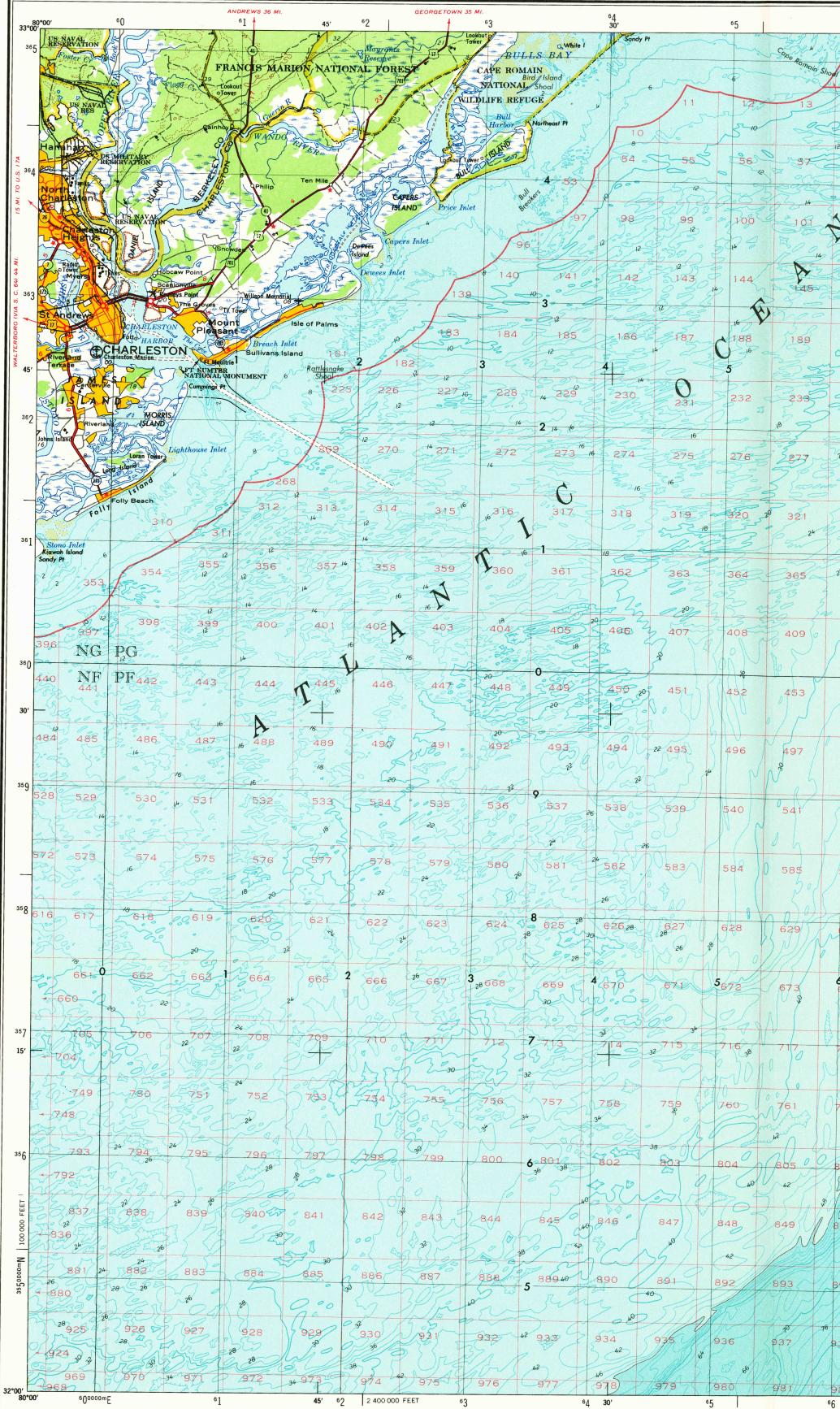
EASTERN UNITED STATES 1:250,000



MAPPED, EDITED, AND PUBLISHED BY THE U. S. GEOLOGICAL SURVEY AND THE NATIONAL OCEAN SURVEY Topographic map compiled in 1969 by the U. S. Geological Survey from 1:24,000-scale maps dated 1958–1959, and from other sources. Supersedes Defense Mapping Agency Topographic Center map dated 1944. Bathymetry and shoreline compiled by the National Ocean Survey (NOS). Bathymetry was compiled from NOS Hydrographic Surveys (see index), supplemented by other hydrographic sources. Bathymetric survey data comply with International Hydrographic Organization (IHO) Special Publication 44 accuracy standards and/or standards used as of the date of the surveys. Shoreline (mean high water line) was compiled from NOS tidecoordinated aerial photographs. This information is not intended for navigational purposes.

Offshore protraction survey data, shown in red, compiled by the Bureau of Land Management. Heavy lines indicate limits of BLM Outer Continental Shelf Official Protraction Diagram dated June 11, 1975. The protractions on this map are not for Federal leasing purposes; for such purposes, refer to the OCS Official Protraction Diagrams