SOUTH CAROLINA
YEMASSEE QUADRANGLE
GRID ZONE "B"

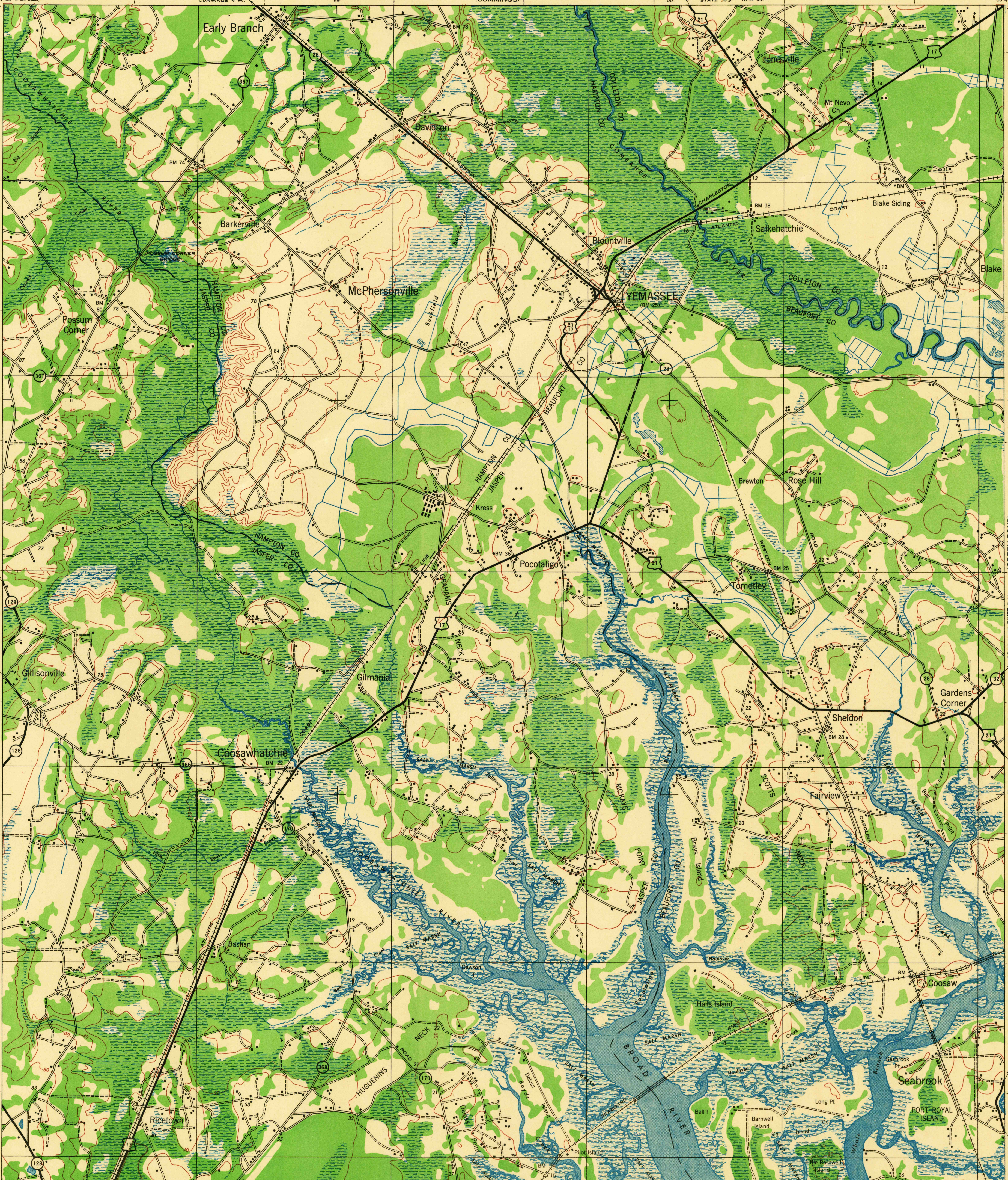
WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 1

SOUTH CAROLINA
YEMASSEE QUADRANGLE
GRID ZONE "B"

(VARNVILLE)

(WALTERBORO)



CUMMINGS 4 MI.
(CUMMINGS)
STATE 63 10.5 MI.
81°00′
32°45′
80°45′
2 000 000 FT S. Car. (South)
330 000 FT S. Car. (South)
Early Branch
Davidson
Jonesville
Mt Nevo Ch
Blake Siding
Salkehatchie
Blountville
Blake
YEMASSEE
(BM 25)
Barkerville
McPhersonville
POSSUM CORNER BRIDGE
Possum Corner
COOSAWHATCHIE RIVER
COMBAHEE RIVER
COLLETON CO
BEAUFORT CO
HAMPTON CO
JASPER CO
CHARLESTON AND WESTERN CAROLINA
ATLANTIC COAST LINE
UNION
AUGUSTA ROAD
Brewton
Rose Hill
Kress
Pocotaligo
Tomotley
GRAHAMS NECK
Gilmania
Gillisonville
Coosawhatchie
Gardens Corner
Sheldon
Fairview
SCOTTS NECK
MCKAYS POINT
Brays Island
Tullifinny River
SAVANNAH
Bashan
Dawson
HUGUENINS NECK ROAD
Deloss Point
Halls Island
Coosaw
Seabrook
Seabrook Pt
PORT ROYAL ISLAND
Long Pt
Barnwell Island
Little Barnwell Island
Ball I
Pilot Island
BROAD RIVER
SALT MARSH
SEABOARD AIR LINE
Whale Branch
Ricetown
STATE 128 2 MI.
(PINELAND) GRAYS 12.9 MI.
STATE 36
(GREEN POND)
COMBAHEE RIVER 5 MI.
LOBECO 3 MI.
LOBECO 2.5 MI.
BEAUFORT 6.5 MI.
RIDGELAND 1.5 MI.
(OKATIE)
1055
1050
1045
1040
1035
1 030 000 YARDS
1 005 000 YARDS
1010
1015
1020
1025
32°30′
250 000 FT S. Car. (South)
2 070 000 FT S. Car. (South)

(HARDEEVILLE)

(FORT FREMONT)

First Edition 1943
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Quincy unit, 1942.
Based on U. S. G. S. quadrangle, Yemassee 1:62,500.
Control by U. S. Geological Survey.
Surveyed by U. S. Geological Survey, 1918.
Revised from single lens vertical aerial photographs by slotted templet method.
Aerial photography - A. A. A. Department of Agriculture, 1938-39.
Polyconic Projection, North American Datum 1927.

H-15 ROAD CLASSIFICATION 1942

Dependable hard-surface, heavy-duty road.	Loose-surface graded, dry weather road.	U. S. Route	160
Secondary, hard-surface, all-weather road.	Dirt road.	State Route	30

More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

Scale 1:62,500

1 ½ 0 1 2 3 Miles

1000 0 1000 2000 3000 4000 5000 Yards

CONTOUR INTERVAL 20 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
THE STATE GRID IS INDICATED 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.

0°15′ OR 4 MILS
0°04′ OR 1 MIL
MAGNETIC NORTH

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1′ DECREASE
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 and magnetic north, as plotted on the degree scale at the north edge of the map.

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., 111713
1943

10/43

YEMASSEE, S. C.
N3230-W8045/15