Moffat & Nichols reported that the Jasper County terminal would be a viable operation by 2025, but may not open until 2026. Officials said the findings were based on factors, such as trends, showing capacity topping out at existing ports in South Carolina and Georgia. Posek said that the firm's date was an "optimistic number," and that it would be built for a decade. "We've said all along that we need a terminal in Jasper once the capacity at Garden City and Charleston are at a point when there is no place to go," stated Posek, "that number has been constantly confirmed in the early 2030's to 2035, and that changes by growth projections per year."

## Present Day

Plans for a deepwater container terminal in Jasper County remain on schedule for a projected 2025 opening.

The Jasper site was acquired jointly by the Georgia and South Carolina ports authorities from the Georgia Department of Transportation in July 2008. In October 2008, the Joint Project Office hired Moffatt & Nichol to develop feasibility studies, quantify capital needs and to perform overall management for this port.

Both states own the land, however, the U.S. Army Corps of Engineers owns an easement on the property, which is used to store dredge spoils. The Joint Project Office is working on finding an alternative site for the dredge spoils for the future port.

"We're about fifty percent done with the Dredge Material Management Plan feasibility study," Sanborn told the board.

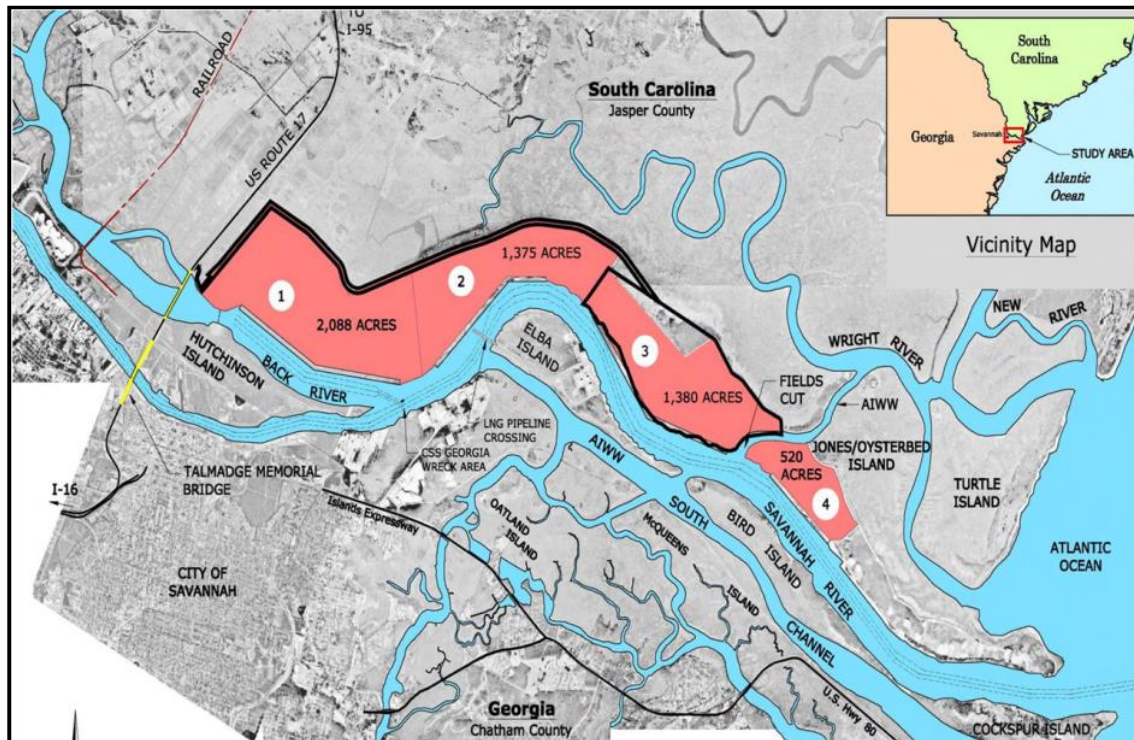
"The economics analysis is about ninety percent complete, preliminary terminal planning is ninety-nine percent finished, the environmental services report is ninety-nine percent done, and the budget is in line with where we are now," he said.

"Two states working together to create a joint port takes leadership, vision and a lot of give and take," state Jasper board member Jim Balloun.

"I think we can make 2025, but everything has to fall into place," said David Sanborn of the California-based design engineering firm Moffatt & Nichols. The East Coast's newest container port, to be built on the South Carolina side of the Savannah River, will feature 10 berths, a turning basin and road and rail infrastructure on approximately 1,000 to 1,100 acres of the 1,500-acre site in Jasper County.

When completely built out, the Jasper terminal will have a capacity of seven million 20-foot containers.

### Jasper Ocean Terminal site map



Jasper Ocean Terminal proposed Terminal



Elba Island  
Kinder Morgan

## Savannah Acid



Satellite view of Savannah Acid

Titanium dioxide was produced here under Kerr-McGee and later Tronox. It is an inorganic pigment that whitens and brightens hundreds of products, for example paint, plastics, paper, cosmetics etc. Kaolin, a Georgia export, is used as a less-expensive additive to supplement the whitening effects of titanium dioxide. Tronox, through a bankruptcy settlement with the EPA, continues to operate its sulfuric acid plant to generate revenue under an operating agreement setup by the bankruptcy court. Tronox filed for bankruptcy protection in February of 2011. It is currently known as Savannah Acid Plant, LLC which produces sulfuric acid for various industrial applications.

## Old Fort Jackson



Old Fort Jackson is a popular tourist destination, managed by the Coastal Heritage Society. Visitors can enjoy a historical video about the fort, tour guides in period uniform, daily cannon firings, and a scenic view of the river.

Prior to the construction in 1776, the site was used as an earthen fort. The fort was authorized in 1808, by President Thomas Jefferson to protect against the British Navy. It was named after James Jackson, a senator from Georgia, and remains the state's oldest standing fort.

Civilians sought defense at Fort Jackson during the War of 1812 and the American Civil War. The fort was never attacked during either, however, on December 17, 1864, Union General William T. Sherman, on his historical "March to the Sea," captured the city of Savannah and its forts. Confederate General William Hardee, commander of Savannah's army, had his men build bridges across the Savannah River to escape Sherman's hold and enter into South Carolina in the night. Once safely in South Carolina the Confederation's Navy ships *CSS Savannah* and *CSS Georgia*, were attacked and sunk. *The CSS Savannah* was a Richmond-class ironclad steam sloop, commissioned on June 30, 1863, to guard the Savannah River entrance, near Fort Jackson. Remnants of the wreck remain on the bottom of the Savannah River, close to buoy 52A, directly in front of the fort.

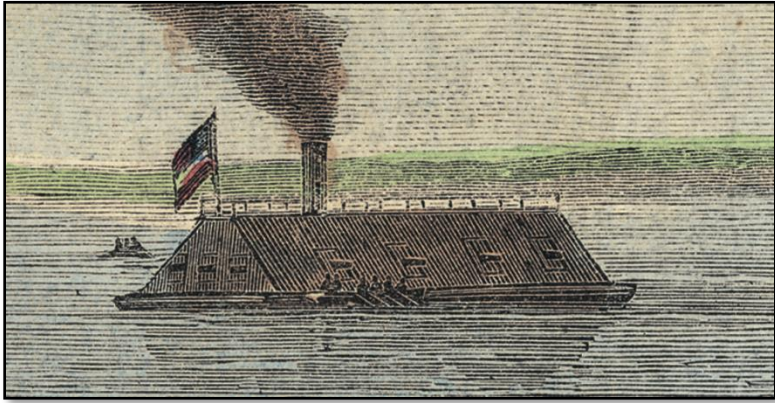
**[www.chsgeorgia.org](http://www.chsgeorgia.org)**

## *USS Georgia*



The wreckage of a rare American Civil War ironclad rests on the bottom of the Savannah River adjacent to Old Fort Jackson National Historic Landmark. In 1862, a group of women, called the Ladies Gunboat Association, raised more than \$115,000 to build a new ironclad warship, which was completed in 1863. Since the ship's propulsion system was inadequate for maneuvering the massive vessel, it became used as floating battery or "floating fortress."

On the evening of December 20, 1864, the ironclad gunboat was stationed in front of Fort Jackson to protect the city and the fort. The crew sank the ship so that the Union Navy could not use it. One Confederate officer noted, he had just enough time to retrieve his sidearm and sword before the Savannah River swallowed the ship.



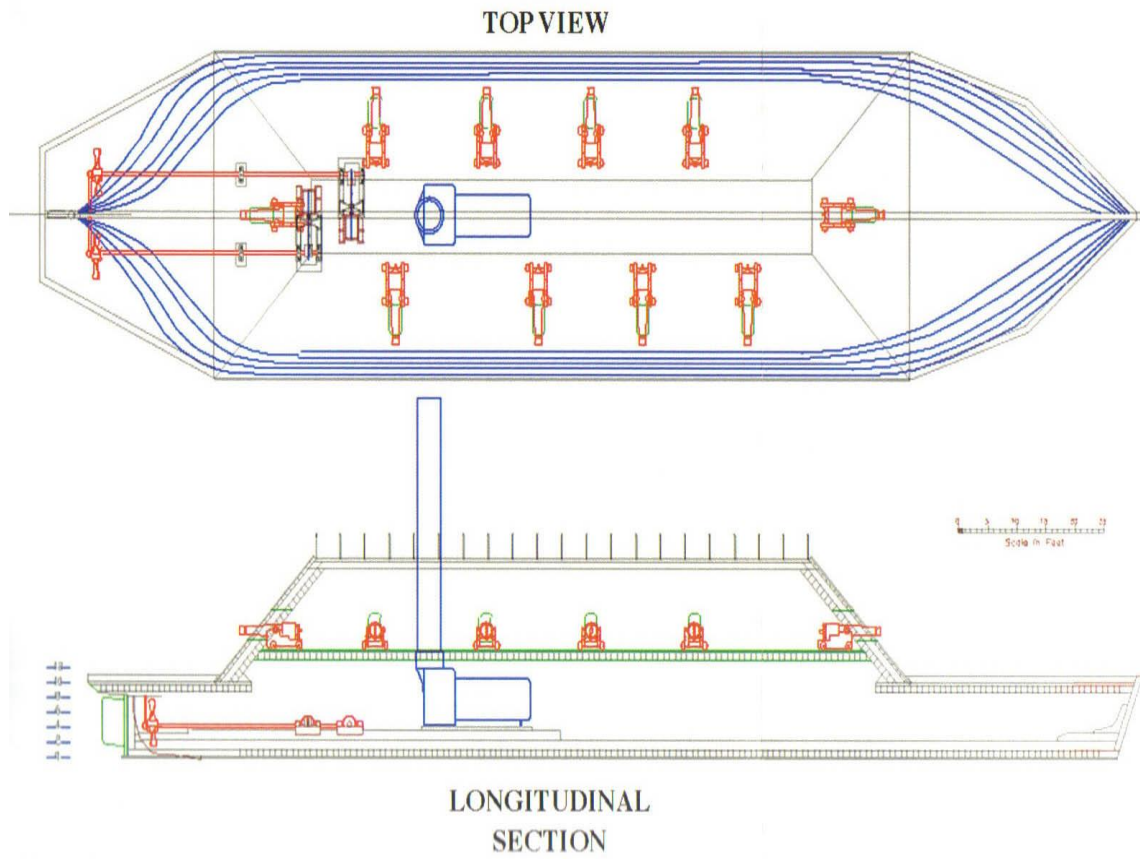
Today, The Georgia rests some forty feet below the river's surface. Several groups of archaeologists have conducted dives on the wreck. In 1986, divers brought up two of the ship's cannon, a great deal of ammunition, and other various artifacts. These unique pieces of Civil War naval history are on display at Old Fort Jackson and the Savannah History Museum. In 2003, the Georgia Ports Authority and Army Corps of Engineers conducted a series of archaeological dives on the wreck. It was determined that the remains of the ship are in danger of deteriorating if it is not raised and preserved in the near future. Plans are in the works to raise and preserve the wreckage before the harbor is deepened to accommodate today's deeper-draft cargo vessels.

Other ironclad warships constructed in Savannah during the Civil War include the CSS Atlanta and the CSS Milledgeville; both ships were captured by the Union.



Cannon recovered from the CSS Georgia

Top view of the CSS Savannah



EPIC MiDSTREAM North



EPIC MIDSTREAM  
"East"



<http://www.epicmidstreamllc.com/>

## Conoco Phillips Lubricants



This terminal handles petroleum products for the ConocoPhillips group, which includes: Kendall, Conoco, 76, and Phillips. ConocoPhillips has five proprietary "lubricants blending and packaging" facilities and is the fourth largest supplier of finished lubricants in the U.S. Motor oil is brought in by ship, blended, packaged, and trucked.

**[www.conocophillips.com](http://www.conocophillips.com)**

Conoco-Phillips

The logo for ConocoPhillips, featuring a red chevron shape above the word "ConocoPhillips" in a bold, black, sans-serif font.

**ConocoPhillips**

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**<http://www.epicmidstreamllc.com/>**

## Martin Marietta Materials



Martin Marietta docks

Martin Marietta is a leading producer of construction aggregates in the United States. Aggregates include crushed stone, sand and gravel that are used to build roads, sidewalks and foundations.

There is a scarcity of limestone and hard rock in the U.S. In 1994, close to 7% of aggregates in the U.S. were transported by rail and 93% by truck. By 2006, trucking aggregates dropped to 73%, while rail increased to 16%, while 11% were shipped by water. In 2006, the cost/ton mile was fifteen to thirty-five cents for trucking, six to eleven cents for rail, and forty to a dollar and twenty cents for ships. Martin Marietta operates fifteen limestone mines. Two major production sites for aggregates are Nova Scotia and Freeport, Bahamas.

**[www.martinmarietta.com](http://www.martinmarietta.com)**

## Standard Concrete Products



Standard Concrete Products, Inc. designs and manufactures a wide variety of pre-stress concrete and precast concrete products for government and commercial use. The goal of Standard Concrete Products, Inc. is to design, produce and deliver quality products on time.

Standard Concrete Products, Inc. currently has four locations: Tampa, Florida, Savannah, Georgia, and Atlanta, Georgia, and Mobile, Alabama. To ensure the highest quality product to customers, each of these modern plants is constantly upgrading technology, procedures and equipment.

Make SCP a partner in your next design build project. SCP is located between GP & Martin Marietta on the Savannah River.



**[www.standardconcrete.net](http://www.standardconcrete.net)**

## Georgia Pacific Gypsum Plant



Georgia Pacific Wallboard facility

In 2008, Georgia Pacific completed a \$100 million upgrade to its wallboard facility. The upgrade improved the handling of gypsum rock shipped to the facility, added a new wallboard manufacturing line, and a new state-of-the-art loading system.

Gypsum is the mineral compound calcium sulphate dihydroxide, or sulphate of lime. It is used for construction, repair and remodeling in wallboard and other products, like fire door components, plaster, sheathing, tile backer, roof board and joint systems.

**[www.gp.com/gypsum](http://www.gp.com/gypsum)**

## East Coast Terminals

East Coast Terminals was started in 1981. In 2006, Liberty Terminals took over the operations of the main facilities. Liberty Terminals rebuilt and repaired the docks, pavement, and warehouses. A new access road was built to the facility from President Street. Now it has 1800 linear feet of dock, a crane for lifting containers, and access for RoRo ships. East Coast Terminals has retained operations of the open storage area. The company is an importer of various bulk materials and is the largest wood chip exporter on the east coast. Below is a new storage area for the export of Biomass fuel which is renewable and is one of Georgia's largest exports.



East Coast Terminals new biomass export facility



East Coast terminals wood chip export facility

[www.peeplesind.com](http://www.peeplesind.com)

## Liberty Terminals



*Liberty Terminals with Truman Parkway in foreground*

**LIBERTY TERMINALS** 

Liberty Terminals are multi-purpose breakbulk, conventional bulk, and container facility, with covered storage and transportation services. It sits just 13NM from the Savannah Sea buoy. The terminal's four docks and adjacent warehouses service vessels up to 750 feet in length. The facility provides truck and rail services. Eight docks are used to offload to as many as twenty four railcars simultaneously, while six docks can handle a maximum of twelve trailers.

**[www.liberty-terminals.com](http://www.liberty-terminals.com)**

## Savannah Cement

Savannah Cement Co. was started in 2007. As the name suggests, its purpose is to manufacture hydraulic cement. It was instrumental in a \$40 million project to mine high grade limestone in Buipe, Ghana for the production of clinker/cement.

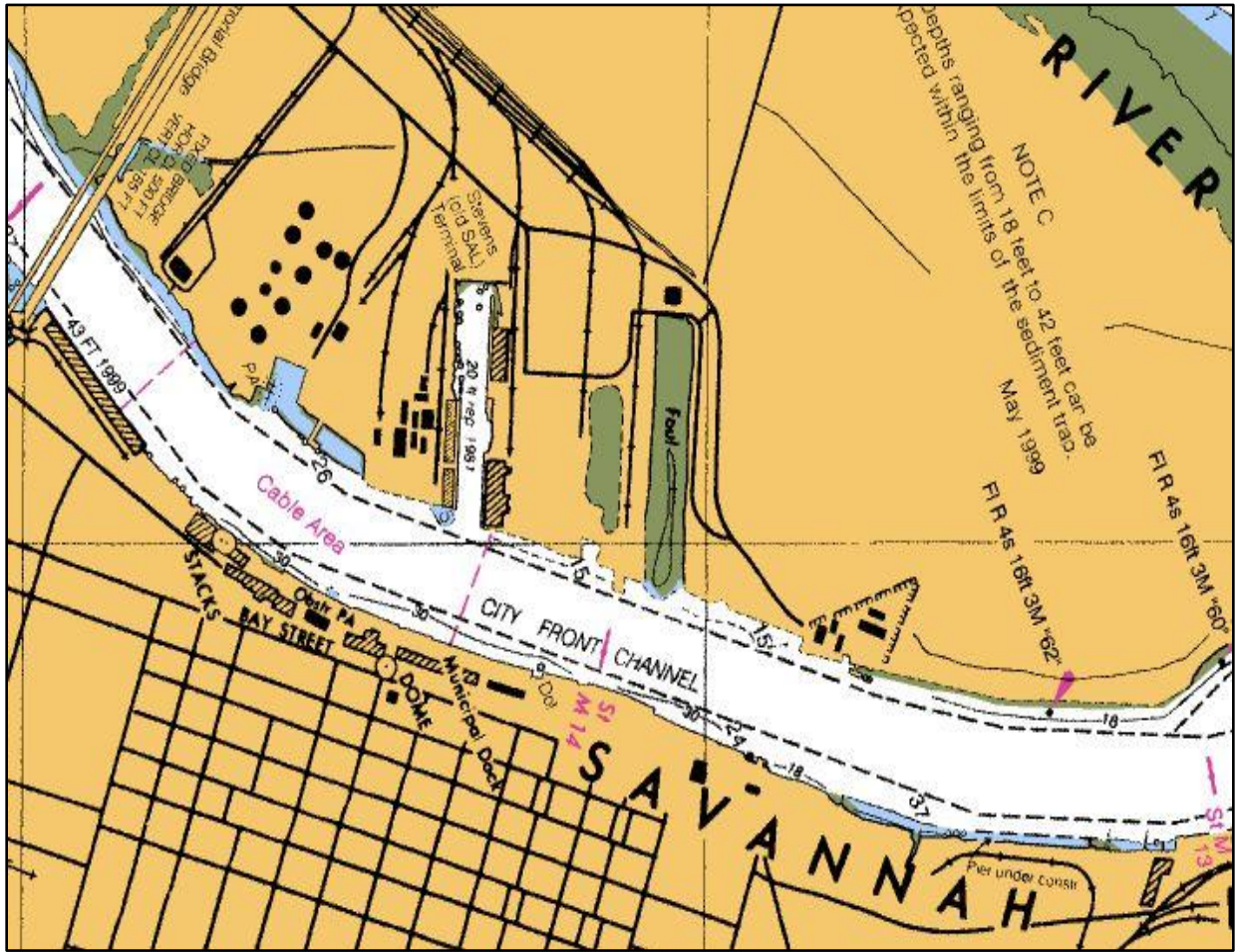
## Savannah River Landing



The Savannah River Landing, a mixed-use development planned for the east end of President Street, has moved one step closer to reality. The sale of the 57-acre site closed last month for \$30,125,000.

The site plan, which will include retail and office space along with hotels and residences, is being developed by Savannah River Landing Land JV, LLC — a joint venture comprised of Regent Partners and Mariner Group, the company that developed \$41 million Mariner Grove Apartments on President Street. Both firms are based in Atlanta and had been pursuing the deal since 2012.

# DOWNTOWN SAVANNAH



## Savannah River Marriott



The Marriott showcases over 36,000 square feet of versatile meeting space, including a 15,000 square foot ballroom divisible into five sections. Twelve additional meeting rooms and two Executive Boardrooms comfortably accommodate everything from small meetings to lavish theme banquets. From registration to catering, our professional and friendly staff will ensure a successful event that exceeds your expectations.

