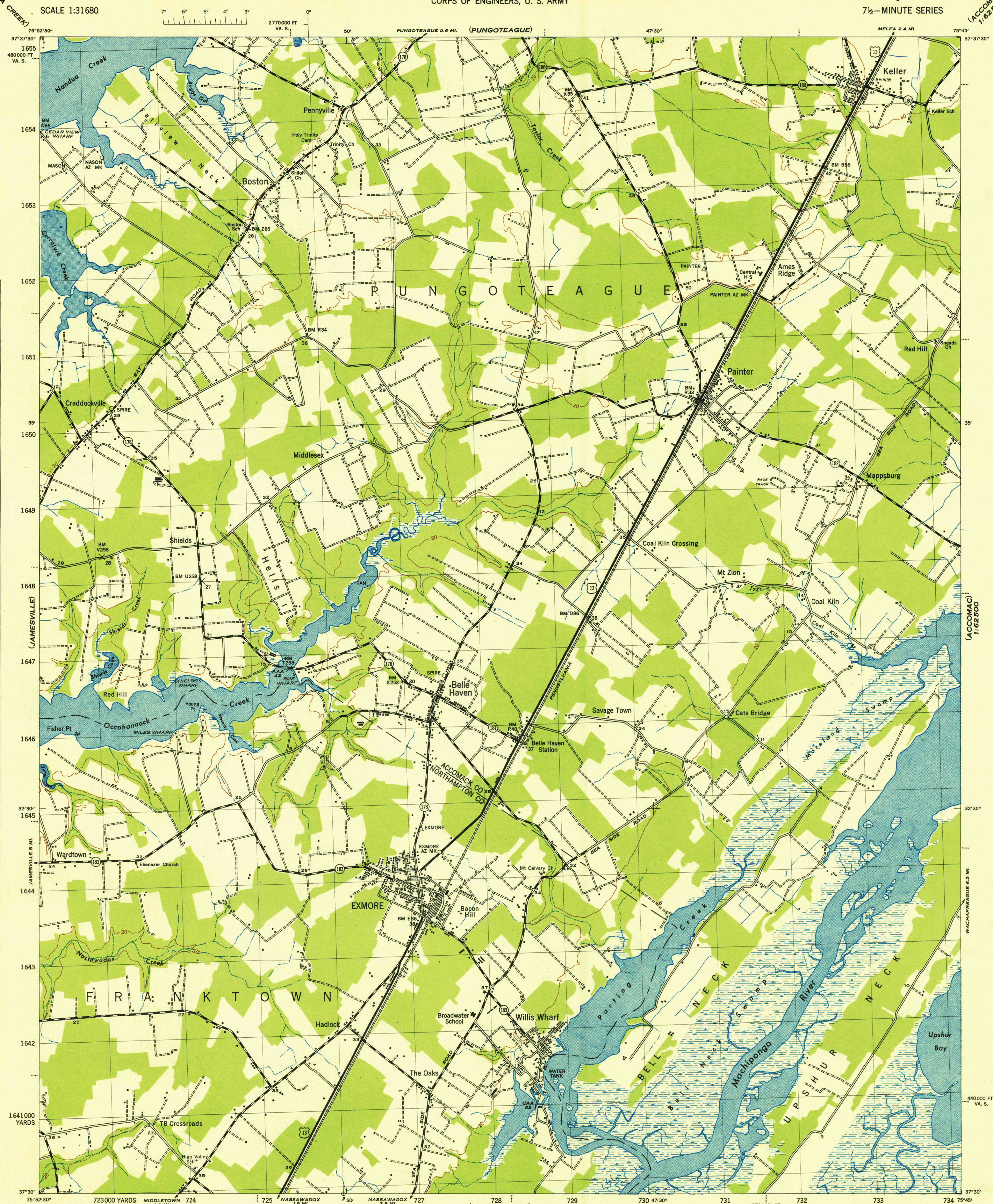


(WANDUA CREEK)

(FRANKTOWN)

(LITTLE MACHIPONGO INLET)



Maped by the U. S. Coast and Geodetic Survey under the direction of the Chief of Engineers, U. S. Army, 1943.  
 Control by the U. S. Coast and Geodetic Survey.  
 Planimetry by U. S. C. & G. S. from 1942 air photographs.  
 Planimetry and field edit by U. S. C. & G. S., 1943.  
 Polyconic projection, North American datum of 1927.  
 Recoverable horizontal control stations of less than third order accuracy are shown by circles.

**ROAD CLASSIFICATION 1943**

Dependable hard-surface, heavy-duty road.	Loose-surface graded, dry-weather road.	U. S. route 178
Secondary, hard-surface, all-weather road.	Dirt road.	State route 26

More than two lanes indicated by note along road with tick at point of change 3 LANE 2 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS

Scale 1:31680

1 0 1000 2000 Yards

CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE A, U. S. C. & G. S. SPECIAL PUBLICATION NO. 89  
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
 THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND SHALL REPORT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY, AEG. NO. 110747

APPROXIMATE MEAN DECLINATION 1943  
 NO ANNUAL MAGNETIC CHANGE

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 of the north edge of the map.