

GRANT OF EASEMENTS

Jacksonville-Miami Intracoastal Waterway

STATE OF FLORIDA )  
COUNTY OF PALM BEACH )

June 8, 1942

KNOW ALL MEN BY THESE PRESENTS that the Trustees of the Internal Improvement Fund of the State of Florida, for and in consideration of the benefits to accrue to them, and to the people of the State of Florida, in the added convenience for the use of the Intracoastal Waterway from Jacksonville to Miami, Florida, by the public and the people of the State of Florida, and the enhanced value that will result to the lands of the grantors as the result of the construction and maintenance of said Waterway, and in order to aid and facilitate the United States in the construction and maintenance of said Waterway, and other good and valuable consideration, and pursuant to the terms and provisions of Chapter 13664, Laws of Florida, 1929, and such other and further lawful authority vested in said Trustees of Internal Improvement Fund of the State of Florida, do hereby grant and convey to the United States of America, and its assigns, the following easement:

I. For right-of-way purposes, the perpetual right and easement to enter upon, excavate, cut away and remove any or all of the following described tracts of land in Palm Beach County, Florida:

a. In the open waters of Jupiter Sound, the Loxahatchee River and Jupiter River, Five Hundred (500) feet in width, Two Hundred Fifty (250) feet each side of the center line of channel of the Intracoastal Waterway, said center line of channel being the same and identical as the center line of the Five Hundred (500) foot right-of-way, extending from the North line of Section Thirty (30), Township Forty (40) South, Range Forty-three (43) East, being the Northerly boundary line of Palm Beach County, Florida, Southerly to the South line of Township Forty (40) South, Range Forty-three (43) East.

Commencing at U. S. Engineer triangulation station "ED 14" as a Point of Reference, on the Northerly boundary of Section Thirty (30), Township Forty (40) South, Range Forty-three (43) East, which boundary is the same and identical as the Northerly boundary of Palm Beach County, Florida.

Thence; South Eighty-nine (89) degrees, Eighteen (18) minutes, One (01) second East, One Thousand Eight Hundred Thirteen

and Fifty-one hundredths (1813.51) feet along the North boundary of Palm Beach County to U. S. Engineer center line of channel station Three Thousand Two Hundred Sixty-one (3261) plus Seventy and Sixty-four hundredths (70.64) as a Point of Beginning, which latter point is distant from U. S. Coast & Geodetic Survey triangulation station "ROCK" One Thousand Five Hundred and Ninety-four and Thirteen hundredths (1594.13) feet in a direction South Twenty-one (21) degrees, Forty-one (41) minutes, Thirty (30) seconds West, from said triangulation station.

Thence; South Fifteen (15) degrees, Fifty-two (52) minutes, Thirteen (13) seconds East, Four Thousand Nine Hundred Seventy-four and Thirteen hundredths (4974.13) feet through the unsurveyed portion of Section Thirty (30), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand Two Hundred Eleven (3211) plus Ninety-six and Fifty-one hundredths (96.51) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-12" Five Hundred Seventy-four and Seventy-one hundredths (574.71) feet, in a direction North Eighty-six (86) degrees, Six (06) minutes, Forty-three (43) seconds East from said triangulation station, said center line of channel station Three Thousand Two Hundred Eleven (3211) plus Ninety-six and Fifty-one hundredths (96.51) being also distant from U. S. Engineer triangulation station "ED-15" One Thousand Two Hundred Fifty-six and Seventy-nine hundredths (1256.79) feet in a direction South Twelve (12) degrees, Twelve (12) minutes, Fifty-nine (59) seconds West from said triangulation station,

Thence; South No (00) degrees, Forty-four (44) minutes, Three (03) seconds East Five Hundred Fifty-five and Seventy-six hundredths (555.76) feet through the unsurveyed portions of Sections Three (3) and Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand Two Hundred Six (3206) plus Forty and Seventy-five hundredths (40.75) Lake Worth to Great Pocket Cut, which latter point

is distant from the Northeast corner R/W Parcel 3-A at Northerly terminus Five Hundred (500) foot right-of-way as shown in Plat Book 17, page 2, Palm Beach County Public Records, Two Hundred Sixty-eight and One tenth (268.10) feet, in a direction South Eighty-nine (89) degrees, Fifteen (15) minutes, Fifty-seven (57) seconds West from said Northeast corner of aforesaid Parcel 3-A, as shown in Plat Book 17, page 2, Palm Beach County Public Records.