### Location

Located on the Historic Riverfront, adjacent to world famous Historic River Street, the Marriott will captivate you and your attendees with its spectacular views, spacious guest rooms, flexible meeting space and our gracious staff, who are known for their warm and personalized service.

[www.Marriott.com](http://www.Marriott.com)

## Georgia Power Savannah



Georgia Power's old Office sits on the bluff overlooking the Savannah River.

Before its 2006 merger with Georgia Power, Savannah

Electric and Power Company powered nearly 140,000 homes and businesses and served approximately 320,000 people in East Georgia, covering five counties and 2,000 square miles. It uses fossil-fueled power plants, steam and gas turbines, which generate 800 megawatts of capacity to produce about 48% of its power supply. It purchased the rest from affiliates and wholesale marketers and also marketed wholesale energy, provided energy conservation services, and sold outdoor lighting and surge protection products.



McIntosh Combined Cycle Plant

## Streetcars and Street Lamps

Many urban historians point to the introduction of streetcars, the earliest users of electricity on a mass scale, as fundamental to the growth and shape of the modern metropolis. The growth of Savannah after the Civil War was effected by the construction of railroad lines that used horse-drawn cars to transport citizens and freight to the outer islands and growing suburbs. Companies like the Suburban and West End Railway and Electric Railway Company used these existing lines to implement streetcars. By the 1890's, Savannah had a complete street and resort railway network, and almost all major transportation companies were merged under the ownership of Henry and George Parsons. The streetcar was especially important to Savannah's tourism industry and pamphlets promoting the city, and its trolleys were distributed nationwide.

Savannah's electric lighting and power industry developed simultaneously with the streetcar. The first incandescent bulb for commercial use was developed by Thomas Edison in 1879, and the open-coil dynamo generator, which converts mechanical energy from coal or steam into electrical energy, was perfected by C. F. Brush in 1880. These two inventions, along with the development of the AC/DC system for the long-distance transmission of electricity, would be instrumental to the nation's growth. Brush Electric Company of Savannah, the forerunner of Savannah Electric, was organized in 1882. Soon four lighting towers, powered by a coal-fueled engine, rose above the city's business district. By the early 1890's, new arc lighting illuminated the growing area south of the city. Incandescent lights first appeared at a jewelry store on Broughton Street, and in 1893, the first private residence was wired for electric service.

Brush Electric was incorporated in 1902, the company also merged with the Parsons Railway. The newly named Savannah Electric was now responsible for lighting the city's recently paved streets and houses and for powering the trolleys that carried passengers along the major thoroughfares. By 1912, the company was serving more than 3,400 customers, and the Savannah Power Company built the Riverside power plant on River Street to meet the demand for electric power. Savannah Power Company sold electricity to Savannah Electric until 1921, when the two companies merged. After the Great Depression and the mass production of cars the trolley system died, but other inventions kept the rate of growth high for Savannah Electric. The last streetcar ran after World War II.

Savannah Electric and Power Company continued to expand despite the demise of the streetcar. Ranges, refrigerators, ovens, toasters, and irons revolutionized the kitchen and greatly increased the need for electric power. Savannah residents got relief from their sweltering climate with the introduction of air conditioning, and the increased local demand, combined with the growth of military bases. The uptake of other counties into the power system, proved to be a strain on the Riverside plant in the 1950's. The plant was updated in the 1930's, and again in the 1950's. In 1958, Savannah Electric's second plant opened at Port Wentworth.

Skyrocketing oil prices and political instability in the Middle East put a strain on the electric industry during the 1970's. Company leaders were challenged to find energy alternatives that were less costly and more reliable. In 1977, Savannah Electric began a fuel conversion program, shifting from oil to coal, which included the construction of the Effingham Plant in 1979. The plant was renamed Plant McIntosh in 1983.

After 106 years as an independent, investor-owned company, Savannah Electric merged with the Atlanta-based Southern Company in 1988, and subsequently became part of one of the largest and most successful utility systems in the United States.

### Savannah Electric Today

Savannah Electric's last major expansion came in 1995, when eight new combustion turbines were built at Plant McIntosh. Because of the company's proactive measures during the 1970's, and through the use of intelligent conservation practices, Savannah Electric was often able to offer its customers savings on fuel rates during times of increasing natural gas rates and subsequent rising power plant fuel costs. As fuel costs continued to rise during the last half of 2005, the Southern Company announced plans in December of that year for a merger between Savannah Electric and sibling company Georgia Power, which took place in July 2006. In 2011, Georgia Power relocated their offices to a new building located on Abercorn St. across from Reynolds Square. The old main office along with four acres of land has been purchased by the North Point Hospitality Group for re-development. (See below)

*Article Courtesy of James Barlament, 2006 UGA*

## Northpoint Hospitality Development



North Point Hospitality Groups new Homewood Suites on River Streets east end

River Street's evolution over the half-century has been anything but subtle. The next stage could be the most dramatic yet. The new hotel is part of North Point's River Street East, a mixed-use development including multiple hotels, retail space, riverfront dining and a 500-space parking deck. North Point says the total build out cost in excess of \$150 million. The development will transform the long-quiet end of River Street located east of Morrell Park and the former Georgia Power regional headquarters into a bustling commercial corridor, albeit one the project's architect hopes will "fit" with development elsewhere on River Street and the Historic District.

The plans do include green space — a grassed park plaza approximately the size of Franklin Square, located along Montgomery Street just west of City Market. A pedestrian connection from Bay Street to the riverfront, passing between the existing Georgia Power building and the proposed neighboring hotel, as well as two of the proposed retail buildings, is also included. The retail buildings will be connected via bridges like those seen along Factor's Walk.

The Byck Building



Open air market on River St.



Joe's Crab Shack is the newest addition to Historic River Street. It occupies the old Moran Tug Facility on the east end of River Street.

## U.S. Army Corps of Engineering Depot



### History of the Corps of Engineers and the Port

Both the port of Savannah and the colony of Georgia were founded by the English nobleman James Edward Oglethorpe. Leading a contingent of 120 settlers aboard his ship Anne, Oglethorpe crossed the Atlantic Ocean, sailed up the Savannah River, and landed in Savannah in February 1733. The new Georgia colony rapidly expanded inland, and its settlers began to export the new goods and agricultural commodities that they were producing. In 1744, the first dock for ocean-going ships was constructed in Savannah, and within thirty years of the colony's birth, more than a dozen Savannah warehouses lined the river. Ships carried the products of early Georgia rice plantations to the England, and returned with English manufactured goods and Mediterranean wines.

In the late 18th century, and throughout the early 1800s, the cotton-growing regions of Georgia flourished, and cotton commerce was the economic engine driving many of Georgia's state-organized road and river improvements. The value of exports through Savannah rose into the tens of millions, and the population steadily climbed as well. By 1855, exports through Savannah had risen to \$20.1 million, of which almost 90% was cotton. Throughout those years, river navigation was improved by the City of Savannah, state-chartered private companies, state legislature funding, and federal funding. Control of harbor navigation and channel projects nationwide was eventually and solidly transferred to the control of the U.S. Congress. Projects and maintenance were administered for Congress by the War Department, through the U.S. Army Corps of Engineers.

Constant navigational issues in the Savannah River were shoaling, sandbars, and the presence of logs and various debris. Also, the dozens of sunken wrecks of scuttled vessels and other obstructions from in the Revolutionary War, the War of 1812, and the Civil War remained as hazards to shipping. In the late 1820's, the U.S. Congress appropriated funds to a plan to clear obstructions in the Savannah River. The plan instituted was generally followed for the next thirty years, as wrecks were removed, sandbars dredged, and jetties constructed. Navigable channels were gradually improved in various locations to widths of 150'-300' feet, and from depths of 8'-10' to 13-17' feet.

Throughout 1880's and 1890's, federal projects studied gradually deepening the channel to depths of 22', 26', and 28'. Dredging was a slow and expensive process. Large amounts of funds were required for the projects, and maintenance dredging was a constant need, as the Savannah River traditionally carried large amounts of outgoing sediment in its flow. By the 1920's, the Savannah River had navigable depths of 21' up to King's Island, the Savannah River areas upriver of the main downtown area. Companies began located their manufacturing facilities further upriver, as the land along the lower areas of the River were too marshy and unsuitable for construction.

In 1872, The Ocean Steamship Company of Savannah, known as the Savannah Line, was created for passenger and freight service between Savannah, New York, and Boston. The Savannah Line began with six steamships, which were acquired for a total of \$600,000. The Ocean Steamship terminal was constructed in Savannah with slip berths and adjacent warehousing. Four railroads, the Central of Georgia, Atlantic Coast Line, Seaboard Air Line, and Southern Railway, had service into the terminal. By 1876, imports and exports through Savannah totaled \$70 million.

In the beginning of the twentieth century, the United States was a growing world power. Congress authorized the deepening of portions of the Savannah River to 30'. Lower areas of the Savannah River up to the city were dredged to 30' by the late 1920's and 1930's. Depths in the River, portions up to King's Island, were similarly expanded to 26' depths and 200' widths in the 1930's.

At the start of the twentieth century, the boll weevil insect decimated cotton crops across the southeast; Georgia's were not spared. Production and exports of cotton plummeted, and the economy followed suit, as the mix of Savannah's imports and exports began to change. After undergoing the wrenching changes of economic upheaval, Savannah's revenue increased when manufacturing operations sprouted along the Savannah River banks. Beginning with the Savannah Sugar Refinery, and following with Union Bag (a Kraft paper mill); the port's river economy began to revitalize. In 1925, the Georgia legislature allowed the Savannah Port Authority to acquire land and operate a terminal.

During World War II, Savannah's industries focused on the war effort. Savannah's local businesses contributed mightily, as workers at the Southeastern Shipyard in Savannah constructed 88 Liberty Ships. These legendary workhorse ships carried troops, arms, and supplies to U.S. and Allied forces in all theaters of the war. Many of the ships constructed in Savannah were named after Georgia cities and prominent

figures in Georgia history. Tragically, four of these ships were destroyed by enemy forces.

In 1945, the three-person Georgia Ports Authority was created by the State of Georgia. In 1948, the former U.S. Army's Savannah Quartermaster Depot, a 407-acre tract in Garden City (just outside of Savannah), was purchased by the state for the site of the first GPA terminal. In 1953, the terminal opened with several berths, gantry cranes, and warehouses at the site, which is now named the Garden City Terminal. Five years later, the GPA purchased the Ocean Steamship Terminal from the Central of Georgia Railroad, and began construction of a new cargo terminal.

Through the late 1940's and during the 1950's, the Savannah River channel was improved to 36' in depth and 500' in breadth up to the mouth of the River, and 34' deep and 400' wide in the inner harbor, up to eight-tenths of a mile above the Seaboard Airline Railway Bridge. Also, turning basins were dredged and improved. The railway bridge, with a center span which could lift 116' above the river, was the only bridge across in the harbor. As vessels increased in size, the bridge came to be seen as a navigational hazard. Plans for modernization of the bridge were delayed by the onset and duration of World War II, but were affected during the 1950's. In the Rivers and Harbors Act of 1954, Congress provided for improvements of further reaches of the Savannah River. The channel was deepened to 34' wide and widened to 400' to just above the Garden City Terminal. Also, the King's Island Turning Basin was constructed.

The Eugene Talmadge Memorial Bridge crosses the Savannah Harbor Navigation Channel approximately 15 miles from the mouth of the Savannah River. Construction began in March, 1953, and the project opened to traffic in September, 1954. The construction cost was approximately \$12,500,000 and was paid with state bonds. The original bridge was a cantilever truss bridge with a vertical clearance of 136 feet at high tide and a horizontal clearance of approximately 600 feet.

Four years later, just as the first turning basin project was being completed, recommendations were submitted for widening and deepening it. Concerns had arisen in regards to the increasing number of larger and larger vessels calling the port, and the costly tidal delays that these vessels faced. The recommendations were approved by Congress, and the turning basin expansion work was completed in 1965.

The year 1965, was an important year to Savannah's maritime community for another reason. That year heralded the arrival of the first containerized cargo handled in the port. A few years later, the GPA was operating the first container crane in the South Atlantic region.

The first container ships carried about 2,500 TEUs (20-foot equivalent units). These ships grew in size until the first Post-Panamax ships arrived with beams in excess of 106 feet, too wide for the Panama Canal. Additional container berths were constructed in Garden City to accommodate these ships, and the first Talmadge Bridge was replaced with a cable-stayed bridge to provide adequate clearance, or air draft. The new Talmadge Bridge was completed and opened to traffic in March of 1991, with a vertical clearance of 185 feet at high tide and a horizontal clearance of

1,023 feet. In 1994, the bar channel was increased to 45 foot depth and the channel depth was increased to 42' to accommodate larger ships with up to 8,500 TEUs. The SHEP project is underway to deepen the harbor to 47ft. mean low water. It also is being run by the U.S. Army Corps of Engineers.

### Present Overview

Present day River Street is roughly bounded by two large hotels, the Marriott to the east, and Hyatt on the West. In between are shops, restaurants, and bars. Among the several monuments along the river walk, is one of interest to mariners, the statue of the Waving Girl.



This statue honors the memory of Florence Martus and her dog, who lived on Elba Island and waved at all the ships coming and going from the port from 1887 to 1931, for over 40 years. It was often rumored that her lover had gone to sea and not come home, and the ritual was a testimony of her undying love and hope of being reunited. When asked about the rumor, her reply was something like, "Heavens No! Do you realize how little there is to do on Elba Island?"

To this day, some of the river pilots who bring ships into the port will still sound their horn as they pass the statue in tribute to her memory.

## On the Bluff overlooking the Savannah River

### Emmitt Park Monuments and Memorials

#### Old Harbor Light Marker

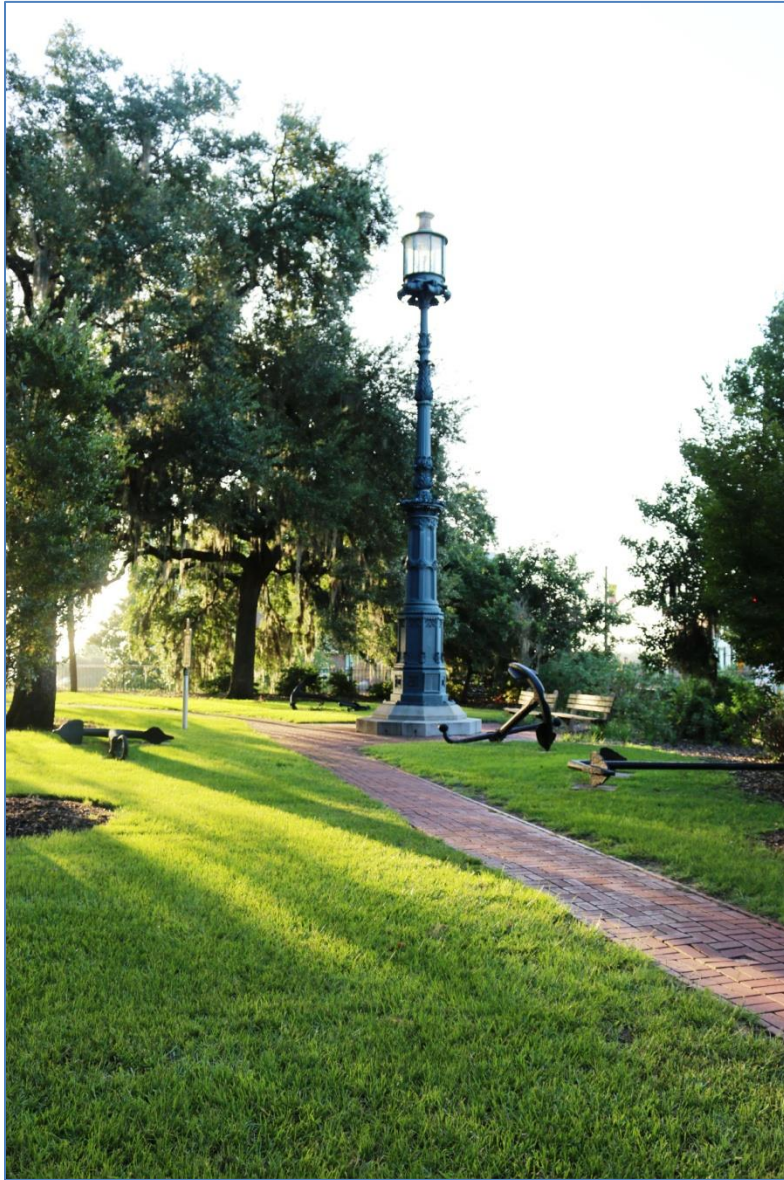


Anchors - Old Harbor Light - Emmet Park - Savannah, Georgia

These anchors are all large ship anchors, origins are unknown, and are scattered around the Old Harbor Light. The historical marker at the Light reads: "This beacon light was erected by the Federal government in 1858 as an aid to navigation of the Savannah River."

Standing 77 feet above the river and illuminated by gas, it served for several years as a guide to vessels passing over the hulls of ships that the British scuttled in 1779, to close the harbor off to the French naval forces. During the Siege of Savannah, the warship *Truite*, commanded by the Count de Chastenot de Puysegur, shelled this area of Savannah from her anchorage in Back River opposite this point.

The development of this portion of Emmet Park as a garden area was a project of the Trustees Garden Club, during the centennial year of the erection of the "Old Harbor Light."



**N 32° 04.761 W 081° 05.071**

17S E 492023 N 3549234

"This beacon light was erected by the Federal government in 1858 as an aid to navigation of the Savannah River. It sits on the bluff above the Savannah River at the east end of Emmitt Park"





Vietnam Veterans Memorial

This monument is located in Emmitt Park which overlooks the Savannah Riverfront and Historic River Street. It was dedicated on June 29, 1991, by the City of Savannah and Chatham County Vietnam Veterans. The memorial is a tribute to the local men and women who served in the Vietnam War. The Memorial consists of a large reflecting pool surrounded by steps and a marble block inscribed with the names of the Chatham County Vietnam soldiers killed in the war. A marble replica of Vietnam lies in the center of the pool. Mounted on top of the marble is a bronze grave marker, an M-16 rifle and bayonet, combat boot and a helmet.



Chatham Artillery Monument

The Chatham Artillery was formed in 1785, as a standing militia unit, which is one of the oldest in the nation. They fired the 26 gun salute for President George Washington when he visited Savannah. The Chatham Artillery fought in many wars since then, including serving in Iraq as part of the Georgia National Guard.

This monument is a light gray polished marble obelisk, wider at the top than at the bottom. Its design was inspired by the 101st Airborne Memorial in Arlington National Cemetery. The eagle on top is bronze and has its wings spread. The whole monument is 11' tall.

## Chatham History "1786-1886"

Organized May 1, 1786. Captain Edward Lloyd, former Sergeant Major at battle of Savannah was first commander. First duty in June 1786 was funeral honors for General Nathanael Greene. Participated in Oconee wars 1789-1793. In 1792 George Washington, in appreciation for services rendered presented 2 cannon, one captured at Yorktown and one given by France. They are located on Bay Street east of City Hall. Captain Josiah Tattnall was commander 1793-1794, later served in State Legislature, congress, and as Governor of Georgia. In 1815 were federalized and assigned to Ft. Jackson on Savannah River. In May 1825 honor guard for Lafayette. In 1836 served in Florida during Second Seminole War. In 1846 offered services in Mexican War, but not used. John Gallie commander 1849 later killed at Ft. McAllister in 1865. John Ward Commander 1855, served as Mayor and later as minister to China. In 1861 were ordered into service of the Confederacy when Georgia seceded, called to participate in capture of Fort Pulaski by Governor Brown. In 1862-63 they occupied defensive positions around Coffee Bluff, Green Island, Skidaway Island, Ft. Jackson. In 1863 ordered to Charleston, S. C. In 1864 attached to 6th Georgia Regiment and participated in the successful repulse of Federal invasion of Florida at Battle of Olustee. In July 1864 they were sent back to Charleston. Early 1865 marched north to Greensboro, N. C. with General Johnson. They surrendered on April 26, 1865. Marched home as a unit. Reorganized as state militia on May 1, 1872. Celebrated on May 1, 1886 the 100th anniversary with a week of gala affairs. General John B. Gordon was in attendance."

## CHATHAM HISTORY "1886-1986"

During the period 1886-89 the Chatham were assigned local state duties. In 1888 purchased a site on Tybee for a club house and artillery practice. In 1889 joined other military units in memorial services for Jefferson Davis, firing a salute in his honor. In 1898 federalized for service in Spanish-American War. They served at Camp Northern in Griffin, GA. and at Camp Thomas in Chikamauga, GA. After nine months sent back to state control. In 1916 Chatham's were called for duty on the Mexican border to stop raids across the border by Pancho Villa. Trained at Camp Harris near Macon, GA. Five Months training at El Paso, then released June 1917. Federalized for WW-I, training at Fort ... unreadable section "...as part of the First Field Artillery Regiment. They were equipped with horse-drawn 75MM guns. In 1922 were redesignated as the First Field Artillery Regiment becoming a component of the 65th Field Artillery Brigade Georgia National Guard. On September 16, 1940, were activated and sent to Ft. Jackson, S. C. as part of the 30th division. Sent to Camp Blanding, Fla. in 1942 and later to Camp Atterbury, Indiana. Arriving in England February 1944, they were trained extensively until D-Day plus four when the division artillery was attached to the 29th Division for a short period, landing at Omaha Beach. They were later reunited with 30th Div. for the duration of War. The Chatham's participated in all major battles from Normandy to Elbe River when Germany surrendered May 9, 1945. Major battles were St. Lo, Mortain, where Germans were stopped in their thrust to the coast; Domfront, breaching Siegfried Line; Battle of Bulge. Current assignment is HHB 118th FA. BDE, Georgia Army National Guard."

