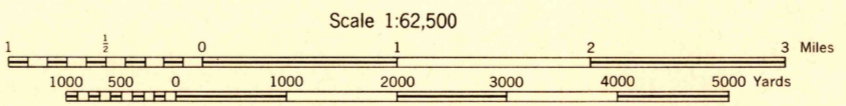


10 Miles  
9  
8  
7  
6  
5  
4  
3  
2  
1  
0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10 Miles

Prepared under the direction of the Chief of Engineers, by the Army Map Service (QU), U. S. Army, Washington, D. C., 1945. Topography by Co. B, 1st. Regiment of Engineers, 1916. Revised from single lens vertical aerial photographs. Aerial photography by A. A. A., Department of Agriculture, 1941. Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1944  
Dependable hard surface, heavy duty road  
Secondary hard surface, all weather road  
Loose surface graded, dry weather road  
Dirt road  
State Route  
U. S. Route  
3 LANE | 4 LANE



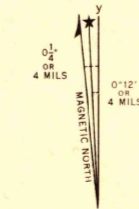
Scale 1:62,500

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

SOUTH CAROLINA STATE GRID ZONE SOUTH IS INDICATED BY DOTTED TICKS ON THE NEAR CORNER OF 5000 YARD INTERVAL

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 1945  
FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE, DECREASE

Use diagram only to obtain numerical values. To determine magnetic north line, connect the point "90" 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 of the north edge of the map.

LEGEND  
BRUSH

HILTON HEAD, S. C.  
N3200-W8030/15