Thence; South No (00) degrees, Forty-four (44) minutes, Three (03) seconds East One Thousand Two Hundred Thirty-five and One tenth (1235.10) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Ninety-four (3194) plus Five and Sixty-five hundredths (05.65) Lake Worth to Great Focket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-10" Two Hundred One and Two tenths (201.20) feet in a direction South Eighty-four (84) degrees, Twenty-three (23) minutes, Thirty-nine (39) seconds East from said triangulation station, said center line of channel station Three Thousand One Hundred Ninety-four (3194) plus Five and Sixty-five hundredths (05.65) being also distant from U. S. Engineer triangulation station "FRM2" Four Hundred Three and Nine-tenths (403.90) feet in a direction South Eighty-six (86) degrees, Eight (08) minutes, Fifty-seven (57) seconds West from said triangulation station,

Thence; South No (00) degrees, Forty-four (44) minutes, Three (03) seconds East, Seven Hundred Twenty-eight and Fifty-two hundredths (728.52) feet through unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East to U. S. Engineer center line of channel station Three Thousand One Hundred Eighty-six (3186) plus Seventy-seven and Thirteen hundredths (77.13) Lake Worth to Great Focket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-10" Seven Hundred Seventy-six and Nine tenths (776.90) feet in a direction

South Fourteen (14) degrees, Ten (10) minutes, Fifty-three (53) seconds East from said triangulation station, said center line station Three Thousand One Hundred Eighty-six (3186) plus Seventy-seven and Thirteen hundredths (77.13) feet, being also distant from U. S. Engineer triangulation "PRM-2", Eight Hundred Fifty and Sixty-five hundredths (850.65) feet in a direction South Twenty-eight (28) degrees, Forty-seven (47) minutes, Eight (08) seconds West from said triangulation station.

Thence; South Fourteen (14) degrees, Forty-nine (49) minutes, Thirty (30) seconds West, Seven Hundred Sixty-five and Thirty-six hundredths (765.36) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Seventy-nine (3179) plus Eleven and Seventy-seven (11.77) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "PRM-1" Three Hundred Eighty-four and Seventy-eight hundredths (384.78) feet, in a direction North Seventy-six (76) degrees, Seventeen (17) minutes, Fourteen (14) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Seventy-nine (3179) plus Eleven and Seventy-seven hundredths (11.77) being also distant from U. S. Engineer triangulation station "ED-13" Five Hundred Fifty-seven (557.00) feet in a direction North Thirty-one (31) degrees, Fifty (50) minutes, No (00) seconds West from said triangulation station,

Thence; South Thirty-three (33) degrees, Four (04) minutes, Fifty-eight (58) seconds West, One Hundred Eighteen and Thirty-five hundredths (118.35) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Seventy-seven (3177) plus Ninety-three and Forty-two hundredths (93.42) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-13"

Five Hundred Eighteen and Four hundredths (518.04) feet, in a direction North Forty-three (43) degrees, Forty-six (46) minutes, Twenty-nine (29) seconds West, from said triangulation station, said center line of channel station Three Thousand One Hundred Seventy-seven (3177) plus Ninety-three and Forty-two hundredths (93.42) being also distant from U. S. Engineer triangulation station "ED-11" One Thousand One Hundred Eighty-five and Forty-nine hundredths (1185.49) feet in a direction North Three (03) degrees, Nineteen (19) minutes, Fifty-two (52) seconds East from said triangulation station,