## City Exchange Bell



The City Exchange Bell hangs in a replica of the cupola as a memorial to the Old City Exchange built in 1799. Imported from Amsterdam, the bell, dated 1802, is believed to be the oldest in Georgia. On either side of the bell are two urns, which were brought to Savannah in 1858, by General Henry R. Jackson, ambassador to Austria.

The bell hung in the cupola of the City Exchange for 100 years until the building was torn down to make way for City Hall. The bell signaled the closing time for shops, served as a fire alarm, and was often used in celebrations and in tributes for fallen heroes. The replica of the tower was erected in 1957 through the combined efforts of the Savannah Chamber of Commerce, the Pilot Club of Savannah, and the Savannah-Chatham Historic Site and Monument Commission.



Cotton Exchange Lion Fountain



Washington's Guns

Savannah welcomed the visit of President George Washington in 1791 with a boat parade, military salutes, formal dinners and a ball. At one outdoor dinner, 200 locals toasted their president as the Chatham Artillery fired their guns in response. As a token of his thanks, Washington sent the two bronze cannons, which had been taken at Yorktown. Two historical markers explain the historical significance of the guns.

### ***CHATHAM ARTILLERY'S WASHINGTON GUNS***

These bronze cannon were presented to the Chatham Artillery by President Washington after his visit to Savannah in 1791. Of English and French make, respectively, they are excellent examples of the art of ordnance manufacture in the 18th century. An inscription on the British 6 pounder states that it was "surrendered by the capitulation of York Town Oct. 19, 1781." The English cannon was cast in 1783 during the reign of George II and the royal insignia and motto of the Order of the Garter appear on its barrel. The French gun was manufactured at Strasburg in 1756. On its elaborately engraved barrel appear the coat of arms of Louis XIV: the sun which was the emblem of that monarch, and a Latin inscription (which Louis XIV first ordered placed on French cannon) meaning "Last Argument of Kings." The dolphins were emblematic of the Dauphin of France. The gun was individually named "La Populaire." Reminders of America's hard-won struggle for Independence and of the great man who led the Continental forces in the Revolution, the historic "Washington Guns" were placed on public display here through co-operation of the Chatham Artillery and the City of Savannah.

River Street looking West



## African American Monument



The African American Monument was erected on Rousakis Waterfront Plaza in 2002. The monument consists of a marble base supporting bronze figures depicting a black family in a tight embrace with broken shackles at their feet. The Monument commemorates and honors contributions of African Americans to the cultural, social, educational, economic and spiritual life of the Savannah community.

The inscription, by poet Maya Angelou, reads: "We were stolen, sold and bought together from the African continent. We got on the slave ships together. We lay back to belly in the holds of the slave ships in each other's excrement and urine together, sometimes died together, and our lifeless bodies thrown overboard together. Today, we are standing up together, with faith and even some joy."

## The Hyatt Regency Savannah



### DOWNTOWN SAVANNAH HOTELS

Immerse yourself in the beauty of our historic city from Hyatt Regency Savannah. Uniquely situated directly on River Front Plaza, our newly restyled Savannah hotel offers unequalled access to the Historic District, shops, entertainment and business centers. Take a leisurely stroll through the fabled neighborhood surrounding our casually elegant hotel in downtown Savannah to view stately homes, landmark architecture and sights that have made this city famous. Board a riverboat or hop on the trolley just outside our doors for a moving tour. Within our inviting accommodations, you'll find our attentive staff, contemporary yet warm decor, elegant event spaces, fabulous dining and incredible views make us the unparalleled favorite among Savannah, Georgia hotels.

[www.hyattregencysavannah.com](http://www.hyattregencysavannah.com)

## Solomon's Lodge

Freemasonry has existed in this State and still exists on a timeless "Modern" establishment since the year 1733/4, and is coeval with the settlement of the British Colony of Georgia. The first Masonic Lodge instituted in Georgia, now known as *Solomon's Lodge No. 1, F. & A. M.* at Savannah (the Lodge having received the name "Solomon's Lodge" sometime prior to 1771), was established on February 21, 1734 and was entered upon the official engraved lists of the *Premier Grand Lodge of England* as Lodge "No. 139 Savannah in Ye Province of Georgia" and was constituted in 1735. *Solomon's Lodge No. 1, F. & A. M.* at Savannah, Georgia is the "Oldest Continuously Operating English Constituted Lodge of Freemasons in the Western Hemisphere."

On February 21, 1734 a small band of British-Georgia Freemasons gathered in the mystic tie beneath the extensive branches of a magnificent oak-tree, then flourishing on the sea-coast bluff, in the area now known as Sunbury, Liberty County, Georgia. For century's Masonic history as recalled that it was there beneath the "Sunbury Oak" that the gentle and kind founder of Georgia, Brother James Edward Oglethorpe (1696-1785) instituted the first Lodge of Freemasons in this State. Fired by their zeal for the institution those early Brethren gathered despite the freezing winds that blew then and blow now over the bluffs of Sunbury in winter. From that small gathering of Masons at the first meeting 275 years ago come the 47,000 Freemasons laboring in Georgia today.

Savannah Masonic history relates that the earliest meetings of *Solomon's Lodge* following the first meeting at Sunbury were held in Savannah in a building which stood on the present site of the Custom House near what is now the intersection of Bull and Bay Streets. At that time the only public building in the area was the "Tabernacle Courthouse" which was used as a meeting house for Church, Court, and general purposes. The earliest recorded Masonic initiations in Georgia took place during the first three months of 1734 when Noble Jones, Daniel Nunes, John Farmus, Moses Nunes and Charles Pryce entered the first Lodge. Of these initiates brothers Moses Nunes and Daniel Nunes were the first Jews made Freemasons in America.



Among the relics of *Solomon's Lodge* there still remains a 1733 John Baskett Bible, long venerated as the "Oglethorpe Bible". There is also a gavel made from a piece of the Sunbury Oak presented by Perla Sheftall Solomons on February 10, 1859. This gavel is now known as the "Sunbury Gavel". The original Sunbury Oak stood near the site upon which grew the great oaks that furnished timbers used to build the *U. S. S. Constitution* known as "Old Ironsides". Perla Sheftall Solomons (1812-1897) was the niece of Bro. Sheftall Sheftall (1762-1847) who is recorded as a member of *Solomon's Lodge* at Savannah in 1795.

[www.solomonslodge.com](http://www.solomonslodge.com)



A look back at River Street from across the river with the Hyatt in the center of the picture with a ship passing.

## City Hall



Savannah's City Hall is located on Yamacraw Bluff overlooking the Savannah River. This is the same bluff where General James Oglethorpe landed in 1733 with the first group of colonists who would establish the City of Savannah and the last of the 13 colonies of England.

City Hall was designed and built by local architect Hyman Wallace Witcover in 1901. The original cost estimate of \$205,167 included ornate statues of chariots and horses atop the structure. Budget considerations forced their deletion from the final plans, but they can still be seen in the architect's original rendering. City Hall is a Renaissance Revival building with classic proportions and detailing. The structure replaced the City Exchange, circa 1799, building which had housed City government for many years. On January 2, 1906, ten thousand visitors attended the opening reception for City Hall. The first City Council meeting in the new City Hall was held the following day.



The gold dome atop City Hall is coated with gold from a Georgia gold mine near Dahlonega, Ga.

**Exterior:** The building's base is of rough-hewn granite blocks. Footings for City Hall rest more than 27 feet below the sidewalk level on Bay Street. This space houses the basement and sub-basement levels and can be seen from the River Street side. Stone steps lead down the east side of the building from Bay Street to the Drayton ramp and Factors' Walk. The cornerstone is located at the Bay Street level, on the northeast corner of the building, and can be seen from the stone steps, or from a nearby pedestrian bridge spanning Factor's Walk. The exterior building material changes at the Bay Street level to a four foot high skirt of polished granite. Then the building is divided into three major levels. The first floor exterior is made of smooth granite with deeply recessed joints. The second and third floors make up the second level which is sheathed in sand colored limestone with matching terra cotta trim. The fourth floor and dome base, constructed of the same materials, make up the final level. Two statues representing art and commerce adorn the fourth floor balcony. The dome rises 70 feet into the air. It was originally clad in copper but was gilded in 1987. The \$240,000 project was a gift from a local philanthropist. Tissue-paper thin sheets of 23-karat gold leaf were applied to the dome, cupola, and clock hands.

Just outside the main entrance are two tablets put in place, in 1918, to commemorate Savannah's importance to the maritime industry. One tablet marks the 100th anniversary of *The Savannah*, the first steamship to cross the Atlantic. The second tablet commemorates *The John Randolph*, the first iron vessel seen in the Americas. *The John Randolph* was assembled in and launched from Savannah in 1834.

**Interior:** The four floors at and above the Bay Street level house various public services, while the two basement floors contain maintenance functions. One enters City Hall from Bay Street through a foyer that leads into a dramatic rotunda reaching four stories and peaked by a leaded glass dome of yellows, golds, and blues. Eight equally spaced windows belonging to an outer dome provide natural light to the stained glass.

White tile is used on the floors in both the foyer and the rotunda; however, different shaped tile and patterns are used to articulate each space. The seal of the City of Savannah is laid in the tiles of the foyer. The main floor rotunda's central feature is a circular fountain surrounded by a simple brass railing. It is highlighted by a bronze fountain composed of four dolphins with backs arched so that their tails extend above their heads to support a cherub sitting upon four large scallop shells. In his hands rests a horn of plenty. The bronze City Seal was returned to the fountain in 1987 after an absence of many years. No one knows how or when the seal disappeared, but it was rediscovered in an Atlanta flea market.

**[www.savannahga.gov](http://www.savannahga.gov)**

## Bohemian Hotel



The Bohemian Hotel sits like a jewel above the historic 18th century cobblestone street along the famous Savannah River. This Savannah hotel's design is contemporary in style with a vintage allure, reminiscent of the era when British maritime settlers first landed on the Savannah River in 1733. The Bohemian Hotel is a Savannah luxury hotel that is adorned by original works of art by renowned artists. The Bohemian Hotel Savannah Riverfront, coupled with the service and luxurious quality standards synonymous with the Kessler Collection, make this unique hotel a gem among other Savannah hotels.

**[www.bohemianhotelsavannah.com](http://www.bohemianhotelsavannah.com)**

## WWII Monument



## WWII Monument

The Memorial located on Historic River Street represents the "Greatest Generation" of service men and women from the Navy, Marines, Army, Air Force, Merchant Marines & Coast Guard. The split globe monument represents the two theaters of war, the war in **Europe** and the war in the **Pacific**. Below are speeches from the two men who led the battles in the respective theaters.

## General Dwight D. Eisenhower's D-Day Speech

SUPREME HEADQUARTERS ALLIED EXPEDITIONARY FORCE:

### **Soldiers, Sailors and Airmen of the Allied Expeditionary Force!**

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world. Your task will not be an easy one. Your enemy is well trained, well equipped and battle hardened. He will fight savagely. But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory! I have full confidence in your courage and devotion to duty and skill in battle. We will accept nothing less than full Victory! Good luck! And let us beseech the blessing of Almighty God upon this great and noble undertaking.

SIGNED: Gen. Dwight D. Eisenhower

## Excerpts from Gen. Douglas MacArthur's Japanese Surrender Speech

Indeed, the Second Day of September, 1945, just following the surrender of the Japanese nation on the Battleship Missouri, I formally cautioned as follows:

"Men since the beginning of time have sought peace. Various methods through the ages have been attempted to devise an international process to prevent or settle disputes between nations. From the very start workable methods were found in so far as individual citizens were concerned, but the mechanics of an instrumentality of larger international scope have never been successful. Military alliances, balances of power, Leagues of Nations, all in turn failed, leaving the only path to be 'by way of the crucible of war. The utter destructiveness of war now blocks out, this alternative. We have had our last chance. If we will not devise some greater and more equitable system, Armageddon will be at our door. The problem basically is theological and involves a spiritual recrudescence and improvement of human character that will synchronize with our almost matchless advances in science, art, literature and all the material and cultural developments of the past 2000 years. It must be of the spirit if we are to save the flesh. "

But once war is forced upon us, there is no other alternative than to apply every available means to bring it to a swift end. War's very object is victory, not prolonged indecision.

General MacArthur's Address to Congress  
April 19, 1951

[www.veteranscouncilofchathamcounty.com/](http://www.veteranscouncilofchathamcounty.com/)



1987 Duce 1/2 owned by the author

## [ Chatham County Contributions to World War II ]

How the Port of Savannah  
contributed to the war effort  
during WWII

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# [ Port of Savannah ]



- Converted to militarized cargo port with restricted zone of wharves, piers and warehouses under the control of the USCG Captain of the Port
- Port security provided by local USCG Volunteer Port Security Force and Coast Guard Auxiliary
- Railroads delivered supplies and lend-lease goods from the interior
- Local and government shipping vessels exported supplies and lend-lease goods from Savannah to all theaters of war
- Port movements guided by local Harbor Pilots
- Over 1.25 million tons of vital supplies went through port during war, including Lend-lease tanks, guns, vehicles, ammunition, food, lumber, newsprint, steel and livestock

# [ Shipbuilding ]



Local shipbuilding firms fulfilled federal construction and repair contracts:

- Concrete barges for U.S. Maritime Commission (MacEvoy Shipbuilding Co.)
- Naval minesweepers and submarine rescue vessels (Savannah Machine & Foundry Co.)
- Conversion of Victory and Liberty cargo ships to troop carriers for U.S. Maritime Commission (Savannah Machine & Foundry Co.)
- Liberty ships for U.S. Maritime Commission (Southeastern Shipbuilding Corp.)

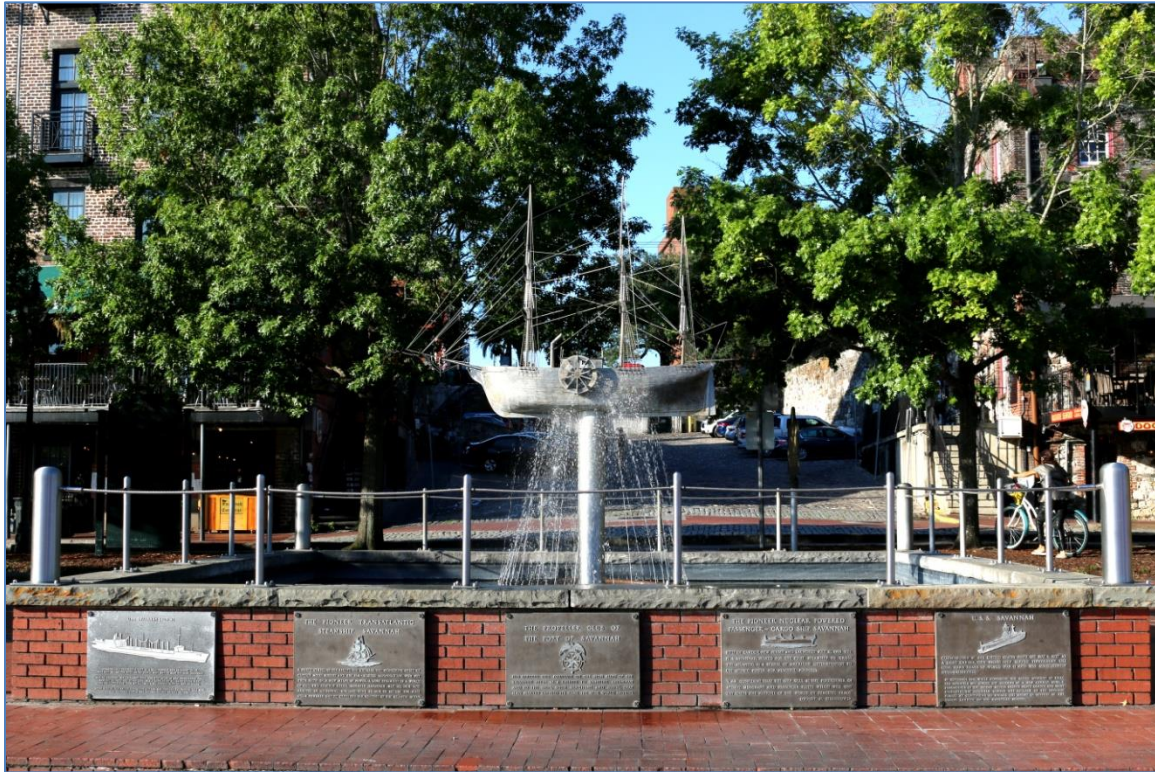
# [ Military Installations ]

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- Quartermaster/Army Service Forces Depot
- Hunter Field/Savannah Air Base
- Thunderbolt Boat Basin
- Cockspur Island Navy Inshore Patrol Base
- Cockspur Island Coast Guard Separation Center
- Savannah Marine Hospital



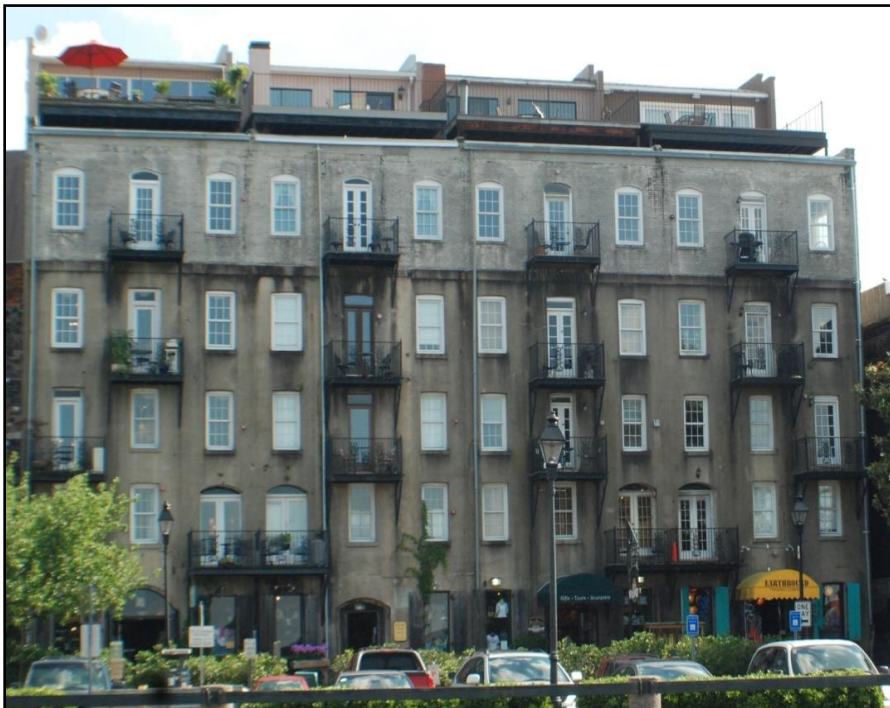
## Propeller Club Monument



The Propeller Club, Port of Savannah, monument is at the foot of the Barnard Street ramp on River Street and commemorates *S.S. Savannah*, first steamship to cross the Atlantic Ocean. Also recognized are *USS Savannah*, *N.S. Savannah* and our contributions to the maritime community.

**[www.propellerclubsavannah.com](http://www.propellerclubsavannah.com)**

River Street





## The River Street "Street Car"



Streetcars last plied the streets of this famous Southern port city in 1946. In 2008, the streetcar returned as an urban circulator and tourist attraction. An initial one mile demonstrator line began operation along a section of city-owned track in 2008. The operation uses a rebuilt Australian streetcar that has been transformed into a high-tech self-propelled vehicle. The line runs in-street on River Street along the Savannah River, including a section of trackage in cobblestone pavement passing directly through a bustling entertainment district.

The Savannah streetcar concept has been brewing for some time. In 2003, the local public transportation provider, Chatham Area Transit (CAT), proposed restoration of streetcar service on a four-mile line along River Street and Martin Luther King Jr. Blvd. Goals for the proposed system included aiding visitor mobility within the downtown and riverfront areas, reducing congestion in the city's historic district, and helping foster local economic development.

The line itself is an existing freight track that the City purchased following a lengthy negotiation with the owning railroad. The lightly used 4.3 mile railroad branch line parallels the Savannah River near Downtown. A feasibility study was conducted by Team Inc. and Stone Consulting & Design, including an examination of several different route options. All of the proposed routes incorporated the tracks along River St. With the sale of the tracks to the City, plans once again began moving ahead, leading to the demonstration service on River St. in 2008. The car itself is a high-tech rebuild of a 1920s era Australian streetcar, equipped with an on-board generator and energy storage system and entirely new propulsion and braking package.