available from the Bureau of Land Management 100,000-foot grid based on South Carolina coordinate system, south zone Location of geodetic control established by government agencies is shown on corresponding 1:250,000-scale Geodetic Control Diagram

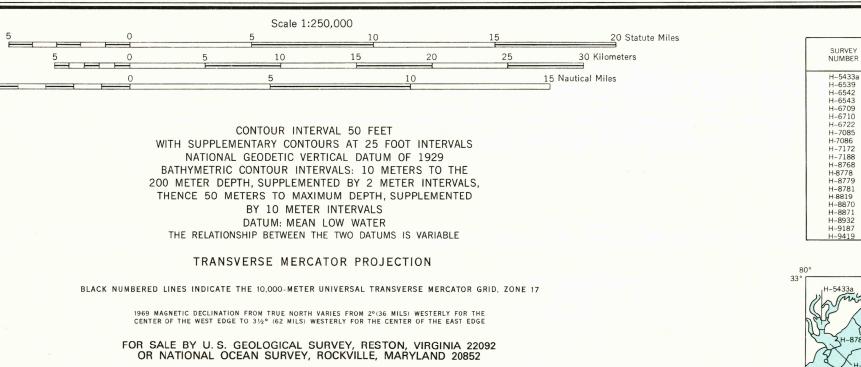
There may be private inholdings within the boundaries of National or State reservations shown on this map

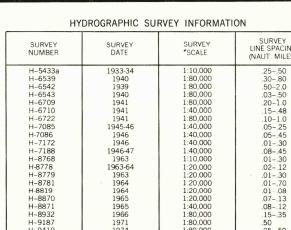
LEGEND Figures in red denote approximate distances in miles between stars

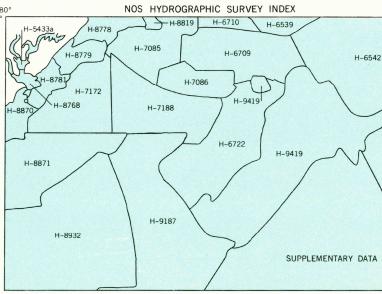
Over 500,000 100,000 to 500,000 25,000 to 100,000	BOSTON RICHMOND EVANSTON	ROADS Primary, all-weather, hard surface Secondary, all-weather, hard surface Light-duty, all-weather, hard or improved surface Fair or dry weather, unimproved surface Trail	
5,000 to 25,000 1,000 to 5,000 Less than 1,000	Bar Harbor	Interchange Route markers: Interstate, U.S., State	95 29 193
RAILROADS Single track Double or M Normal gauge <u>++++</u> <u>++++</u> Narrow gauge <u>+++++</u>	+ Landplane airport	• •	
BOUNDARIES International	Landing area Seaplane airport	Spot elevation in feet	.221
County Park or reservation	Seaplane anchorage Woods-brushwood _	e Approximate shoreline	