Thence; South Forty-four (44) degrees, Thirty (30) minutes, Twenty-eight (28) seconds West One Hundred Twenty-six and Five tenths (126.50) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Seventy-six (3176) plus Sixty-six and Ninety-two hundredths (66.92) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-11" One Thousand Ninety-three and Forty-five hundredths (1093.45) feet in a direction North One (01) degree, Two (02) minutes, Fourteen (14) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Seventy-six (3176) plus Sixty-six and Ninety-two hundredths (66.92) being also distant from U. S. Engineer triangulation station "ED-13" Five Hundred Twenty-nine and Fifty-six hundredths (529.56) feet in a direction North Fifty-seven (57) degrees, Thirty-five (35) minutes, Twenty (20) seconds West, from said triangulation station,

Thence; South Fifty-nine (59) degrees, Six (06) minutes, Twenty-seven (27) seconds West, One Hundred Sixty-one and Twelve hundredths (161.12) feet through unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Seventy-five (3175) plus Five and Eight tenths

(05.80) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-13" Six Hundred Eighteen and Ninety-two hundredths (618.92) feet, in a direction North Seventy-one (71) degrees, Two (02) minutes, Fourteen (14) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Seventy-five (3175) plus Five and Eight tenths (05.80) being also distant from U. S. Engineer triangulation station "ED-11" One Thousand Twenty-two and Eighty-four hundredths (1022.84) feet in a direction North Eight (08) degrees, Fifty-three (53) minutes, Twenty-three (23) seconds West from said triangulation station,

Thence; South Seventy (70) degrees, Thirty-four (34) minutes, One (01) second West, One Hundred Seventy-five and Twenty-seven hundredths (175.27) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East to U. S. Engineer center line of channel station Three Thousand One Hundred Seventy-three (3173) plus Thirty and Fifty-three hundredths (30.53) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-9" Seven Hundred Twenty-three and Eighty-five hundredths (723.85) feet, in a direction North Thirty-seven (37) degrees, Two (02) minutes, Thirteen (13) seconds East, from said triangulation station, said center line of channel station Three Thousand One Hundred Seventy-three (3173) plus Thirty and Fifty-three hundredths (30.53) being also distant from U. S. Engineer triangulation station "ED-8" Three Hundred Seventy and Sixty-four hundredths (370.64) feet in a direction South Eighty-three (83) degrees, One (01) minute, Forty (40) seconds East from said triangulation station,

Thence; South Eighty-four (84) degrees, Nine (09) minutes, Thirteen (13) seconds West, Nine Hundred Thirty-three and Eighty-nine hundredths (933.89) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station

Three Thousand One Hundred Sixty-three (3163) plus Ninety-six and Sixty-four hundredths (96.64) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-7" Five Hundred Eighty and Ninety-six hundredths (580.96) feet in a direction North Forty-eight (48) degrees, Twenty-six (26) minutes, Forty-eight (48) seconds East from said triangulation station, said center line of channel station Three Thousand One Hundred Sixty-three (3163) plus Ninety-six and Sixty-four hundredths (96.64) being also distant from U. S. Engineer triangulation station "ED-6" Five Hundred Thirty-two and Ninety-three hundredths (532.93) feet in a direction South Seventy-one (71) degrees, Fifty-four (54) minutes, Forty-nine (49) seconds East from said triangulation station,