## Georgia Power Riverside Plant



Savannah's first power generating station located on River St. on the Savannah River. It started electricity production in 1912, supplying electricity to 3400 customers. It was demolished in July 2009. The Kessler group purchased the property in December of 2012 for \$9 million from Georgia Power Company.

[www.georgiapower.com](http://www.georgiapower.com).

Georgia Power Riverside Plant (Currently)



After recent demolition work

The Kessler Collection unveils plans for Plant Riverside site.



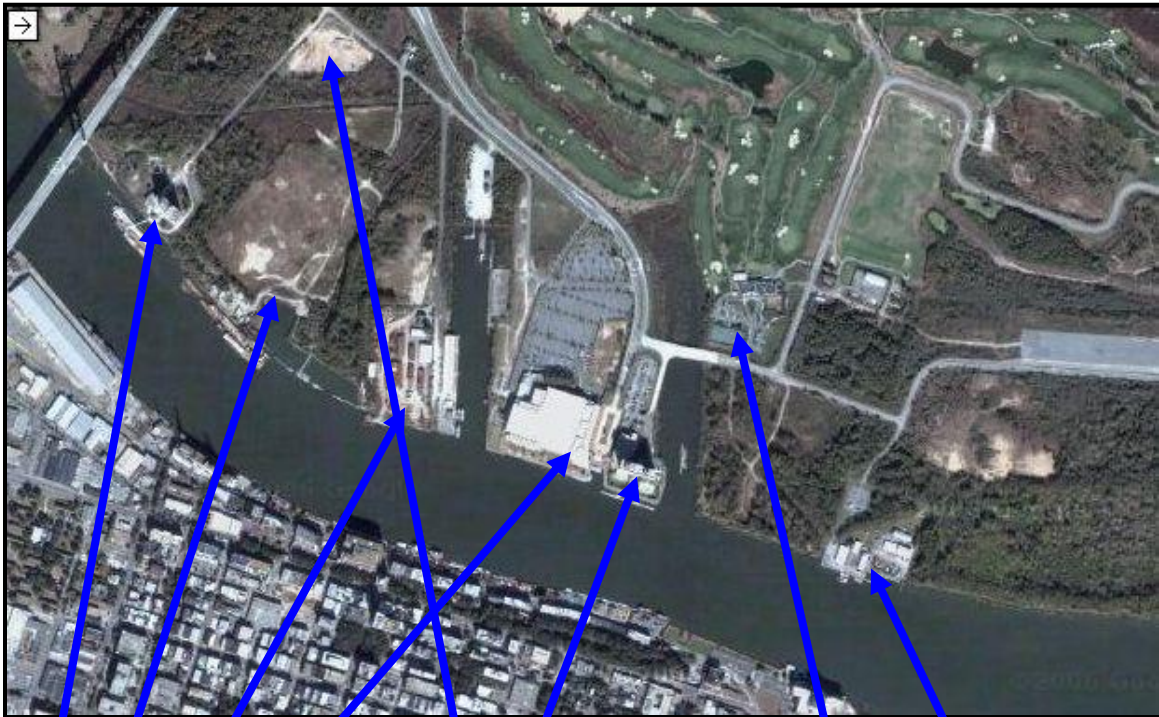
Kessler group unveils plans for Plant Riverside

Richard Kessler has a grand vision for remaking River Street's west end. The hotel developer and Savannah native unveiled his preliminary plans for the Plant Riverside site, during a Savannah City Council workshop. The Grand Bohemian at Historic Power Plant will anchor the \$100 million-plus redevelopment of the waterfront property, which straddles the intersection of Martin Luther King Jr. Boulevard and River Street. "We think it's a significant piece of property," Kessler told council members. "River Street is a tremendous asset to the city. If done carefully and thought out properly, we can do something that adds to that value." Redevelopment of the site, which Kessler bought for \$9 million on New Year's Eve, won't begin for a year. Construction will take between eighteen months and two years, meaning the hotel will open no earlier than 2016. The 160-room Grand Bohemian is just one piece of the project. The hotel will be housed in the historic power plant, along with a café, a restaurant and bar, a 3,500-seat ballroom, a 3,000-square-foot art gallery and other upscale retail. Kessler proposes to build a combination exhibition hall/parking garage to the west of the power plant along the riverfront. The cleared lot east of the power plant, which once was home to the transformer farm, initially will be converted to a grassed plaza and reserved for future development. "We have a lot more thinking to do there," Kessler said of the eastern section. "That is a third piece of the puzzle on this site, and we have not decided on." Kessler's project was warmly received by council, a testament to the success of his past development work in Savannah. The Grand Bohemian will be the seventh hotel he's built in the Historic District since launching his development career in 1970.

Other notable Kessler projects include the Kehoe House, the Mansion on Forsyth Park and the Bohemian on River Street. "When he came in with plans for the Mansion, he did exactly what he said he would do," stated Mayor Edna Jackson. "Whatever he

puts his name to turns out to be something of beauty." Atlanta-based Reese-Vanderbilt & Associates, the same architecture firm that turned a funeral home into the Mansion on Forsyth Park, and designed the Bohemian, will head the new project. One of the firm's partners, Gray Reese, presented artists' renderings of the project to council. The renderings were done locally by BlueLime Studio. Kessler currently is conducting laser surveys of the historic power plant. The original brick building dates to 1912, while the more industrial addition, complete with smokestacks, was built fifty years later. "I enjoy taking things that have had a real purpose in the past and making them come alive again," Kessler said. "This is an opportunity to recycle a great structure into something that fits today's needs." Kessler's presentation to council was partly a sales pitch. He has already approached Interim City Manager Stephanie Cutter about investing in the beautification of the MLK corridor between Bay Street and the river to "make MLK the welcome mat to River Street." Cutter said city staff are still formulating a recommendation on the issue. Kessler acknowledged he is also likely to seek the city's help in financing the 460-space parking garage on the western edge of the site. The garage will be open to the public and could be built as part of a public-private partnership, similar to the one used to finance the underground garage at Ellis Square. Another city-related issue is the extension of the riverwalk at the site. Kessler estimated the complex will employ between 300 and 400 workers once completed, and hundreds or thousands more during the development phase. Council members unanimously commended Kessler on the project at the conclusion of his presentation. "It's no secret that end of the street has been dead for a long, long time," stated Alderman Tony Thomas. "Hopefully this will clean up that whole area. This vision is unbelievably great for our city."

Aerial View



- Westin Savannah Harbor Spa & Golf Club*
- Westin Golf Club*
- Savannah International Trade and Convention Center*
- The Industrial Co.*
- Savannah Marine Services*
- SEDA*
- Hutch Island Development Co.*
- U.C. Army Corps of Engineers*

**Downtown Savannah, Hutchinson Island**  
**Talmadge Bridge to the Marriott Hotel**

## Historic Facts



Savannah's founder Gen. James Edward Oglethorpe



Savannah River Circa, 1733

The city of Savannah, and indeed, the colony of Georgia were founded by General James Edward Oglethorpe in 1733. After the death of a good friend of his in debtor's prison, he headed a commission investigating the conditions of the prisons. The investigation had a profound effect on him and a number of fellow commissioners, who joined together to become trustees of the new colony, named "Georgia" after King George II of England. The charter stated the following reasons for the inception of the colony:

- To provide relief to the debtors of England
- To help the English poor and unemployed
- To remove the poor, so England would not have to support them.
- To provide relief to persecuted Protestants such as the Salzburgers.
- To act as a buffer to protect South Carolina from Spaniards in Florida.
- To strengthen the British Empire by the success of the colony and its population.
- To have the colony supply raw products such as wine, hemp, silk, flax, etc. to manufacturers in England.
- To establish another market for exported English made products.

Oglethorpe and his group of 114 settlers arrived from England on February 12, 1733. They first landed in Beaufort, South Carolina, and then traveled down to the Savannah River, then eighteen miles up the river. Oglethorpe wrote that he had chosen a forty foot bluff, high above the river with sandy soil and a spring. He noted that he felt that the area was healthy as the local Indians liked it too.

Oglethorpe met and became good friends with Tomochichi, chief of the American Indian Yamacraw tribe, which was formed by a mixed group of Creek and Yamasee. Native Americans had been decimated by the diseases of the Spanish, and by the French and English slave trade. Many groups of Native Americans were "coalescing" as "nations" or "tribes" of mixed heritage and were learning how to adapt to the English economy.

Oglethorpe relied on a woman name Mary Musgrove, whose mother was Creek and father English. She served as interpreter between the general and the chief, and was rewarded for her work.

The Chief requested that Oglethorpe provide a Christian education for his tribe and in particular, his nephew, Toonahowi. Oglethorpe obliged and on one of his trips back to England brought the Chief, his nephew, and a number of other tribesmen. Toonahowi made an impression on the King's court and in particular with the Duke of Cumberland, who gave the boy a watch. The young boy was so impressed; he named his island after the Duke, Cumberland Island, which is off the coast of St. Simons Island.

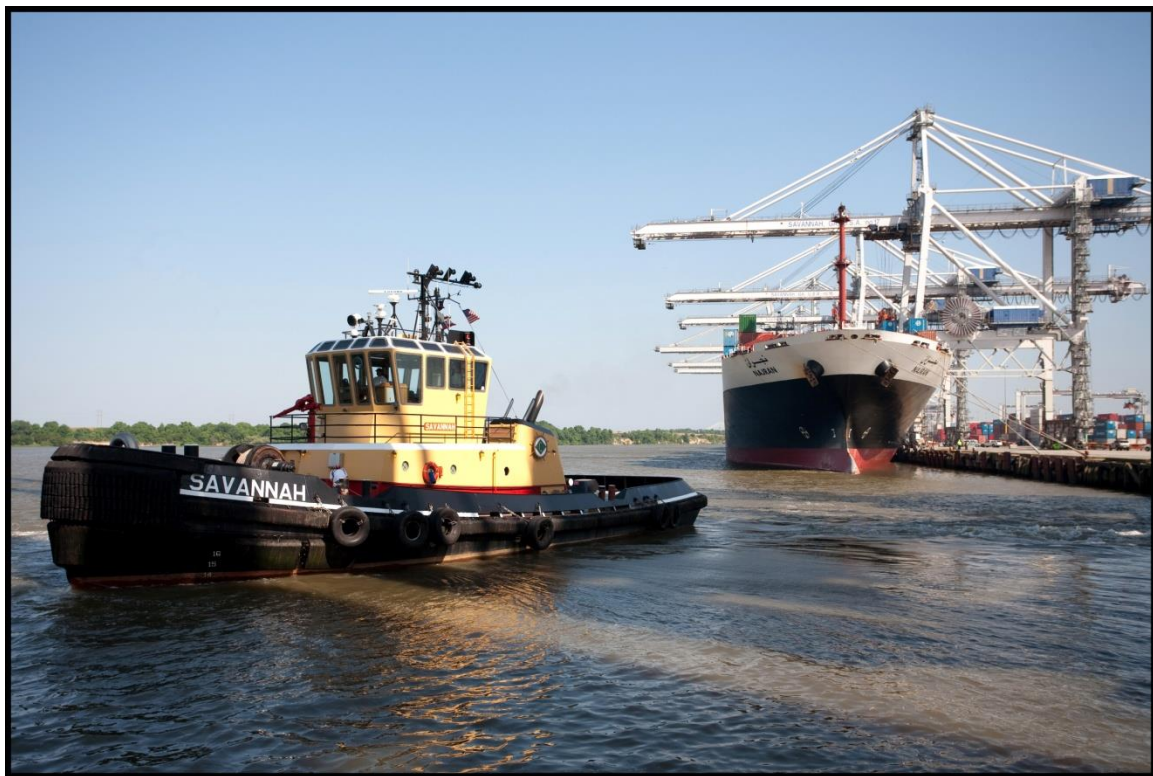
Mary Musgrove, also known as "Coosaponakesee," married three different Englishmen. The first was John Musgrove, a trader, who died of malaria. She then married, a man historians know little about, named Matthews. After Matthews died, Mary married Reverend Bosomworth, who only married her to acquire property and position. Among her many accomplishments, Mary established an important trading post, just outside the city of Savannah, in an area now owned by the Georgia Ports Authority. Because of its archeological significance, the site was excavated and many artifacts were removed for storage and display.

Savannah grew to become an important trading port. The Savannah River was a vital pipeline for transporting pelts and deer skins from Augusta and other smaller towns along the river. Indigo and rice were important crops, exported to England until the Revolutionary War. In 1793, Eli Whitney invented the cotton gin at Mulberry Grove, just up the Savannah River a few miles above the Houlihan Bridge. While cotton had been an important crop before, with the invention of the cotton gin to mechanically remove the seeds from cotton, cotton became "King." Many of the old buildings along River Street were part of the original cotton exchange built in 1817. The first two floors were for the cotton coming into the port. In 1853, three more floors were added; the third floor for storage, and the fourth and fifth floors for offices. Soon the whole riverfront bluff was comprised of alleys and walkways connecting the buildings. Later iron and concrete walkways connected the buildings to the bluff. These walkways were called "Factors Walk," workmen who calculated the price of cotton were called "factors."

## **Ship Handling**

The process of bringing one of these large container ships past the downtown and into the container port is a huge task. Pilots wait for a call at the pilot house, near Fort Pulaski. When called, they travel out to the ship on a pilot boat, and then stand on a platform on the boat as they approach the ship. Then, often in rolling seas, the captain of the pilot boat will carefully approach the ship, allowing him to grab hold of the Jacob's ladder and climb aboard. Once at the helm, he takes command of the vessel and brings it into the port. At the appointed time, usually near the downtown area, the ships are joined by one or more tugs who will escort the ship to its berth. A docking pilot will come aboard and replace the river pilot. He will control the docking procedures, coordinating the efforts of the tugs and the line handlers.

### **Tug boats dock ship at GPA's Container Berth**



### **Savannah's Tug Boat Fleet**

## Crescents New tug for the Savannah Harbor



It's designed for ship-assist work involving LNG tankers on the Savannah River in Georgia.

Crescent's tug, Bulldog, was delivered from the Washburn & Doughty shipyard in East Boothbay, Maine, in early 2006. It is one of two nearly identical tractor tugs introduced for service in support of the newly expanded Elba Island LNG terminal on the Savannah River. Bulldog incorporates six diesel engines, a pair of General Electric 12-cylinder 7FDM12 medium speed diesel engines for main propulsion, two John Deere 99 kw diesel generators, and two 900 hp Caterpillar diesels driving firefighting pumps. The fleet is docked at the eastern end of Hutchinson Island next to the "Fig" island turning basin.

[www.crescenttowing.com](http://www.crescenttowing.com)

## Moran Towing Co.



Over the course of its nearly 150 years, Moran has grown from a small company whose founding mission was to provide docking services for sailing ships, into a major corporate provider of maritime services. The cornerstone of this growth has been a long-standing reputation for reliable, efficient service, achieved through a combination of first-rate employees and first-class equipment.

Moran operates within three primary areas of business activity:

- **Ship docking, LNG activities, and general towing, in and around the ports we serve**
- **Marine transportation of petroleum and dry bulk products**
- **Contract towing and specialty towing**

The company currently owns and operates 96 tugs and 30 barges. To ensure the efficiency and growth of our tug fleet, and maintains an ongoing program of high-tech tractor tug construction. Moran's newest vessels, like the Z-drive tractor tugs, use state-of-the-art propulsion technology to enhance the fleet's versatility and environmental safety. They are committed to utilizing the latest double-hull barge technology, which provides significant safeguards against oil spills.

Moran Savannah provides ship docking services in the Port of Savannah, Georgia, the Port of Brunswick, Georgia and the Port of Fernandina, Florida. They maintain an efficient fleet of seven tugs (4 in Savannah, 2 in Brunswick and 1 in Fernandina) to satisfy the customers' ever growing needs.

In all of the ports they serve, the crews are composed of dedicated local employees who possess unsurpassed port-specific knowledge and professionalism. All of their captains and the docking pilots have learned their craft by working and "living" on tugboats all of their adult lives.

**[www.morantug.com](http://www.morantug.com)**

## Hutchinson Island

Hutchinson Island sits across from the river that normally delineates the boundary between Georgia and South Carolina. Oglethorpe chose the bluff across from Hutchinson Island for his first city, noting that Hutchinson Island would be a good place to graze the trustee's horses. Back then, the Savannah River had fresh water at the island.

Chatham County raised sixty-three million dollars in funds to build the International Trade and Convention Center and another ten million for roads on the island. The state of Georgia contributed eighteen million and CSX railroad donated the twenty-five acres for the trade center. The Westin Harbor Resort and Spa was built in 2002. Today, Chatham County provides two ferry boats between Hutchinson Island and River Street through a special hotel tax.

### Future Plans

Future plans call for the development of shops, hotels, homes, and even a marina on Hutchinson Island. One plan is the idea of turning the old cement silos near Talmadge Memorial Bridge into condos. Instead current plans call for it to be torn down and a new hotel or condos will replace it. The shipyard will move, and the entire island will take on a new and modern face.



## The Westin Savannah Harbor Golf Resort & Spa



The AAA Four-diamond rated Westin Savannah Harbor Golf Resort & Spa exudes renewal with its fresh take on classic design and focus on the surrounding natural environment. Breathtaking views of historic River Street and the Savannah Harbor are emphasized through intimate seating arrangements, grouped around the structure's dramatic floor-to-ceiling windows, dressed with minimal window treatments which allow natural light to filter throughout the lobby. The re-imagined Westin Savannah Harbor Golf Resort & Spa features a complete top-to-bottom renovation. All new guest rooms, meeting rooms and public spaces feature state-of-the-art amenities, signature Westin style, and Old South charm.

The Westin's fully-equipped 600' deepwater dock is available to boats large and small, while captain and crew enjoy a wide array of resort amenities. Replenish at the Spa, recharge with a round on the area's only PGA Champion's Tour golf course, or relax at the tranquil riverside oasis, with chimineas, hammocks, cabanas and more.

**[www.westinsavannah.com](http://www.westinsavannah.com)**

## Savannah International Trade and Convention Center



Spectacular views of Savannah and its ever changing riverscape, the Savannah International Trade & Convention Center, like the proud and elegant city it represents, blends the best of the old South with the new to offer a unique and memorable venue for your next successful meeting, trade show or special event. A superbly functional, architecturally stunning 330,000 sq. ft gleaming waterfront complex on the historic Savannah River features 100,000 sq. ft. of divisible exhibit space, 50,000 sq. ft. of prime meeting space, including 13 meeting rooms, four executive board rooms, a 25,000 sq. ft. Grand Ballroom, and a state-of-art 367 seat auditorium.

Continued



Overlooking Savannah's world-renowned Riverfront and landmark Historic District, the Savannah International Trade & Convention Center is adjacent to the Westin Savannah Harbor Golf Resort & Spa. And just a two-minute water ferry ride away, adorns the Hyatt Regency, Savannah Marriott Riverfront, Hilton Savannah Desoto accompanied by charming inns and complimentary medium-sized hotel chains within the Historic Meetings District.

**[www.savtcc.com](http://www.savtcc.com)**

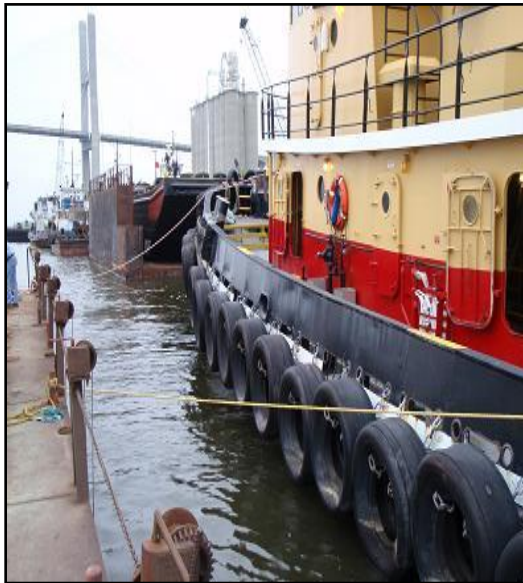
## Hutchinson Island Marine Terminal



This terminal located just east of the Talmadge Bridge, on a 23.6 acre site, was formally the Blue Circle Cement facility. It was purchased in 2001, by a group of developers from Atlanta, for the purpose of developing a mixed use residential development as part of the Hutchinson Island Master Plan. The property went in to receivership in October of 2010. The property is currently under contract to build apartment/condo's.

## Savannah Marine Repair

Savannah Marine Repair, originally founded in 1979 as a dockside repair facility, is located on Hutchinson Island at the Talmadge Bridge in Savannah. Savannah Marine Repair specializes in tug and barge repairs, dockside repairs and general vessel repairs in port. Its specialized equipment includes three floating dry-docks namely the "BAILEY E" rated at 1100 tons with 52' between wing walls, "DRYDOCK #1" rated at 350 tons with 62' between wing walls, and "DRYDOCK #2" rated at 250 tons with 45' between wing walls. In addition, the yard is serviced by a 75 ton crane, Key Engineering twenty ton sandblasting machine with suitable service compressors and a Flow International high pressure water blaster. Their experienced personnel include certified welders, machinist, and shipyard painters with years of ship repair experience.