JAMES ISLAND

JAMES ISLAND		TOPOGRAPHIC-BATHYMETRIC
⁶ 6 15′ ⁶ 7 ⁶ 8 79° ⁶ 9	70 71 72 73 $30'$ 74 75	77 78 15' ⁷ 6 2 900 000 FEET 78°00' 33°00'
8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	946 947 948 949 950 951 952 953 954 955 956 9 34 PON 36 34 PON 36	57 958 959 ³⁶ 960 961 962
982 ¹² 983 984 985 5986 987 988 989 989	990 26 991 992 993 994 32 995 926 5 36 FURROW	32 46 963 365
145 15 15 16 17 5918 19 24 20 21 1 D5 5 17 5918 19 24 20 21	22 23 24 25 26 32 27 28 36 39 30 31 32 3	001 1002 1003 1004 1005 1006
$\frac{10}{12}$	26 28 0000 32 32 32 32 32 32 32 32 32 32 32 32 32	
58 59 60 361 627 63 70 64 65 65 65 65 65 65 65 65 65 65 65 65 65	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 78 79 80 81 92 85
102 103 104 105 22 106 107 26 108 109 28		10 73 80 81 82 83 5 364
102 103 104 105 106 107 20 108 109 28	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21 122 123 124 125 126 127
46 8 147 148 149 150 24 151 152 152		
146 18 147 148 149 150 24151 152 153	154 155 156 157 158 159 160 161 162 163 164 H 16 32 34 36 36 38 36 38 36 38 38 36 38 38 36 38 38 36 38 38 36 38 38 38 38 38 38 38 38 38 38 38 38 38	5 166 167 174 168 1th 169 38 4 20 171
190-20 2191-20 92 24193 2194 195 196 1197	32 32 44 44 44	CHARLESTON 363
		19 210 211 212 12 213 STA 225 45'
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	242 243 34 244 245 246 247 248 249 250 251 252 35	178 180 170 28 180 170 28
20 20 20 20 20 20 20 20 20 20 20 20 20 2		3 254 255 88 258 257 257 258 262
22 278 22 279 280 281 282 283 284 285	286 287 288 289 290 291 × 292 293 294 295 296 29	210 220 260 362
26 28 28 30 30 32		7 194 298 259 300 301 302 305 200 200 200 200 200 200 200 200 200 200
322 323 224 325 ²⁸ 326 327 328 329	330 = 331 332 333 334 335 336 337 338 339 340 340 340	342 343 34A 345 346 247
30 32 million 32 32 32 32 32 32 32 32 32 32 32 32 32	130 130 130 130	220 220 343 344 345 346 347
1 ⁸ 366 367 368 369 370 ³⁴ 371 372 373	374 375 376 377 378 379 380 381 382 383 384 385	386 357 250 388 389 390 391 361
410^{32} 6411 412^{36} 34 413 414 415 416 717	$\frac{1}{2}$	230 2240 260
	$\frac{118}{38} \frac{38}{419} \frac{420}{420} \frac{421}{422} \frac{422}{800} \frac{300}{423} \frac{423}{423} \frac{423}{423} \frac{423}{425} \frac{425}{220} \frac{20}{426} \frac{30}{426} \frac{30}{427} \frac{428}{428} \frac{428}{425} \frac{428}{42$	430 431 432 433 434 435
454 455 456 457 38 458 459 460 38 461 P		280 360
	162 463 464 465 466 29467 468 69 470 471 472 300 473	30'
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	508 509 510 511 512 513 514 515 516 917	51.8 20 519 520 521 522 523
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186 547 550 FROM 10 50 80		562 563 564 565 566 567
	94 595 596 597 598 599 600 601 28 602 603 604 605	606 607 FE608 609 610 611
	370 350	
630 631 632 633 634 635 636 637 6	38 639 641 641 642 643 644 645 8 646 647 648 649	650 651 652 Fr 653 654 655 358
6 674 675 42 7 676 677 68 678 679 980 681 6		100
	32 683 684 685 686 2 687 688 3 689 3 680 4 691 692 5 693	694 695 696 Ze97 698 809
