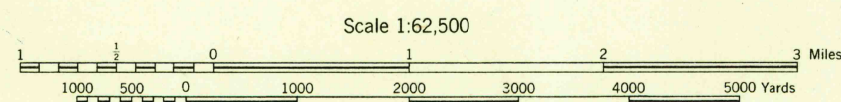


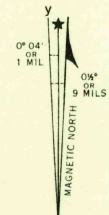
Prepared under the direction of the Chief of Engineers, by the  
Army Map Service (SU), U.S. Army, Washington, D.C., 1944.  
Control by U.S.C. & G.S. and U.S.G.S.  
Planimetry compiled by photo-planimetric methods from  
controlled mosaic, Army Map Service, from U.S.A.A.F. aerial  
photography, Nov., Dec., 1943.  
Relief compiled from Corps of Engineers Cabretta Island Quadrangle,  
1:62,500, 1920. Surveys 1912.  
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1944  
Dissectable, hard surface, heavy-duty road  
Secondary, hard surface, all-weather road  
More than two lanes, indicated by note along road with tick at point of change.  
Loose surface, graded, dry weather road  
U.S. Route  
State Route  
3 LANE 1 & 2 LANE



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL  
FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS  
IN THE U.S. ZONE B. U.S.C. & G.S. SPECIAL PUBLICATION NO. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
GEORGIA STATE GRID ZONE EAST IS INDICATED BY DOTTED TICKS  
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D.C.



APPROXIMATE MEAN DECLINATION 1944  
FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 1" INCREASE  
Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the  
pivot point "P" on the south edge of the map  
with the value of the angle between GRID  
NORTH and MAGNETIC NORTH, as plotted on  
the degree scale at the north edge of the map.

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