Whether it is dry-docking and repairs of a vessel or barge, Savannah Marine Repair has the facilities, knowledge and equipment to get the job done. Savannah Marine is located next to TIC on Hutchinson Island.

**[www.savannahmarinerepair.com](http://www.savannahmarinerepair.com)**

## Proposed New 500 room Hotel on Hutchinson Island



### A proposed new Hilton hotel to be built on Hutchinson Island

The 300-500 room Convention hotel would be dedicated to the convention center. The hotel would create 800 construction jobs and 300 long term jobs. The convention center hotel would serve the needs of conventioners at the Savannah International Trade and Convention Center. The proposed hotel encompasses approximately 382,000 square feet of space composed of guestrooms and suites, restaurants, retail space, public areas and meeting facilities. The proposed convention center hotel will be built with construction materials used from local sources to reduce transportation mileage and emissions. The hotel will be the first LEED Silver hotel in Savannah. The plans for the hotel have been slowed due to county financing participation.

## River Street looking west



## The Connection



The quickest way to connect with all the activity on the mesmerizing River Street in Savannah is by the small ferries that shuttle back and forth between Hutchinson Island and the historic downtown. Alternatively, the dramatic Talmadge Bridge, which now connects the island and South Carolina to Savannah, allows residents of The Reserve to live connected lives with both old Savannah Town and "in country" on the island. It is a unique old town and country lifestyle.

Along with Charleston, South Carolina and Williamsburg, Virginia, Savannah is one of America's first planned cities. Oglethorpe's city plan was in a series of grids that allowed for wide streets connecting shady public squares, and parks that served as town meeting places and centers of business. Of his original 24 town squares from the 1733 plans, 21 are still in existence with their grand old town homes, businesses and massive oaks.

## Savannah Economic Development Authority



The Savannah Economic Development Authority (SEDA) provides professional site services and eases access to state and local resources. The organization, twice ranked as one of the best development groups in the country, has a clear record of success.

Among SEDA's major accomplishments is the nationally acclaimed Crossroads Business Park, home to more than five million sq. ft. of industrial space, headquarters operations, and educational institutions.

An independently funded organization, SEDA can act in the best interests of both the client and the community without the hindrances often associated with publicly-funded operations. And, Savannah/Chatham County itself, residents and government alike, has helped SEDA's mission with its strong commitment to remaining a vibrant, world-class community.

### Mission

To improve the standard of living for all citizens of Savannah/Chatham County by stimulating the economy through the attraction of investment, the creation of jobs and the support of established businesses already in the area.

### Vision

Savannah will continue to attract major investment from the manufacturing/assembly and distribution industries, while also becoming a desirable location for front office and headquarters operations. Capitalizing on its unique assets, Savannah will become the favored location for knowledge-based businesses that require creative and technical expertise.

SEDA will be considered by its peers as the best business solicitation and facility location organization for cities of comparable size in the country. It will be the guardian of Savannah's diverse economy. SEDA understands that the economy is dynamic and economic development organizations must adjust to changes in order to remain successful. SEDA will always be the first to change.

## SEDA History

The Savannah Economic Development Authority is one of the oldest Authorities in the United States engaged in industrial and port activities.

The Savannah Port Authority was created in 1925 under the Laws and Constitution of the State of Georgia, and through succeeding acts of the Georgia General Assembly and Constitutional Amendments, the Authority has been created a body corporate and politic which "...shall be deemed to be an instrumentality of the State of Georgia and a public corporation, its scope and justification to be limited to the territory embraced by Chatham County...".

One of the original purposes of the Authority was to promote commerce to our port...one of the earliest projects was the establishment of a municipal dock and terminals... a forerunner of today's Georgia Ports Authority.

In 1925, the Savannah Traffic Bureau was set up to assist shippers and receivers of commodities using the rail and highway systems of the city. Three years later an organization called the Industrial Committee of Savannah was formed with the corporate powers needed to foster an industrial development program.

These three entities, the Savannah Port Authority, the Traffic Bureau and the Industrial Committee, handled most of Savannah's economic development for the next 26 years.

The Authority was 'greatly instrumental' in the location of Union Bag & Paper Corporation at Savannah – 1935

The Authority was responsible for the successful realization of the State Port project – 1949-50

The Authority initiated the project of deepening the Savannah River to 34 feet MLT – 1949-50

### Savannah District Authority established – 1951

In 1951, the Savannah Port Authority, the Traffic Bureau and the Industrial Committee merged to become the Savannah District Authority by an amendment to the Savannah Port Authority charter.

The original purpose of the organization has been expanded through the years culminating in the language of the 1965 Constitution Amendment which reaffirmed that the Authority was "...created for the purpose of developing industrial growth and expansion and for the purpose of making long range plans for the coordination of commerce, industry and traffic with its territorial limit..."

The Savannah District Authority once again becomes the Savannah Port Authority – 1966

In 1966 Chatham County voters ratified an amendment to the Georgia Constitution which effected several changes in Savannah's port and industrial development organizations. With the passage of this amendment, the umbrella organization

known as the Savannah District Authority became the Savannah Port Authority, the name under which it had been chartered in 1925.

The Authority received no tax monies or public funds of any kind from any governmental entity.

In addition to renaming the organization, the amendment clarified the legal succession of the new Savannah Port Authority and its predecessor organizations and enlarged the board membership from 10 to the present day 19.

SPA Park established – 1984

A milestone in Savannah Port Authority history was achieved in 1978 when a 300 acre industrial park near the intersection of Interstate 95 and highway U.S. 80 was dedicated.

The Authority supported and encouraged the establishment of Foreign Trade Zone #104 – 1984

In 1984 the Authority engaged a national consultant firm to analyze the organization, its operations and activities, and to recommend ways to increase economic development activity in Chatham County. Those recommendations resulted in the board's adoption of the Chief Executive Officer's post, the coordination of a region-wide economic development plan and served as the framework for the Savannah Economic Development Partnership.

The Savannah Economic Development Partnership is Savannah's unique approach for providing a unified community.

A major change in philosophy, made in 1986, caused the organization to become a pro-active, aggressive economic development organization. The change resulted in the organization winning many regional and national awards for their economic development efforts. More importantly, it has caused business to expand or locate in Chatham County that might otherwise have gone elsewhere.

Official name changed to Savannah Economic Development Authority – 1989

In 1989 the board of directors of the Authority determined that, in order to more clearly define the mission, to attract national and international firms to our community and create new job As of April, 1989 the name of the Savannah Port Authority was officially changed to the Savannah Economic Development Authority.

Crossroads Business Center planned – 1989

After losing three very large clients because the area did not have large developed sites, the Savannah Economic Development Authority began a county-wide analysis to locate a very large tract of land to be developed for clients in need of large sites, convenient to the Port of Savannah, the interstate highways, the airport and train transportation. A site was located and work began on the Godley Road project.

The Authority wins national economic development award – 1990

The Savannah Economic Development Authority's business solicitation efforts were rewarded in 1990 when the Authority was named one of the Top Ten development groups, (from among over 8,000), in the United States. The award was presented by Site Selection Magazine, the official publication of the Industrial Development Research Council (IDRC). The IDRC is composed of corporate facility planners whose yearly expansions and start ups are estimated at about \$100 billion.

Crossroads granted 404 permit – 1991

In 1991, the Savannah Economic Development Authority gained national attention by receiving a 'first of its kind' permit under section 404 of the Clean Water Act for a 1,874 multi-use business/industrial park. Hailed by developers and environmental groups, the permit was presented by General Henry Hatch, Chief of Engineers and commander of the U.S. Army Corps of Engineers at a press conference held in August at the National Press Club in Washington, D.C.

Crossroads Parkway is dedicated – 1995

Announcement of the first tenant in Crossroads Business Center was made in January 1995. Union Camp will construct an office building to house their engineering operations, a new name was adopted.

[www.seda.org](http://www.seda.org)

### SEDA Tenants

Several years ago SEDA relocated their offices to Hutchinson Island in to a new four story building. They currently occupy the fourth floor of the building with the other floors available for lease. They leased the second floor to a major shipping line that services the Port of Savannah at Ocean Terminal. Wallenius Wilhelmsen Cargo lines located there sales & service center to Hutchinson Island. It guides the export of major "Bulk" cargo such as tractors, dozers & other grades of heavy equipment. Their offices were located on Ocean Terminal near gate #1 in an old office trailer.

## Port of Savannah's Tug Fleet



At the very east end of Hutchinson Island is the home of the Ports fleet of tug boats. They serve the entire port and provide both docking and Tug services. The tugs are operated by Moran Towing and Crescent Towing.

Ro/RO ship that calls on Ocean Terminal



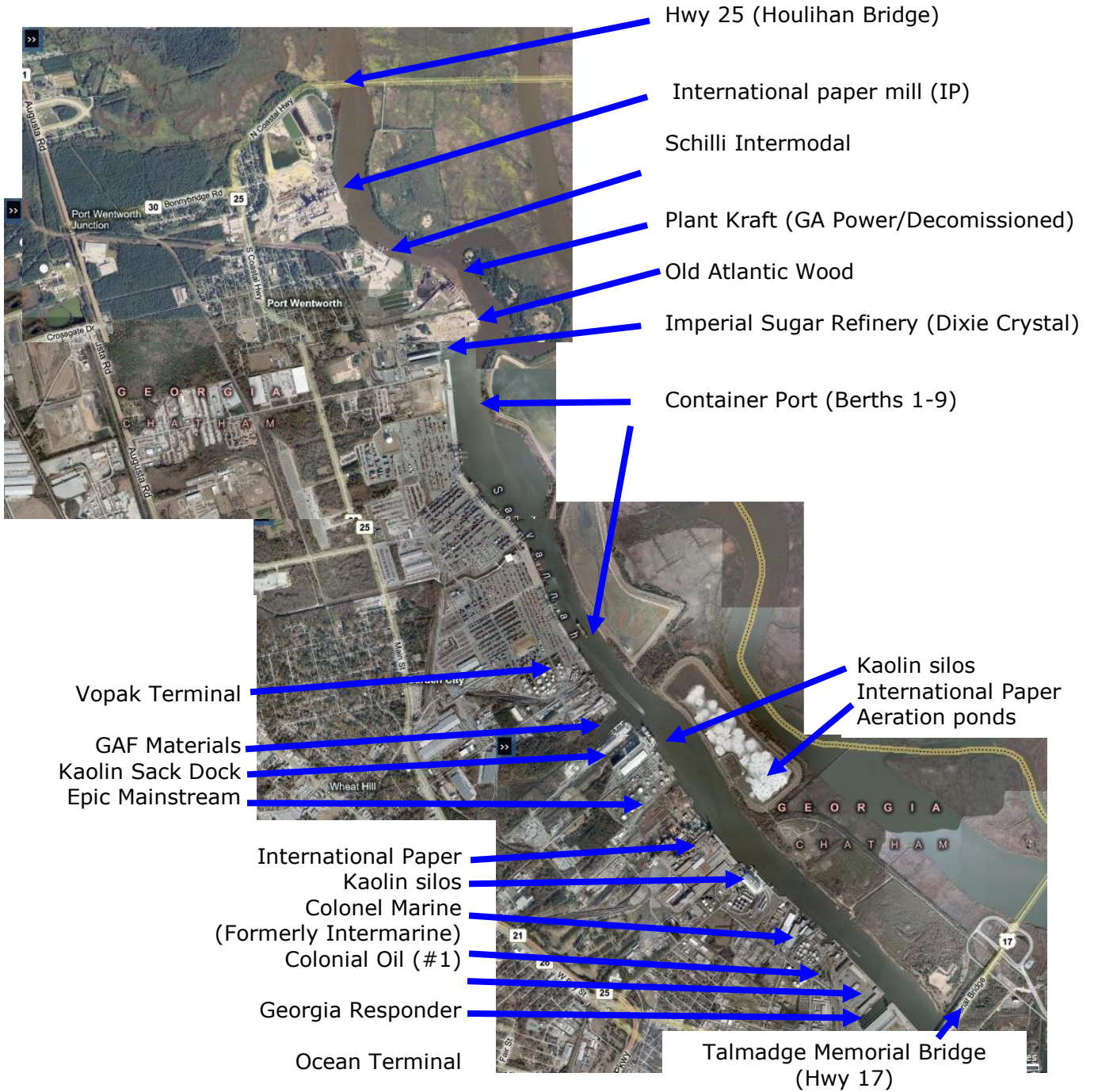
Wallenius Wilhelmsen Logistics (WWL) is a leading independent provider of global factory-to-dealer transport solutions for the automotive, agricultural and construction industries.



The company specializes in handling complex project cargoes such as rail cars, generators, mining equipment and yachts. WWL's sophisticated supply chain management services ensure an efficient integration of ocean transportation, inland distribution, terminal handling and a large comprehensive range of specialized technical services.

**[www.2wglobal.com](http://www.2wglobal.com)**

# Aerial View – West



## Eugene Talmadge Memorial Bridge



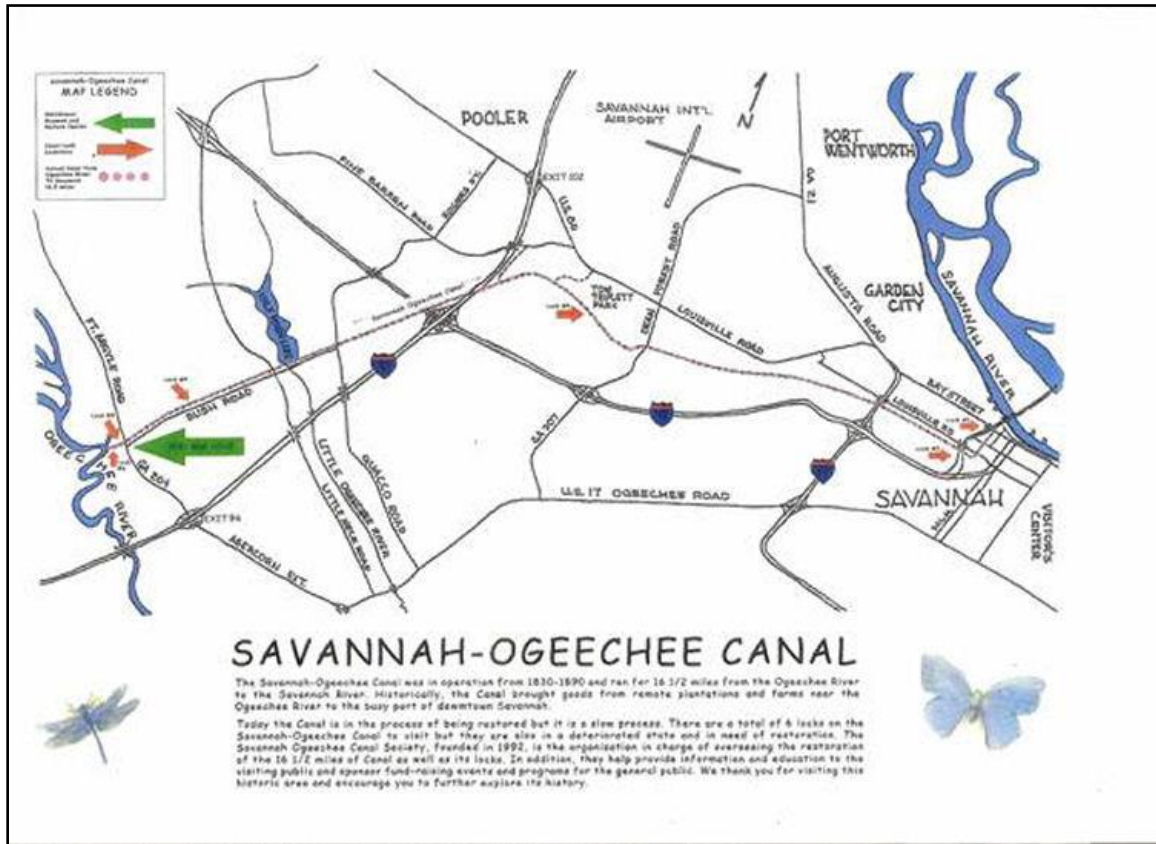
The Talmadge Memorial Bridge was completed in November, 1990, at a cost of \$70.9 million. It is described as a "cable-stayed bridge," which replaced the previous cantilever truss bridge, which was built in 1953. The old bridge was simply inadequate for the taller ships entering the port. In fact, two collisions with the pier supports in the river gave urgency to the new project.

The bridge provides 185 feet. of vertical navigational clearance at mean high water. With a main span of 1100 feet and a total length of 1.9 miles, the new Talmadge Memorial carries the four lanes of traffic on U.S. Highway 17 over the Savannah River. Prior to the construction of the new bridge, a law mandated that Hwy 17 be re-routed across the Houlihan Bridge.

The bridge was dedicated to Eugene Talmadge, who served as a Democratic Governor of Georgia from 1933-37, and 1941-43. He was elected to another term in 1946, but died before he could take office. Rumors still say city officials were divided over keeping the name for the new bridge, so the mayor simply erected a sign naming the bridge in the middle of the night, and the matter was settled. Some of the supports remain from the old bridge on either side of the river. The cost of removing the old bridge was greater than the cost of erecting the new one.

## Savannah-Ogeechee Canal

Remnants of the old Ogeechee-Savannah Canal can be seen on the Georgia side, under the bridge. This project took many years to complete in the 1800's, but was only in use for short period of time. During that time, barges were polled or pulled to various plantations along the canal.



Ocean Terminal GPA



RO/RO ship docked at Georgia Port's Ocean Terminal



Ocean Terminal – One of two Savannah terminals owned by the GPA

Ocean Terminal starts just before the Talmadge Bridge and contains break-bulk and RO/RO facilities. With 5,768 linear feet of docks, the terminal handles break-bulk, containers, heavy-lift, & project cargo. RO/RO (Roll-On/Roll-Off) vessels handle motorized equipment such as industrial and farm equipment, and automobiles. Line haul services are provided by Norfolk Southern Railroad and CSX Transportation.

At times, Ocean Terminal will dock military vessels that are loading or unloading military vehicles. During these times, the Coast Guard will establish a safety zone around the vessel and escort any transiting vessels around the safety zone.

### Military Sealift Command

The beautiful city of Savannah is visited by many commercial container ships every day. The ships that steam up and down the Savannah River dwarf tourists standing on busy Riverfront Street. People pause from their dining and shopping to take pictures. As the people of Savannah began their day, Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS *Sisler* docked at the Port of Savannah's Ocean Terminal. *Sisler* is the first of nearly a dozen ships scheduled to arrive at the port to transport cargo to the Middle East for the U.S. Army's 3rd Infantry Division. The ship, named for Medal of Honor recipient U.S. Army 1st Lt. George K. Sisler, is usually assigned to Diego Garcia in the Indian Ocean. A member of Afloat Prepositioning Squadron Four, *Sisler* is normally fully loaded with Army combat gear and prepositioned at sea ready to deliver essential cargo and supplies to war fighters around the world. When needed, *Sisler* was available to transport equipment, since her prepositioned cargo was previously off-loaded for Operation Iraqi Freedom. This voyage was the ship's fifth in support of the global war on terrorism. *Sisler* has transported more than 879,000 square feet of cargo for U.S. forces since September 11, 2001.



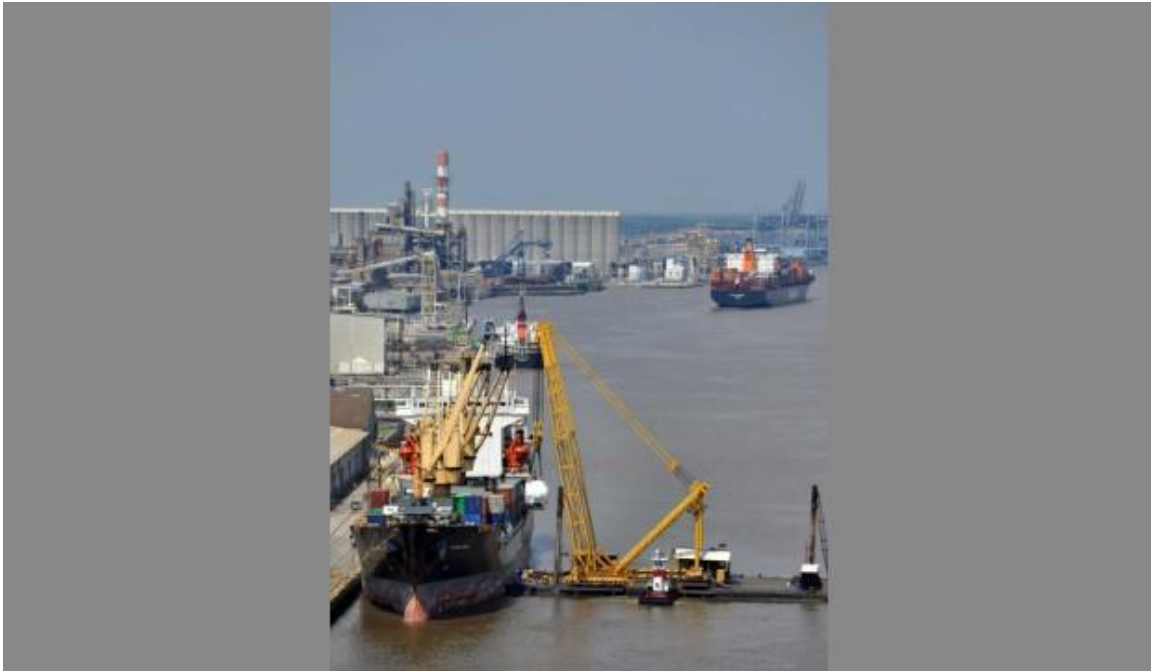
The *USNS Sisler* being loaded at Ocean Terminal with Military hardware from the 3<sup>rd</sup>. ID at Ft. Stewart and Hunter Army Air Field. Ocean Terminal act as the load out/in Port for the 3<sup>rd</sup> ID.