18 19 120 721 122 123 4724 125	26 1 121 128 729 1 ⁸ 730 731 732 733 7 730	430 50 15'
42 88 88 88	729 729 730 731 732 733 7 734 735 736 737	250 738 739 740 741 742 043 357
762 763 8 764 765 766 767 768 769 7	2 771 772 773 774 775 420 776 777 778 779 780 781	
	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	783 784 785 786 787
806 807 CF 808 805 810 811 812 813 81 1 FR 808 805 810 811 812 813 81		825 827 828 829 830 221
		825 827 828 829 830 831 356
850 4 ^k 851 852 853 854 855 85 5 857 85	8 859 860 861 862 863 864 865 Z 866 867 868 869	870 871 872 873 874 875
894 80 895 896 897 898 899 - 200 001		550
	903 904 7 905 906 907 908 909 5 910 911 812 918	486 914 915 916 917 918 919
938 939 940 941 942 943 X 944 36 945 94	947 948 2 949 950 951 952 853 057 057 100 100 100 100 100 100 100 100 100 10	390 920→
985 986 987 988 989 989	V d 3 10 1 00 1 000 1 0000 1 000 1 000 1 0000 1 0000 1 000 1 0000 1 0000 1 0000 1 0000 1 00000 1 0000000000	958 959 960 6^{40} 961 962 963 s_{70} 1 s_{50} 964
982 983 984 66 15' 67 68 79° 69	70 71 45' 72 73 30' 74 75	15' 77 78 78°00' 76
Scale 1:250,000 5 0 5 10	15 20 Statute Miles	GRID ZONE DESIGNATION: 17S 17S 17S 17S 17S 17S 17S 17S
	SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY 25 30 Kilometers NUMBER DATE SURVEY SURVEY SURVEY 15 Nautical Miles H-5433a 1933-34 1:10,000 2550 Meters	GRADIENTS Feet Feet Feet Feet Feet Feet Feet Fee
	H-6539 1940 130,000 .3080 0 H-6542 1939 1.80,000 .50-2.0 1.40,000 .3080 0 H-6543 1940 1.80,000 .0350	0 NG PG QG square in which the point lies: PG 164 NF PF QF square in which the point lies: PG
CONTOUR INTERVAL 50 FEET WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS NATIONAL GEODETIC VERTICAL DATUM OF 1929	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	328 328 50 70 Estimate tenths from grid line to point: 5 300 10 10 10 10 10 10 10 10 10 10 10 10 1
BATHYMETRIC CONTOUR INTERVALS: 10 METERS TO THE 200 METER DEPTH, SUPPLEMENTED BY 2 METER INTERVALS THENCE 50 METERS TO MAXIMUM DEPTH, SUPPLEMENTED	H-8768 1963 1:10,000 01-30 H-8778 1963.64 1:20,000 0.2-12 H-8779 1963 1:20,0000130 200 H-8781 1964 1:20,000 .0170 H-8819 1964 1:20,000 .0108	656 grid number; these are for finding the full coordinates. Use ONLY the LARGER figure of the grid number; example: 3550000 for the grid number; example: 3550000
BY 10 METER INTERVALS DATUM: MEAN LOW WATER	H-8870 1965 1:20,000 .0713 max depth H-8871 1965 1:40,000 .0812 H-8932 1966 1:80,000 .1535 H-9187 1971 1:80,000 .50	max depth

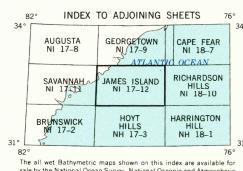






Photographic copies of the above and prior surveys may be obtained, at the cost of reproduction by addressing the Director (C-353), National Ocean Survey, National Oceanic and Atmospheric Administration, Rockville, Maryland 20852.

NI 17–12 TOPOGRAPHIC-BATHYMETRIC



sale by the National Ocean Survey, National Oceanic and Atm Administration, Rockville, Maryland 20852.

JAMES ISLAND, SOUTH CAROLINA 1969 TOPOGRAPHIC-BATHYMETRIC

18,060

USGS Historical File Topographic Division

H-6542

H-6543