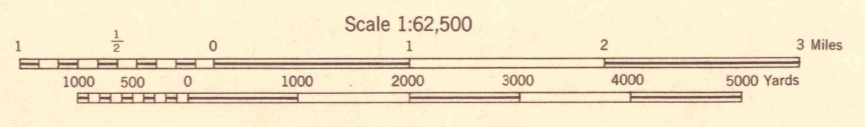




Prepared under the direction of the Chief of Engineers, by the Army Map Service (31) U.S. Army, Washington, D.C., 1945. Control by U.S.C. & G.S. Planimetry compiled by photogrammetric methods from controlled mosaic, Army Map Service, from aerial photography for U.S.A.F., 1942. Relief compiled from Corps of Engineers St. Catherine's Island Quadrangle, 1:62,500, 1920, surveyed 1912. Polyconic Projection, North American Datum, 1927.

ROAD CLASSIFICATION 1943

Dependable hard surface, heavy-duty road. Loose surface graded, dry weather road. U.S. Route. Secondary, hard surface, all weather road. Dirt road. State Route. More than two lanes indicated by note along road with tick at point of change.



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 NEXT LINE AT 10,000 FOOT INTERVALS.

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

APPROXIMATE MEAN DECLINATION 1945
ANNUAL MAGNETIC CHANGE 1" INCREASE

Use diagram only to obtain numerical values. To determine magnetic north line, connect the pivot point "M" 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.