Equipment being off loaded on a "RO-RO" ship at Ocean Terminal

## Ocean Terminals new heavy lift Crane

The Savannah Giant offloads a 160-ton rotor from a railcar at Berth 13 and transfers it to a CSAL vessel at Berth 18 at the Georgia Ports Authority's Ocean Terminal in September. The rotor, manufactured in Pennsylvania, was bound for a hydro electric facility in South Africa. The Savannah Giant, one of the most powerful barge-based cranes in the Southeast, can lift 500 tons.



With the ability to lift 500 tons, the crane is designed to move outsized and heavy cargo directly from ships at Ocean Terminal to rail or heavy haul trucks, according to Stacy Watson, Georgia Ports general manager of economic and industrial development.

**Port of Savannah**

## Five Year History for Top 10 Commodity Groups for Exports via Savannah (Fiscal Year)

Last updated: November 2015 (GPA Marketing)

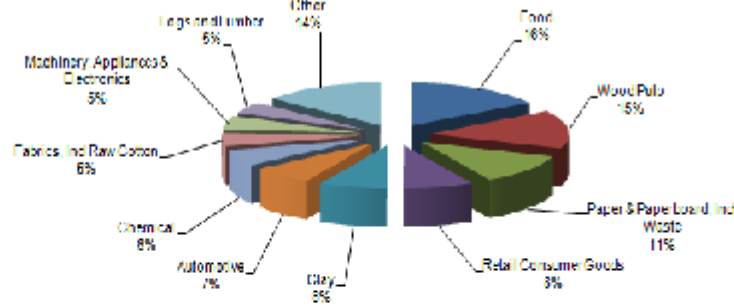
**Detail Summary:**

- In fiscal year 2015 (FY15), Food including fresh & frozen poultry, pet & animal feeds, and field seeds & bulbs was the top export commodity group via Savannah.
- Paper & Paperboard had the most growth between FY14 and FY15, increasing 12,707 TEUs.
- Of Savannah's top ten export commodity groups in FY15, Savannah had the highest market share among ports in the South Atlantic for five.

Five Year History for Top 10 Commodity Groups for Exports via Savannah (Fiscal Year)						
Commodity Grouping	2011	2012	2013	2014	2015	% Growth (SYR)
Food	144,117	157,531	172,338	201,961	197,686	37%
Wood Pulp	160,735	178,654	175,419	175,060	180,532	12%
Paper & Paperboard, Incl Waste	140,817	144,710	152,826	128,997	141,704	1%
Retail Consumer Goods	71,984	63,299	50,565	107,698	100,415	39%
Clay	92,424	97,054	97,577	99,800	97,117	5%
Automotive	75,888	87,778	83,042	78,191	87,499	15%
Chemical	78,694	73,872	65,853	70,212	77,014	-2%
Fabrics, Incl Raw Cotton	70,215	74,877	93,535	74,378	63,721	-9%
Machinery, Appliances & Electronics	75,971	80,760	68,139	60,524	62,719	-17%
Logs and Lumber	34,508	41,148	48,635	61,907	55,946	62%
Other	243,432	234,197	195,252	179,565	175,697	-26%
<b>Total</b>	<b>1,188,786</b>	<b>1,233,879</b>	<b>1,203,183</b>	<b>1,238,312</b>	<b>1,240,052</b>	<b>4%</b>

Source: PIERS (Loaded TEUs)

FY15 Top 10 Commodity Groups for Exports via Savannah



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

+ Trade Development 912.964.3880  
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+ Port of Savannah  
+ Port of Brunswick

## Port of Savannah

### Five Year History for Top 10 Trade Lanes for Exports via Savannah (Fiscal Year)

Last updated: November 2015 (GPA Marketing)

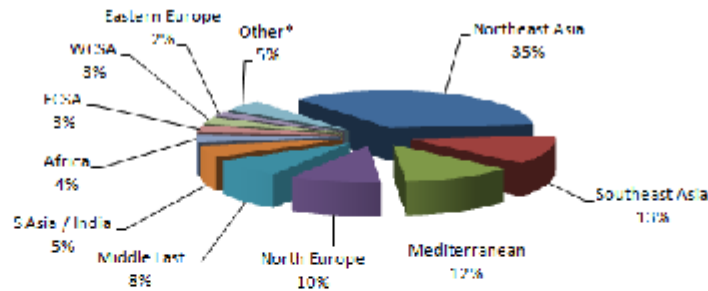
#### Detail Summary:

- Southeast Asia was the fastest growing trade lane for exports via Savannah between fiscal year 2011 (FY11) and FY15 in absolute terms, increasing by 52,189 TEUs.
- Other trade lanes with rapid growth between FY11 and FY15 were the Middle East (+ 25,331 TEUs), Northeast Asia (+13,814 TEUs), Africa (+12,773 TEUs), and North Europe (+9,113 TEUs).

Five Year History for Top 10 Trade Lanes for Exports via Savannah (Fiscal Year)						
Trade Lane	2011	2012	2013	2014	2015	%Growth (5YR)
Northeast Asia	413,213	437,405	409,810	436,890	427,028	3%
Southeast Asia	106,553	112,788	124,222	142,784	158,743	49%
Mediterranean	170,585	167,264	180,043	174,017	154,191	-10%
North Europe	119,382	109,170	100,207	112,045	128,495	8%
Middle East	76,482	85,519	89,143	88,955	101,813	33%
Southern Asia / India	61,589	57,384	68,378	61,279	66,189	7%
Africa	32,573	44,829	43,849	47,948	45,346	39%
East Coast South America	56,734	52,847	46,985	49,312	39,007	-31%
West Coast South America	33,037	34,377	33,397	30,444	34,849	5%
Eastern Europe	29,129	30,819	30,471	32,772	24,570	-16%
Other*	89,508	101,477	76,877	61,867	59,822	-33%
<b>Total</b>	<b>1,188,786</b>	<b>1,233,879</b>	<b>1,203,183</b>	<b>1,238,312</b>	<b>1,240,052</b>	<b>4%</b>

\*Central America, Caribbean, Oceania, North America, and Puerto Rico Source: PIERS (Loaded TEUs)

FY15 Top 10 Trade Lanes for Exports via Savannah



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

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+ Port of Savannah  
+ Port of Brunswick

## Port of Savannah

### Five Year History for Top 10 Trade Lanes for Imports via Savannah (Fiscal Year)

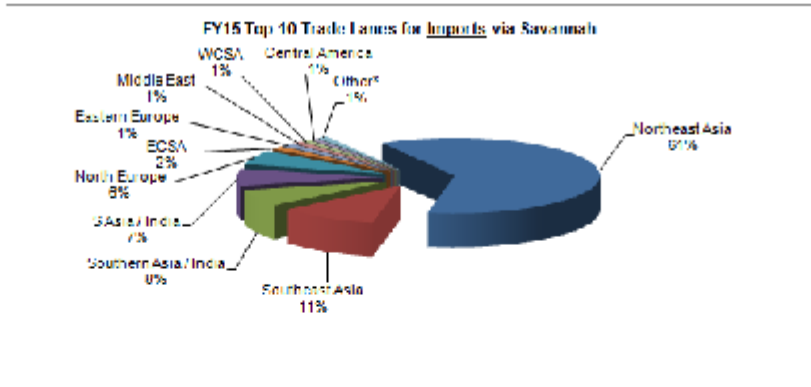
Last updated: November 2015 (GPA Marketing)

#### Detail Summary:

- Northeast Asia was the largest trade lane for imports via Savannah during fiscal year 2015 (FY15) and had the most growth between FY11 and FY15, increasing by 252,473 TEUs.
- Other trade lanes with rapid growth between FY11 and FY15 were Southeast Asia (+ 54,609 TEUs), Southern Asia / India (+51,680 TEUs), the Mediterranean (+27,178 TEUs), and North Europe (+22,951 TEUs).

Trade Lane	2011	2012	2013	2014	2015	% Growth (5YR)
Northeast Asia	665,103	639,557	629,513	726,355	917,576	38%
Southeast Asia	109,424	110,069	118,677	115,082	164,033	50%
Southern Asia / India	58,982	65,054	66,404	88,402	110,661	88%
Mediterranean	83,220	92,200	97,264	107,153	110,398	33%
North Europe	70,816	73,085	69,724	77,843	93,768	32%
East Coast South America	19,579	18,760	22,288	22,494	21,865	12%
Eastern Europe	13,297	14,380	13,789	16,842	19,115	44%
Middle East	12,097	14,899	16,200	15,463	16,765	39%
West Coast South America	12,371	14,273	11,592	14,163	13,153	6%
Central America	13,633	16,960	14,855	15,725	11,854	-13%
Other*	25,623	25,607	19,018	17,199	17,004	-34%
<b>Total</b>	<b>1,084,144</b>	<b>1,084,844</b>	<b>1,079,326</b>	<b>1,216,721</b>	<b>1,496,193</b>	<b>38%</b>

\* Oceania, North America, Africa, Caribbean, and Puerto Rico  
Source: PIERS (Loaded TEUs)



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

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+ Port of Savannah  
+ Port of Brunswick

## Port of Savannah

### Total Annual Vessel Calls for Fiscal Years 2011 through 2015

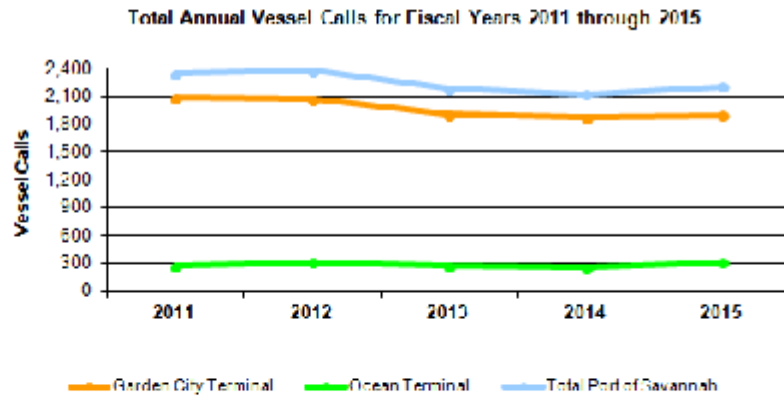
Last updated: November 2015 (GPA Marketing)

#### Detail Summary:

- There were 2,205 total vessel calls at the Port of Savannah in fiscal year 2015 (FY15).
- Garden City Terminal had 86% of Savannah's total vessel calls in FY15.
- Total vessel calls to Garden City Terminal increased by 1% from 1,871 in FY14 to 1,894 in FY15. The average size per container vessel increased from 4,700 TEUs to nearly 5,000 TEUs.

Total Annual Vessel Calls for Fiscal Years 2011 through 2015						
Savannah	2011	2012	2013	2014	2015	% Growth (5YR)
Garden City Terminal	2,077	2,062	1,905	1,871	1,894	-8%
Ocean Terminal	267	310	270	252	311	16%
Total Port of Savannah	2,344	2,372	2,175	2,123	2,205	-6%

Source: GPA Marketing (EIS)



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

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+ Port of Brunswick

Ports of Savannah & Brunswick

## Total Annual Tonnage for Fiscal Years 2011 through 2015

Last updated: November 2015 (GPA Marketing)

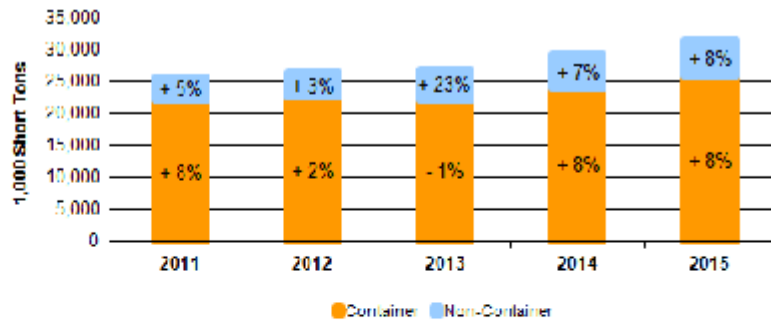
### Detail Summary:

- The Georgia Ports Authority marked record volumes in fiscal year 2015 (FY15) in total tonnage, container tonnage, container volumes, total auto-machinery units, and freight moved by intermodal rail.
- Total tonnage grew 8% from 29.4 million short tons in FY14 to 31.7 million short tons in FY15 and 22% in the last five fiscal years (2011-2015).
- Container tonnage comprised 82% of total tonnage during FY15.

Total Annual Tonnage for Fiscal Years 2011 through 2015 (in Short Tons)						
	2011	2012	2013	2014	2015	% Growth (5YR)
Container	22,053,459	22,484,176	22,206,101	24,031,163	25,899,540	17%
Non-Container	3,970,167	4,100,610	5,029,540	5,371,420	5,778,867	46%
Breakbulk	2,197,270	2,539,854	2,504,362	2,634,186	2,835,032	29%
Bulk	1,772,897	1,560,756	2,525,148	2,737,234	2,943,835	66%
<b>Total Tonnage</b>	<b>26,023,628</b>	<b>26,584,786</b>	<b>27,235,641</b>	<b>29,402,583</b>	<b>31,678,407</b>	<b>22%</b>

*Source: GPA Marketing (EIS)*

Total Annual Tonnage for Fiscal Years 2011 through 2015  
(Year over Year Percent Change Indicated on Bar in Black)



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

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+ Port of Savannah  
+ Port of Brunswick

## Port of Savannah

### Total Annual Container Trade for Fiscal Years 2011 through 2015

Last updated: November 2015 (GPA Marketing)

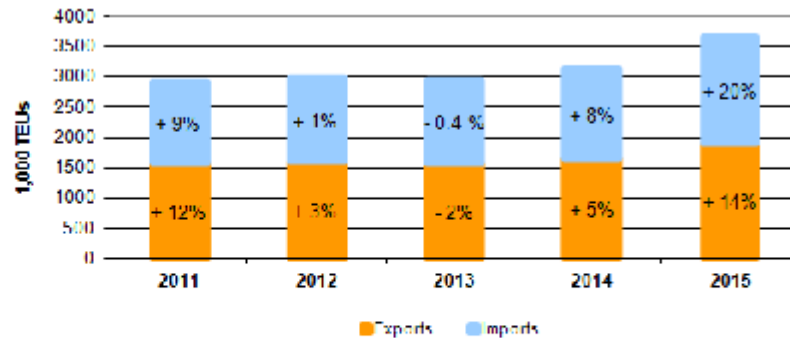
#### Detail Summary:

- Savannah's total container trade increased 17% in fiscal year 2015 (FY15) over FY14.
- FY15 trade ratio for Savannah: 51% Exports and 49% Imports.
- Fueled by growth in imports (up 30%) and exports (up 21%), the Port of Savannah grew 25% from FY11 through FY15.

Total Annual Container Trade for Fiscal Years 2011 through 2015 (in TEUs)						
Savannah	2011	2012	2013	2014	2015	% Growth (5YR)
Exports	1,552,408	1,595,705	1,568,291	1,647,890	1,884,847	21%
Imports	1,374,839	1,386,768	1,381,158	1,488,127	1,782,592	30%
<b>Total Port of Savannah</b>	<b>2,927,247</b>	<b>2,982,471</b>	<b>2,949,449</b>	<b>3,136,017</b>	<b>3,667,439</b>	<b>25%</b>

*Source: GPA Marketing (EIS - Loaded and Empty)*

Total Annual Container Trade for Fiscal Years 2011 through 2015  
(Year over Year Percent Change Indicated on Bar in Black)



\*\*\*\*\* [www.gaports.com](http://www.gaports.com)

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+ Port of Savannah  
+ Port of Brunswick

## Marine Spill Response Corporation/Georgia Responder

The well in Ocean Terminal was home to the *Georgia Responder* until just recently. This vessel is designed to spend weeks at sea, if necessary, collecting oil from spills. To work a spill, a small boat, called a "Munson," mounted at the rear of the craft, is deployed. It, in turn, attaches to and deploys a large boom, which it holds off the ship's beam in a "J" shape to trap the oil. A skimmer is lowered off the back of the *Responder* to collect the oil. Water is separated from the oil inside the vessel, and the oil is stored in its large capacity tanks or pumped to a barge along side.

The *Georgia Responder* is maintained by a consortium of oil companies to stand ready in the event of a major oil spill. These companies had terminals in Jacksonville and Charleston, so Savannah was chosen as an intermediate location. Recently, the *Georgia Responder* was redeployed to Louisiana, although the support barge remains here.

Since it was founded in 1990, MSRC has evolved to meet new regulatory requirements and other ever-changing needs. Although MSRC was created to respond to catastrophic spills, today's MSRC has broadened its scope of services. MSRC's mission now includes response to oil spills of any size, shoreline cleanup and, as appropriate, hazardous material spill response and response to spills outside the U.S. (in addition to emergency response services). MSRC can provide additional response capabilities through a network of contractors that make up MSRC's Spill Team Area Responders or STARS. STARS participants are leaders in the environmental cleanup industry. In addition, MSRC recently expanded its mission to include response to non-spill emergencies such as hurricanes, floods, fires, and other disasters.

MSRC continues to grow and change to meet the ever-changing needs of the petroleum and shipping industries and the regulatory communities, whether on a state or federal level. On the U.S. West Coast, Clean Coastal Waters Inc., the Southern California industry funded cooperative has merged with MSRC effective July 1, 2004. The merger with Clean Coastal Waters follows the previous merger with Clean Bay in Northern California effective January 1, 2004. MSRC now offers access to the considerable resources of MSRC, Clean Bay and Clean Coastal Waters operating under MSRC's California Region. Also, in the Pacific Northwest MSRC and Clean Sound Cooperative Inc. merged effective April 1, 2005. The merger combines the personnel and resources of Clean Sound in the Puget Sound area with MSRC's Pacific Northwest resources. It also provides access to MSRC's considerable national resources in the event of a large incident.

**[www.msrc.org](http://www.msrc.org)**

## Colonial Oil



Colonial Oil Terminal 1

Colonial Oil is a privately held company, whose headquarters are located in the port. They hold over 100 acres of riverfront. The company provides storage and distribution for liquid and dry bulk products, including bulk chemicals, fuels, and oil. It also provides ship bunkering, commercial shipping, and tug and barge services.

Colonial Oil is a family-owned business. The president and CEO of the company is Rob Demere. His grandfather, Raymond Demere, started the business in Savannah in 1921, shortly after World War I. Originally called American Oil Company, it now operates more than 70 Enmark gas stations in Georgia. Its other subsidiaries include:

- Colonial Oil Industries, Inc. - terminals in Savannah, Charleston, Wilmington, Jacksonville, Port Everglades, and Tampa
- Colonial Caribbean, Inc. - product supply to the independent gasoline market in Puerto Rico
- Colonial Terminals Inc. - provides some of the largest liquid and dry bulk storage facilities in the region located in Savannah and Wilmington
- Georgia Kaolin Terminals Inc. - bulk and breakbulk operations of Kaolin
- Chatham Towing Co. Inc. and Colonial Towing Inc. (Sun State Towing) - inland towing from Morehead City to Cape Canaveral
- Colonial Energy Inc. - natural gas supplies in Gulf Coast and Appalachian regions

- Colonial Chemical Solutions Inc. – line of products and services for the food, chemical process and basic chemical industries, with operations in Savannah, offices in Augusta, Valdosta, and Charleston.
- Colonial Marine Industries Inc. – ship management, chartering, brokerage, and port agency for anyone with a vessel to manage or a cargo to move, anywhere in the world.