Thence; South Eighty-two (82) degrees, Thirty-four (34) minutes, Seven (07) seconds West, Four Hundred Eighty and Ninety-five hundredths (480.95) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Fifty-nine (3159) plus Fifteen and Sixty-nine hundredths (15.69), which latter point is on the South line of U. S. Highway No. 1 (State Road 4) Bridge over the Lozahatchee River, and is distant from U. S. Engineer triangulation station "ED-6" Two Hundred Twenty-nine and Fifty-nine hundredths (229.59) feet, in a direction South Seven (07) degrees, Twenty-five (25) minutes, Fifty-three (53) seconds East from said triangulation station, said center line of channel station Three Thousand One Hundred Fifty-nine (3159) plus Fifteen and Sixty-nine hundredths (15.69) being also distant from U. S. Engineer triangulation station "ED-7" Three Hundred Twenty-five and Eighty-nine hundredths (325.89) feet in a direction North Seven (07) degrees, Twenty-five (25) minutes, Fifty-three (53) seconds West from said triangulation station,

Thence; South Eighty-two (82) degrees, Thirty-four (34) minutes, Seven (07) seconds West, Four Hundred Sixty-three and Seven tenths (463.70) feet through the unsurveyed portion of Section

Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Fifty-four (3154) plus Fifty-one and Ninety-nine hundredths (51.99) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-6" Five Hundred Seventeen and Forty-two hundredths (517.42) feet, in a direction South Fifty-six (56) degrees, Thirteen (13) minutes, Thirty-eight (38) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Fifty-four (3154) plus Fifty-one and Ninety-nine hundredths (51.99) being also distant from U. S. Engineer triangulation station "ED-7" Five Hundred Sixty-six and Seventy-seven hundredths (566.77) feet in a direction North Sixty-two (62) degrees, Nineteen (19) minutes, Fifty-three (53) seconds West from said triangulation station.

Thence; North Eighty-six (86) degrees, Fourteen (14) minutes, Forty-two (42) seconds West, Nine Hundred Eighteen and Thirty-three hundredths (918.33) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Forty-five (3145) plus Thirty-three and Sixty-six hundredths (33.66) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-3" Three Hundred Thirty-three and Thirty-three hundredths (333.33) feet in a direction North Five (05) degrees, Fifty-seven (57) minutes, Fifty-eight (58) seconds East, from said triangulation station, said center line of channel station Three Thousand One Hundred Forty-five (3145) plus Thirty-three and Sixty-six hundredths (33.66) being also distant from U. S. Engineer triangulation station "ED-4" Six Hundred Fifty-nine and Sixty-six hundredths (659.66) feet in a direction South Forty-three (43) degrees, Fifty-two (52) minutes, Fifty-two (52) seconds West from said triangulation station,

Thence; South Forty-three (43) degrees, Fifty-two (52)



minutes, Fifty-two (52) seconds West, Two Hundred Forty-six and Forty-three hundredths (246.43) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Forty-two (3142) plus Eighty-seven and Twenty-three hundredths (87.23) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-3", Two Hundred Five and Forty-nine hundredths (205.49) feet, in a direction North Forty-one (41) degrees, Thirty (30) minutes, Four (04) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Forty-two (3142) plus Eighty-seven and Twenty-three hundredths (87.23) being also distant from U. S. Engineer triangulation station "ED-1" Two Hundred Eighty-six and Forty-two hundredths (286.42) feet in a direction North Seventy-two (72) degrees, Sixteen (16) minutes, Five (05) seconds East from said triangulation station,

Thence; South Five (05) degrees, Two (02) minutes, Thirty-four (34) seconds West, Three Hundred Eight and Forty-nine hundredths (308.49) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Thirty-nine (3139) plus Seventy-eight and Seventy-four hundredths (78.74) Lake Worth to Great Pocket Cut, which latter point is distant from U. S. Engineer triangulation station "ED-3" Two Hundred Twenty-four and Four hundredths (224.04) feet, in a direction South Forty-six (46) degrees, Forty-seven (47) minutes, Nineteen (19) seconds West from said triangulation station, said center line of channel station Three Thousand One Hundred Thirty-nine (3139) plus Seventy-eight and Seventy-four hundredths (78.74) being also distant from U. S. Engineer triangulation station "ED-1" Three Hundred Twenty-nine and Eighty-four hundredths (329.84) feet in a direction South Forty-eight (48) degrees, Eight (08) minutes,