**[www.colonialgroupinc.com](http://www.colonialgroupinc.com)**

## Colonial Oil



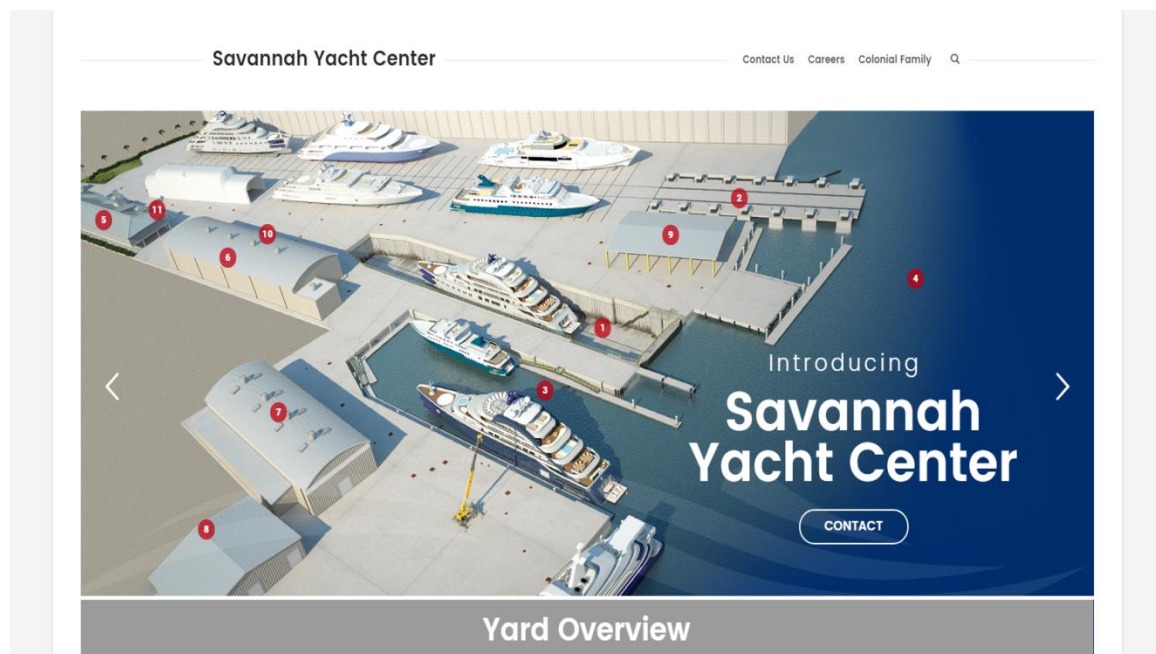
Global is no longer in operations. CEO Rob Creech and his partners purchased the facility in June of 2004 from Timur Mohamed, owner of Palmer Johnson, for \$14 million. By April of 2007, they had amassed a net loss of \$20.4 million and by November of 2007, owed their primary creditor \$38 million. In July, 2007, they closed the doors. In October, their creditor foreclosed on the property and on January 2<sup>nd</sup>, 2008, it was sold at auction on the courthouse steps for \$18.5 million to Fortress Investment Group, who hopes to sell it on the open market. Purchased by Colonial Oil Group in 2010 for marine repair.

The shipyard has an interesting history, beginning in 1909.

- 1909 – Forest City Foundry constructs a yacht on the property that is used as an auxiliary vessel in Puget Sound during WWI.
- 1912 – Purchased by Walter Lee Mingledorff for ship repair. Later, twenty minesweepers and three submarine rescue boats were built there.
- 1968 – Aegis purchases the property to convert bulk carriers into container ships and Victory ships into missile carriers.
- 1984 – Slayer Marine takes over performing ship repair for the USCG and commercial vessels.
- 1987 – Intermarine takes over and completely modernizes facility to build mine hunters using composite materials.

- 1988 – 1999 – Eight Osprey mine hunters are built.
- 1999 – Bernie Ebbers, CEO of Worldcom acquires Intermarine assets.
- 2003 – Palmer Johnson acquires the property as part of the Worldcom bankruptcy proceedings.
- 2004 – Global Ship Systems purchases the property from PJ
- 2007 – Global shuts its doors
- 2008 – Assets acquired in auction by Fortress Investment for resale
- 2010 – Terminal bought by Colonial Oil for use as additional dock space for the loading of fuels. Colonial expects to lease out remaining dock and terminal for yacht repair.
- 2016 – Colonial group starts work on a new Yacht repair facility on the site

The Savannah Yacht Center will open in late 2018.



[www.savannahyc.com](http://www.savannahyc.com)

## Savannah Steel Terminals



Savannah Steel Terminal is a private metal recycling terminal located in the Port of Savannah. SST specializes in the handling of scrap metal and steel. SST has years of experience in working break bulk vessels for the export of steel.



One of two kaolin silos - Colonial Oil Terminal 2

## Georgia Kaolin Terminals

The two large silos facilities are owned by Colonial Oil's subsidiary, Georgia Kaolin Industries. Kaolin is a white Georgia Clay, often referred to as "white gold," found predominately in thirteen counties of Georgia along the fall line, which traverses the middle of the state. Sandersville is home to the major mining and processing efforts.

Kaolin, also known as aluminum silicate, is used in the manufacture of rubber goods, plastics, medicine (Kaopectate), toothpaste, insulation, porcelain, and paints. But about 70% of Georgia's kaolin goes to finish paper. This gives it the glossy look in magazines and enhances the color of inks. The Calined Kaolin (at \$0.15-0.25/lb) is used as a less expensive way to extend Titanium Dioxide (at \$1.00/lb) in the process of coating paper.

Over 400,000,000 tons have been produced from the Georgia repository. Georgia's kaolin is prized for its particle size and viscosity. Only kaolin from the UK and Brazil are considered comparable. Within the next few years the kaolin production in Georgia will shrink as reserves are diminished. The same is true in England. However, there are several hundred million tons of high quality kaolin reserves in Brazil, which will become the world production leader in this century. An alternative

methodology which uses calcium carbonate in paper coating will also reduce the demand for kaolin.

In Sandersville, the mined kaolin is dug out of the earth, sent up to sixteen miles through a pipeline as slurry, and then pummeled, mixed and purified. The finished product is shipped dry, or as slurry in Sandersville Railroad tank cars. The whole process requires a good bit of precision, since the final product contains particles smaller than the size of particles of fog. The machines that coat paper move at such high speeds that the tiniest impurity, like, a grain of sand, can cause a five-mile streak before the equipment can be stopped.

In addition to the two silos, there is a large dock and warehouse, recessed in a well between the northern silos and GAF. This is where bagged kaolin is loaded.

**[www.colonialgroupinc.com](http://www.colonialgroupinc.com)**

## International Paper



*International Paper – formerly Union Camp Corp.*

This Savannah mill resides on a 450 acre site, and produces unbleached Kraft linerboard, corrugating medium and saturated Kraft paper. IP employs over 850 workers and produces over 1,000,000 tons of linerboard/paper per year.

Visitors to the Savannah area used to comment on the pungent odors that wafted from the plant, to which the proper Savannah resident would reply, "that, my dear... is the smell of money." The plant has added very expensive equipment in recent years to incinerate the sulfur compounds that used to create those pungent odors.



*Logs dropped in the hopper – within an about 3 hours, will become paper*



*IP's wood yard with #13 power & #15 recovery boilers in the background*

Logging trucks bring the trimmed tree trunks along the giant crane, which unloads the trucks and stacks their load in a circle around the crane. The crane then lifts the logs and drops them in the hopper, where they are fed into the debarking drum and all bark is removed. Then the logs are chopped in small pieces, and then cooked in a continuous digester. The extracted material is pressed and dried and rolled out on one of three paper machines. Used water is piped under the river to large holding tanks, where the water is aerated and treated before being discharged in the river. Pressure from environmental groups and legislature as well as industry innovation has helped to reduce many of the health and environmental hazards associated with the paper mill industry. One great concern is the high volume of water used. Paper mills generally draw their water from fresh water aquifers and discharge in the river. The Savannah plant is able to reuse its water twelve times before discharging it, thus minimizing the drawn down of the aquifer. Strict laws now limit the volume of water drawn by the plant on a daily basis.

**[www.ipaper.com](http://www.ipaper.com)**

## Axeon

This was formerly Citgo Asphalt Refinery, until March of 2008, when Nu-Star Energy L.P. of Texas purchased Citgo Asphalt Refining Company's assets and operations. The Savannah facility produces over 30,000 barrels of asphalt a day and is the only asphalt refinery and producer on the Southeast seaboard. Nu-Star's purchase included another refinery in New Jersey and three other asphalt terminals. In January of 2014, Nustar created a new division with an investment partner and has stopped making asphalt at this facility and is using it for exports of its products from its Paulsboro, N.J. plant.



[www.AXEON.com](http://www.AXEON.com)

## Colonial Oil



Colonial Oil Terminal Plant 3

This is Colonial Oil's plant #3 which like plant #2 contains silos for the storage of Koialin clay. The material comes in by train and is stored and then loaded onto ships for export.

## Metro Ports of Savannah



Savannah International Terminal, located in the Port of Savannah, is a deep-water import and export marine terminal providing Bulk, Break-Bulk, and Bagging Services. The facility comprises a deep-water slip, warehouse, flexible storage cells, all-weather rail and container loading docks, as well as a railcar yard.

**[www.metports.com](http://www.metports.com)**

## GAF Materials



GAF water tower is visible from the river

Founded in 1886, GAF Materials Corporation is North America's largest manufacturer of residential roofing (sold under the GAF-Elk brand) and commercial roofing (sold under the GAF brand). The company handles roofing, decking, duct work, stone and fabrics. Professional installers have long preferred the rugged, dependable performance that only a GAF roof can offer, and have made it the #1-selling brand in North America.

**[www.gaf.com](http://www.gaf.com)**

## Vopak Terminal



Vopak

Today, Vopak is in the logistical services business (liquid chemical storage, waste management, fleet management, railcar cleaning) to handle your needs in this area. Secure with the knowledge of Vopak's efficiency and expertise in logistics, you are able to concentrate on your company's core Locations Facilities. Vopak's focus on quality assures our customers that their product will be handled competently and in a cost-effective manner. With a dedication to safety, health, and the environment that extends throughout the organization, and that is practiced daily, Vopak's employees know that SHE requirements are stringent and must be fully met. This terminal sits adjacent to Georgia Ports Garden City Terminal.

Contact us at [www.vopakamericas.com](http://www.vopakamericas.com).

## Fuji Vegetable Oil



Address: 120 Brampton Rd  
Phone number: 912 966-5900  
Zip code: 31408 - 2205  
City: Savannah, Georgia (GA)  
[www.fujioilusa.com](http://www.fujioilusa.com)

**FUJI VEGETABLE OIL, INC.** is a Fats and Oils Refining and Blending company located in Savannah, Georgia. It imports palm oil for use in the making of chocolates.



## Garden City Terminal (“The Container Port”)



The Garden City Terminal is a secure, dedicated container Port. It is owned and operated by Georgia Ports Authority. It is the largest single-terminal operation in North America. Two major railroads, CSX and Norfolk Southern, provide service in the terminal, as well as over 100 trucking companies.

The terminal is located twenty-six miles from the Sea Buoy, sits on 1200 acres, has an access depth of forty feet, and a total berthing area of 9,693 feet. There are 494 acres for container storage and 1.19 million square feet of warehouses.

The economic impact of the terminal is huge for Savannah and Georgia. Numerous distribution centers are located in or around Savannah, due to the presence of the port in general and the Garden City terminal in particular. These include: Target, Wal-Mart (Savannah and Statesboro), IKEA, Home Depot, Pier I Imports, Dollar Tree, Lowes, Best Buy, Bass Pro Shops, Fred's and several others.

[www.gaports.com](http://www.gaports.com)

# Economic Impact of Georgia's Ports\*

## The Economic Impact of Georgia's Deepwater Ports



Statewide

Nationwide\*

- 295,443 full and part-time jobs
- \$61.7 billion in sales
- \$26.8 billion in gross state product
- \$15.5 billion in income
- \$2.6 billion in state and local taxes

\* Source: Terry College of Business, University of Georgia, FY2009

\*\* Source: U.S. Department of Commerce – based on tonnage (fiscal year 2011)

## The Economic Impact of Georgia's Deepwater Ports



Statewide

Nationwide\*

- \$3.5 billion in federal taxes\*
- 8.7% of U.S. containerized trade\*\*
- 12.5% of U.S. containerized exports\*\*

\* Source: Terry College of Business, University of Georgia, FY2009

\*\* Source: U.S. Department of Commerce – based on tonnage (fiscal year 2011)

*Georgia's deepwater ports and inland barge terminals support more than 350,000 jobs throughout the state annually and contribute \$14.9 billion in income, \$66.9 billion in revenue and \$2.8 billion in state and local taxes to Georgia's economy.*

### Container Ships unloading at the Garden City Terminal



Facilitating global trade through strategic U.S. East Coast gateways, while creating opportunities for 9 million Georgians, the Georgia Ports Authority is a catalyst for international trade and investment. Georgia's ports combine industry innovations

with proven flexibility to create new opportunities along the entire global logistics pipeline, delivering what the market demands. Now because in the world of trade, we're not just keeping up, we're setting the pace.



Garden City container birth #8



Looking southwest toward massive container yard



A giant container crane show loading/unloading a vessel



Kings island turning basin across from the Garden City Terminals

## Georgia Ports New Post Panamax Cranes



The Georgia Ports Authority (GPA) announced the arrival of four new super post-Panamax cranes at the Port of Savannah on December 3<sup>rd</sup>, 2016. The new cranes arrived aboard the Boskalis vessel Teal, a specially designed vessel capable of moving large, heavy structures. **Last November of 2017, 4 more cranes arrived at the Garden City terminal and will be put into service the 1<sup>st</sup> quarter of 2018.**

The larger cranes are necessary because shipping lines are moving to larger, more efficient vessels, said Griff Lynch, GPA executive director.

An expanded Panama Canal now allows vessels with a capacity up to 14,000 twenty-foot equivalent container units to transit its locks.

"For customers, it means the capacity to move up to a thousand containers per hour across a single dock at America's largest terminal - allowing us to work more vessels, more quickly," Lynch said.

"It means getting cargo to market and getting ships back out to sea with unmatched efficiency."

Designed by Konecranes of Finland, the cranes can work the largest ships calling on the U.S. East Coast, reaching across vessels 22 containers wide.

"We're growing our crane fleet in order to stay ahead of demand," said Ed McCarthy, GPA chief operating officer.

"Since the opening of the expanded Panama Canal in June, Garden City Terminal has seen a 40 percent increase in the number of vessels carrying 8,000 or more twenty-foot equivalent container units. Over the same period, the Port of Savannah has seen a 21 percent increase in the number of TEUs handled per vessel."

Counting the new arrivals, Savannah now features 26 ship to shore cranes - 20 Super Post Panamax (the largest manufactured) and six Post Panamax cranes (reaching 17 containers across). Another four Super Post Panamax cranes are due in 2018, bringing Savannah's total to 30. The cranes operate over a dock with nearly 10,000 feet of contiguous berth space — the largest single-terminal operation in the U.S.

The new cranes, along with the Savannah Harbor deepening, will help Georgia Ports accommodate a move in the world fleet toward larger, more efficient ships.

"Garden City Terminal completes 100,000 container transactions every week," said GPA board chairman Jimmy Allgood.

"Keeping all those transactions moving smoothly requires the authority to maintain capacity at least 20 percent above demand," he said. "Our new cranes help to ensure the terminal remains congestion-free and efficient for customers."

## Rail



Georgia Ports new Chatham Intermodal Yard served by CSX



Georgia Port's new refrigerated storage racks

The new racks will expand the Savannah port's refrigerated storage by 45 percent, with total space for 1,536 cargo containers. Port officials say poultry was the Georgia ports' fourth largest export commodity in fiscal 2011, with 1.6 billion pounds shipped overseas in cargo containers.



Norfolk Southern serves the Mason Intermodal Container Facility



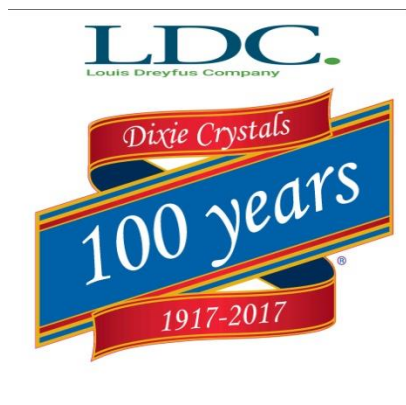
Norfolk Southern engines pull into the Mason Intermodal Yard

## Imperial Sugar Refinery (Louis Dreyfus Company)

In 1916, Savannah was still a lovely, genteel town of the Old South. The Civil War, 55 years earlier, had sounded the knell for the end of the plantation era. The late 19th century saw cotton become king, and the port hummed with activity. Soon, Naval Stores added to the economy and early in the 20th century, lumber became another important contributor to the local economy. With the exception of a few fertilizer plants, Savannah's economy was trade oriented. Industry was slowly but surely moving into the south, and with it came a metamorphosis. From the Central of Georgia terminals up the river, one saw an almost pastoral scene. Some old plantation homes still stood in various states of disrepair and ruin. Wild ducks were hunted and killed in large quantities.

It is strange how quirks of fate affect people and places, for it was fate that brought the Savannah Sugar Refinery to Savannah. In late 1915, and early 1916, a group headed by Benjamin A. Oxnard had been seeking financing to build a sugar refinery on the South Atlantic Coast.

In 1915-16, New York was the place where large scale financing could best be obtained. New York bankers would then safely lend their available money to established firms who were engaged in war work. They were not interested in such a prosaic business as sugar refining, especially since the profit possibilities were rather risky. Funds just didn't seem to be available to Mr. Oxnard and his group. During a conversation with a friend the afternoon before he was supposed to return to New Orleans empty handed, the friend suggested he talk to Mr. Jim Imbrie, the son of William M. Imbrie who headed an investment firm. Mr. Oxnard had been turned down earlier by the elder Imbrie and only in desperation saw the younger Imbrie before leaving for New Orleans the next day. Jim Imbrie was organizing a company to develop an industrial site and town near Savannah. He told Mr. Oxnard that his father's firm wasn't interested in financing a sugar refinery at Norfolk, but they would consider financing one on property owned by the Port Wentworth Terminal Corporation.





And so it was that The Savannah Sugar Refining Corporation was organized and, in June of 1916, bought a tract of 30.6 acres of land fronting the Savannah River. The site was rich in the history of Savannah. Mary Musgrove moved her Indian trading post from Yamacraw to the Grange after General Oglethorpe's settlement was established. This land had seen many changes during the 182 years, but none as dramatic as what was to come. Today, the Refinery property exceeds 100 acres of land. It is eighteen miles upriver from the Atlantic and seven miles west of Savannah and is a uniquely favorable location. The site was selected by B. A. Oxnard, who was then 60 years old.

The plant took longer to build and cost more than anticipated. The first refined sugar was produced on July 17, 1917. The original capital was small and so was the plant capacity. Nearly 400 people, moved from Louisiana to Savannah to help build and run the plant. These people, like the company that chose the name of its new home town as part of its corporate name, cast their lots to become Savannahians.



In many ways, the majestic oaks that line the main street into the Refinery on Oxnard Drive, are symbolic of these people and this company. When the plant was built, trees were saved where possible, and when construction was completed, small oak "sticks" were planted on either side of the streets in the Village. These "sticks" tower today, strong and straight and still line the main entrance to the facility.

The Savannah Sugar Refining Corporation became Savannah's first new large industry and the first in the upper harbor. Others were to follow. For many years, the importation of raw sugar into the Port of Savannah represented the largest single commodity to be imported. Import duty on this raw sugar alone exceeded the total amount spent by the Federal Government in maintaining the harbor from the Refinery to the ocean.

In 1997 Savannah Foods & Industries, Inc. was acquired by Imperial Sugar Company. In July 2012, Imperial Sugar was acquired by Louis Dreyfus Company.

**[www.imperialsugar.com](http://www.imperialsugar.com)**

## Atlantic Wood Industries



This vacant terminal sits between Imperial Sugar to the east and Georgia Power plant Kraft to the west. It produced telephone poles from Georgia Pine trees at this location for about fifty years. It was closed in 2007 and the owners who had several other plants, decided to relocate this production to one of their other locations. It sits on about 50 acres of prime waterfront property on the Savannah River with a small dock and is currently on the market for 15 million dollars. The site was purchased in 2014 by an environmental restoration group and is being cleaned up to put back on the market. It current is being used by Wall Timber Company to export pine trees to China in Containers.

**[www.atlanticwood.com](http://www.atlanticwood.com)**

## Georgia Pacific Chemical Division



This terminal is surrounded by Weyerhaeuser and also New Port Terminals. It was until recently a chemical plant owned and run by Georgia-Pacific Chemicals. It produced chemicals from the Tall Oil extract from the Paper industry. It was put into mothballs last year after business dropped off in the "soap" business.

**[www.gp.com](http://www.gp.com)**

## Schilli Intermodel

This is formally the "Caribbean Lumber Company." It is surrounded to the east by Georgia Power and to the west by Georgia Pacific Chemical Plant. It was closed down in 2006 and bought by Georgia Ports Authority. It was used as an import terminal for rare wood and veneer from the Caribbean and South America. It also housed liner board for export, when the paper export market was booming. It sits on seventy five acres with a deep water dock on the Savannah River upper channel. In 2010, Schilli Intermodel obtained the lease of this terminal from Georgia Ports Authority for their cargo-stuffing operations of containers.



**[www.gaports.com](http://www.gaports.com)**

## Plant Kraft



Demolished in 2017!

Plant Kraft was one of two power generating plants on the Savannah River. Plant Kraft is in the Port of Savannah and about eighteen miles upriver is Plant McIntosh. Both are owned by Southern Company/Georgia Power. Three of the four boilers at plant Kraft are coal burning, the fourth burns oil or natural gas. Plant McIntosh primarily burns Coal and Natural Gas. This plant was shut down in late 2015 and is being demolished by The Southern Company. The land has been donated to the Georgia Ports Authority for future development as a terminal. Demolition as been completed as of 06/30/2017. **The site is now vacant and is ready for new construction.**

**[www.georgiapower.com](http://www.georgiapower.com)**

## International Paper Pt. Wentworth Mill



This paper mill marks the end of the line for the port tour. Weyerhaeuser is one of several companies to hold this mill in recent years, including: Stone Container, Smurfit-Stone, and Willamette Industries.

Weyerhaeuser is one of the largest pulp and paper companies in the world; the world's largest private owner of softwood timberland; and the second largest owner in the United States, behind International Paper. It employs over 41,000 workers in eighteen countries.

This plant and others like it were purchased in June of 2016 by International Paper. It is scheduled to remain in operation.

Contact us at [www.ipaper.com](http://www.ipaper.com)

## Mulberry Grove Plantation

*Home of Eli Whitney who changed the world with the invention of the Cotton Gin @ Mulberry Grove Plantation.*

*Historical Significance of Site*



Mulberry Grove sits on a scenic grassy bluff surrounded by 2,200 acres of wetlands, wildlife, scenic wonders and historical significance. Best known for the site where Eli Whitney invented the cotton gin more than two centuries ago (1790's). The history of this site dates back to the early 1700's and the founding of Savannah.

"Mulberry Grove exists as a remarkable historical microcosm of Georgia's and the Nation's historical development. It encompasses Native peoples, a series of extraordinary independent colonial women and men, the eventual conflict between England and the "fledgling colony," and the development of a rice and cotton antebellum plantation economy that was based entirely on slave labor. It also symbolizes the end of that particular historical trajectory by its destruction by Sherman's forces at the end of the Civil War, and the new economic order that replaced the slave-based regime. And if that's not enough, Eli Whitney invented the first patented cotton gin at Mulberry Grove, and George Washington visited Catherine Greene at her home twice," said archaeologist Dr. Nicholas Honerkamp.

Mulberry Grove was an active plantation from 1736 through close to the end of the civil war. The great plantation house was destroyed in 1864 by General William T. Sherman during his march to Savannah and sea. Rich in history, this site may have hosted the first indentured servants in Georgia. The Mulberry and its neighbor, Drake Plantations, were once an integral part of Georgia's First City, growing the crops and creating the technology necessary to make Savannah an important international port.

Mulberry Grove is rich with archeological resources. Two sets of slave cabins have been identified providing a resource of archeological information on slave life. Undisturbed slave community sites are limited in number, therefore making Mulberry Grove an invaluable resource to this field. Occupied from 1775 to 1864, the main house foundation and surrounding area represents a wealth of information on the material culture of the Georgia planters.

Another strong association of the site to African American history is found at the Captain Patrick Mackay home site on Oak Grove plantation, just yards north of the Mulberry house ruins. Here one can find the tabby piers of the house of Capt. Mackay, straddling the rising bluff. A map by Surveyor General William G. De Brahm, dated 1758, clearly marks the ruins as Mackay's house and his landing on the Savannah River.

Mackay was a leader of the "malcontents," colonists who complained bitterly to the Trustees about deprivations in Georgia. Mackay's main gripe was the lack of slavery to work his vast land grants. He solved this problem by buying a nearby South Carolina plantation and based slaves there. He then purchased rev. Whitefield's sloop *Savannah*, the fastest ship in the colony. Under the cover of darkness he moved his slaves illegally into Georgia at the Oak Grove site from 1738 to 1751, when slavery was permitted in the colony. Although some Carolina slaves had been utilized in the first building of Savannah, Mackay's defiance of the slavery ban qualifies the site as the spot where large-scales slavery in Georgia was introduced.

Mulberry Grove is bordered by land owned by the Savannah National Wildlife Refuge. The refuge's 28,168 acres include bottomland hardwoods and a tidal freshwater marsh. A 3,000 acre fringe area of upland hardwoods exists along the eastern boundary. An additional 3,000 acres forming an impoundment system are managed for migratory wading birds and waterfowl. These freshwater impoundments were formerly the rice fields of plantations, like Mulberry Grove, dating back to the mid or late 1700's. Many of the dikes enclosing these pools were originally built during the rice culture era.

The refuge is building a 6,628 square foot visitor center scheduled to open in 2007. The interpretive themes for the visitor center include the cultural history of the area. The Savannah National Wildlife Refuge has expressed an interest in collaborating with the Mulberry Grove Foundation to offer educational and interpretive opportunities at Mulberry Grove and at the refuge.

## Savannah National Wildlife Refuge

The Savannah NWR was established in 1927. It is comprised of 14,163 acres in Georgia and 15,011 in South Carolina. It is across from the Imperial Sugar Refinery, where the middle river begins. At this point, the refuge is on the South Carolina side of the Savannah River, but up the river a few miles, it straddles river, then winds up only on the Georgia side. In all, there are 38 miles of river and twenty five miles of streams and creeks within the refuge.



The Savannah NWR is home to a variety of wildlife that includes: ducks geese, wading birds, shorebirds, American alligators, and several endangered and/or threatened species, such as bald eagles, wood storks, and manatees.

# Warehousing:

## Norfolk Southern Center Point Intermodal

- CLG Logistics Group, Inc.



COASTAL LOGISTICS GROUP, INC.

[www.clg-inc.com](http://www.clg-inc.com)



Located just 4 miles from the Georgia Port Authority, adjacent Highway 307 and within minutes of I-95 and I-16, CenterPoint Intermodal Center – Savannah provides customers with the ultimate location advantage for goods distribution. The park’s access to world-class transportation amenities, including direct Norfolk Southern rail service and access to the Norfolk Southern’s Dillard Intermodal Yard, makes it an ideal location for customers with critical transportation needs. The NS Dillard Yard, a domestic intermodal facility that is now capable of handling 150,000+ containers annually, is situated on 40 acres and is operational 24 hours a day.

With 250 acres available for development, CIC-Savannah will ultimately contain more than 1.3 million square feet of industrial facilities and 30 acres of container and trailer storage management.

### SAVANNAH, GEORGIA

SITE SIZE  
250 acres

TOTAL BUILDING SPACE  
1.3 million

CUSTOMER USE  
Distribution, intermodal, container/trailer management



# WestPort Business Park

2509 Dean Forest Road, Savannah, GA 31408

The heart of ABRO's distribution system is our brand new warehouse and shipping facility located in Savannah, Georgia. The Savannah facility contains over 330,000 square feet of space and provides ample room for ABRO's expected future growth. It is also centered in a dynamic and growing port that will speed shipping times and ensures uninterrupted delivery of ABRO products to our distributors around the world. ABRO specializes in shipping mixed containers so our distributors are able to custom design a shipment that perfectly fits their needs. This allows them to maximize the opportunities in their part of the world while minimizing their risk.

<b>ABRO</b>	<b>Distribution</b>	<b>Services</b>
2509 Suite Savannah, Telephone Fax (843) 761-0177	Dean Forest GA 31408 (843)	Drive 100 U.S.A. 761-0084

[www.abro.com](http://www.abro.com)



# Dean Forest Business Park

## National Retail Systems, Inc.

NRS's new distribution facility is designed for high-speed, high-volume transload. The 176-door crossdock and special project warehouse stretches almost a quarter of a mile long on 52 acres. NRS will perform a full array of retail logistics services at the Pooler facility, including pier drayage, container transload, distribution center bypass, store delivery, nationwide truckload and special project retail services, such as ticketing, marking and labeling.



### Headquarters:

National Retail Systems, Inc.  
2820 16th Street  
North Bergen, NJ 07047



## CrossDockUSA

*Part of Savannah's Ongoing Success in Attracting and Handling Increased Container Volume Continues to Provide Economic Growth and Opportunity for the Region and Off-Port Service Providers. Cross-Dock USA (freight-handling and port-to-market logistics experts) and Crown Transportation (inter-modal / flatbed transportation provider) have moved both operations into their new facility located at 135 Distribution Drive, just off Highway 307 and 3.2 miles from the main gate of GPA's Garden City Terminal. Cross-Dock USA is excited about our new custom built 51-door, 180,000 square foot facility, on 18 acres of concrete. This expanded, secure, and paved parking paddock will allow CrossDock USA to work around the clock regardless of port terminal hours of operation; thus providing even faster port to market solutions for our expanding savvy customer base. The new facility also includes 5,000 SF of modern office space that will support each firm's corporate headquarters and staff.*

<b>Crown</b>	<b>Transportation,</b>	<b>Inc.</b>
135	Distribution	Drive
Savannah, GA	31408Phone: (912)	629-0600
Fax:	(912)	629-0604



[www.crowntransportation.com](http://www.crowntransportation.com)

## Savannah Warehouse Services

Savannah Warehouse Services (SWS) is a privately owned and operated warehousing service located in Savannah, Georgia. Now a Foreign Trade Zone certified warehouse facility, we specialize in offering straight-to-the-point, turn-around, and customizable options that best suit your goods because we understand that every circumstance is unique. Since 2004, SWS is proud to serve as one of the most reliable and dependable warehousing businesses in Savannah, serving every customer as if they are our only one. Within close proximity to the Georgia Ports Authority, we offer over 300,000 square feet in warehousing storage space.

- Foreign Trade Zone
- Bonded Warehousing
- Food Grade Storage
- Hazardous Material cross-docking and storage
- Trans-loading and Cross-docking
- Pick/Pack and Kitting Services
- Crane Services
- Cargo manipulation and Labeling
- Shrink/Stretch Wrap Services
- Consolidation/Deconsolidation
- Web visible Inventory and EDI and Bar Code Capable



Savannah Warehouse Services 145 Distribution Drive,  
Pooler, GA 31322  
| Phone: 912.963.0859  
| Fax: 912.963.0865  
[www.savannahwarehouseservices.com](http://www.savannahwarehouseservices.com)

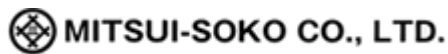
# LogistiPort of Savannah

## Dole



## Mitsui-Soko-USA

Tokyo, Japan-based Mitsui-Soko is a warehousing and logistics industry leader with more than 90 years of experience. It handles a wide range of cargo, from electronic parts, raw materials, general consumer goods, and food, to equipment, machines, and other heavy items. With local subsidiaries in regions and countries such as North America, Europe, Asia, and China, Mitsui-Soko provides optimum land, sea, and air logistics network services that match each country's logistics conditions and customs clearance system. The development is located just four miles from the main gate of the Port of Savannah and one mile from I-16. Savannah's proximity to the Southeast's major markets provides less than one-day delivery to Atlanta, Nashville, Charlotte, Richmond, and the entire state of Florida.



101 Clyde Alexander Lane, Suite D, Pooler, GA 31322,  
U.S.A.  
TEL: 1-912-963-0888 FAX: 1-912-963-0031

[www.mitsui-soko.co.jp/usa](http://www.mitsui-soko.co.jp/usa)



## O A Logistics

O A Logistics  
100 Clyde Alexander Lane  
Pooler, Ga. 31322  
912-963-9993

No other info available

## Savannah River International Trade Park

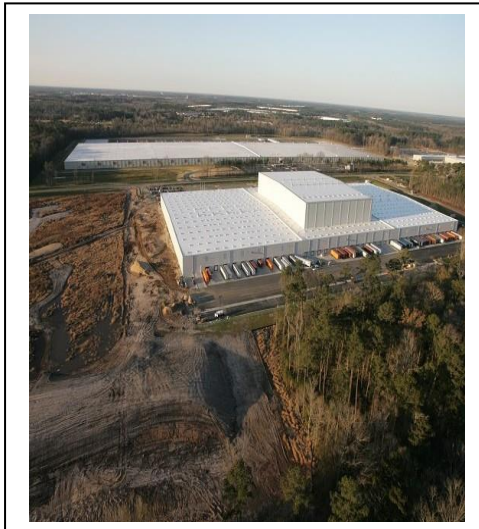
### Target



*Map of site*

[www.target.com](http://www.target.com)

### IKEA



IKEA'S new distribution center consists of a 785,000 square-foot facility which is located in the Savannah River International Center. The company plans to expand the initial facility by approximately 975,000 square feet once the building is operational. The Savannah Distribution Center will be located four miles from the Garden City Terminal at the Port of Savannah. IKEA expects to receive 15,000 Twenty-foot Equivalent Unit containers (TEUs) through the Port of Savannah at the completion of the project. The goods received through the Port of Savannah will reflect the nearly 10,000 exclusively designed items currently sold at all IKEA stores. With more than 1,500 suppliers in 55 countries around the world, IKEA globally transports products to its stores through regional distribution centers. This Savannah Distribution Center will provide the primary inventory to IKEA stores in the Southeast and Texas, and can supply other stores across the country as needed. The Savannah Distribution Center will serve IKEA stores in Atlanta, Ga.; Frisco, Texas; Houston, Texas; with a future store under construction in Round Rock, Texas.

[www.ikea.com](http://www.ikea.com)

## Distribution Services International

Distribution Services International's facilities are strategically located 1.5 miles from Georgia Ports Authority's Garden City Terminal. In addition, Savannah International Airport, Interstate 95, and Interstate 16 are within 5 miles of our facilities for direct access to many major metro areas via air and truck. Distribution Services International provides a complete set of warehousing and logistics services to meet all of your domestic and international shipping needs. Throughout our history, we have served the paper and forest products industries while expanding our offerings to include a full suite of capabilities for a variety of industrial and retail cargo. Our personnel deliver the highest level of efficiency and value by customizing solutions to your individual criteria and using advanced technology to track your shipments from the receiving dock to their outbound destination. A comprehensive list of our capabilities is shown below.

**Distribution Services International, Inc.**  
**P.O. Box 4197**  
**Port Wentworth, GA 31407**  
**Phone: (912) 964 - 0399**  
**Fax: (912) 964 - 0842**

[www.dsicompanies.com](http://www.dsicompanies.com)



Schneider Logistics operates three massive warehouses at the Portside warehouse complex on Grange Road just about a half mile from GPA's massive gate #4. They offer the following services here at their complex.

- Transportation Mgmt,
- Port Logistics
- Integrated Delivery
- Supply Chain
- China Solutions

[www.schneider.com](http://www.schneider.com)

# Refuge History



Racoons. Credit: David Goeke, USFWS

The area surrounding the Savannah National Wildlife Refuge, which includes the port city of Savannah, Georgia, is rich in history. After thousands of years of use by various American Indian tribes and cultures, the first European visitor arrived in 1526. James Oglethorpe established the city of Savannah in 1773. By the mid-eighteenth century, rice planters were farming much of the land that is now part of the refuge.

The old rice levees, which were built by hand, form the basis for our current impoundment dikes. Remnants of the original rice field trunk water control structures and narrow dikes are still visible in some places. Within the impoundment system there are thirty-six historic and prehistoric archeological sites which have been located and inventoried.

On April 6, 1927, Executive Order No. 4626 established the Savannah River Bird Refuge and set aside 2,352 acres as a preserve and breeding ground for native birds.

On November 12, 1931, Executive Order No. 5748 added 207 acres to the refuge and renamed the area the Savannah River Wildlife Refuge. An additional 6,527 acres were assigned to the refuge on June 17, 1936, by Executive Order No. 7391.

On July 30, 1940, Presidential Proclamation 2416 renamed the refuge the Savannah National Wildlife Refuge. These three Executive Orders established the 9,086 acre

core of the present refuge; subsequent acquisition using Duck Stamp funds and other special funding added 3,557 acres. An additional 459 acres were added when the fee title to Hog Marsh Island and adjacent lands to the north were acquired through an exchange of spoilage rights with Chatham County, Georgia. In 1964, Savannah Electric and Power Company deeded 34 acres to the refuge in exchange for a power line right-of-way. In 1978, the 12,472-acre Argent Swamp tract was purchased from Union Camp Corporation using Land and Water Conservation Funds.

Bear Island (687 acres) was purchased in fee title, from a private individual, on October 19, 1993. In order to straighten our east boundary, two tracts totaling 54 acres were purchased from Union Camp Corporation on August 27, 1996. The Barrows tract (535 acres), which lies adjacent to our southeast boundary, was purchased in fee title during 1998. Another tract of land was added onto the mid-western portion of the refuge; the Solomon tract was purchased in 1999 and is 887 acres. The total current refuge acreage is 29,175.



*Only a few miles from the country's third busiest Port. It shows the two can co-exist.*

## Conclusion

We hope you have enjoyed your tour of the Port. To arrange an actual tour or leave a comment, please contact us at [www.savannahporttours.com](http://www.savannahporttours.com). Or give us a call at (912) 704-0709

## **Appendix A DVD Instructions**

The DVD-format disc included with this booklet is designed to operate like a website. The DVD is not self-executing, so when you insert it, you will be offered several choices of how you want to proceed. Select "Open Files for Viewing" or similar verbiage, depending on your operating system. You may type the address for the "**index.htm**" file which resides on the disc into your browser address field (d://index.htm, for example), or select from the list of files on the disc and double-click on the "index.htm" file. Either approach should bring up the file in your browser.

There is also a read-only document (Port Tour.doc) that can be viewed directly using Microsoft Word or it can be accessed through the **Tour by Document** option on the index.htm page. It is the same file as this booklet.

When you open "index.htm" in your browser, you will see a listing, down the left side of the screen, of the sites along the Savannah Port. You may click on any one of these at any time to view the information about that site. You will also see a menu on top. There are four options in this menu - "Home", "Tour by Map", "Tour by Document", and "Contact Us".

**Home** - Welcome page, with brief instructions about the site

**Tour by Map** - YOU MUST BE LOGGED ONTO THE INTERNET FOR THIS TO WORK. It uses Google Earth to allow you to find each site.

**Tour by Document** - This opens "Port Tour.doc" in a separate window of your browser. You can also view and print this file with Word.

**Contact Us** - This is our contact page. We hope you will contact us to arrange your own tour, or provide feedback.

### INSTRUCTIONS for **Tour by Map**

- 1) You MUST be connected and logged on to the internet for this option to work.
- 2) You may adjust the zoom level by moving the pointer up and down on the zoom scale. There are three ways to do this:
  - a) Put your cursor on the indicator, hold down your left mouse button and release it where you want to reset it.
  - b) Put your cursor on the tic mark where you want the indicator to be and click it.
  - c) Click the + or - marks above and below the tic marks to zoom in (+) or out (-).
- 3) There are three viewing options for the map - "**Map**", "**Satellite**", and "**Hybrid**". You may zoom in and out on each.
  - a) **Map** - Shows just the outline of the land mass and road. The roads are labeled.
  - b) **Satellite** - Shows just the satellite image, with no writing or marks.
  - c) **Hybrid** - Shows the map superimposed on the satellite images.
- 4) Move the map anywhere in the world. There are two ways to do this:

- a) Place your cursor anywhere on the map (avoiding the pins). Hold down the left mouse key and move the map.
  - b) Use the arrows at the top, left portion of the screen to move up, down, left, or right. (You can also use the center button to return to the last position.)
- 5) FIND A SITE.
- a) Zoom way in and look at the hybrid or satellite view along the river. Left-click on one of the site pins to find out more about it.
  - b) The name of the site will pop up in a "balloon" above the pin. To view a picture and information on the site, click on the name.
- 6) ANOMOLIES.
- a) There are times, when Google Earth does not respond well to requests to zoom in. Sometimes this is due to not having any detailed images at that zoom level for that location. Other times, it may be due to a high demand on their server or other issues that we have no control over. You should be able to zoom in on all of the sites we have marked, to within one to three tic marks on the zoom scale. If not, wait and try again another time. Make sure, no other Google Earth programs are running at the same time. Unfortunately, we cannot guarantee this option to be error free, since it relies on third party software. Please let us know if you have problems.

#### LIMITATION OF USE

As you can imagine, this disc took a lot of time and effort to prepare, to our knowledge, there is no other single source where you can find this information assembled in such an easy-to-use format. It is an important revenue source for Savannah Port Tours, so we hope you will understand that copying or reproducing this in any way is prohibited. We do hope you will tell your friends and associates about this and order more discs by contacting us at:

(912) 704-0709  
savannahporttours@comcast.net  
www.savannahporttours.com

#### NEW INFORMATION AND CORRECTIONS

We are open to your comments, corrections, and new ideas. Please contact Mr. Mikell Cates @912-704-0709 or [mcates206391@comcast.net](mailto:mcates206391@comcast.net).

Thank you for your purchase of this booklet & disc.

By Mikell F. Cates  
Savannah Port Tours, LLC.  
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The End



BUSINESS EDITION

# 2018 savannahportjournal

Volume 2 | Written by Mikell F. Cates

A Comprehensive look at the history, organizations, business and terminals that populate the Port of Savannah.