Fifty-five (55) seconds East from said triangulation station,  
Thence; South Thirty-two (32) degrees, Thirty (30) minutes, Thirty-four (34) seconds East, One Thousand Eight Hundred Thirty-seven and Fifty-three hundredths (1837.53) feet through the unsurveyed portion of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, to U. S. Engineer center line of channel station Three Thousand One Hundred Twenty-one (3121) plus Forty-one and Twenty-one hundredths (41.21) Lake Worth to Great Pocket Cut, which latter point is distant from the Easterly right-of-way monument on Five Hundred (500) foot right-of-way at South line of Township Forty (40) South, Four Hundred Forty and Seventy-three hundredths (440.73) feet in a direction North Eighty-nine (89) degrees, Thirty-three (33) minutes, Thirty (30) seconds West, from said Easterly right-of-way monument, said center line of channel station Three Thousand One Hundred Twenty-one (3121) plus Forty-one and Twenty-one hundredths (41.21) being also distant from U. S. General Land Office monument at the quarter corner on the South line of Section Thirty-one (31), Township Forty (40) South, Range Forty-three (43) East, Six Hundred and Twenty-five hundredths (600.25) feet in a direction North Eighty-nine (89) degrees, Thirty-three (33) minutes, Thirty (30) seconds West, from said General Land Office Corner as said right-of-way monument and General Land Office monument is shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 3-A.

b. In the Open Waters of Lake Worth, Five Hundred (500) feet in width, Two Hundred Fifty (250) feet each side of the center line of channel of the Intracoastal Waterway, said center line of channel being the same and identical as the center line of the Five Hundred (500) foot width right-of-way, extending from the North end to the South end of Lake Worth.

Commencing at the Northwest Corner of Section Nine (9), Township Forty-two (42) South, Range Forty-three (43) East, as a

Point of Reference.

Thence; North Eighty-eight (88) degrees, Six (06) minutes, Thirty-nine (39) seconds West, Two Hundred Sixty (260) feet along the North line of Section Eight (8), Township Forty-two (42) South, Range Forty-three (43) East, to its intersection with the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway as shown on the map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 10.

Thence; continuing along aforesaid Easterly right-of-way boundary South Twenty-two (22) degrees, Thirty-three (33) minutes, Eight (08) seconds East, Nine Hundred Seventy-four and Forty-seven hundredths (974.47) feet to a point of deflection in said Easterly right-of-way boundary,

Thence; South Fifty-nine (59) degrees, Seven (07) minutes, Thirty (30) seconds East, Three Thousand Six Hundred Twenty-four and Five hundredths (3624.05) feet along aforesaid Easterly right-of-way boundary,

Thence; South Thirty (30) degrees, Fifty-two (52) minutes, Thirty (30) seconds West, Two Hundred Ninety-four and Nine tenths (294.90) feet to a point designated P. I. "Q" as a Point of Beginning said point being on the base line, Eighty (80) feet East of the center line of channel and distant from U. S. Engineer triangulation station PRM "2", Two Hundred Eighty-two and Seven hundredths (282.07) feet in a direction South Eighteen (18) degrees, Fifty-three (53) minutes, Nine (09) seconds East from said triangulation station, said base line of channel station P. I. "Q" being also distant from U. S. Engineer triangulation station PRM "1" Three Hundred Seventy-one and Five tenths (371.50) feet in a direction North Sixty-six (66) degrees, Ten (10) minutes, Two (02) seconds East from said triangulation station;

From the above described Point of Beginning designated P. I. "Q" situated in the unsurveyed portion of Section Nine (09),

Township Forty-two (42) South, Range Forty-three (43) East, near the North end of Lake Worth.

Thence; through the open waters of Lake Worth; South Eighteen (18) degrees, Fifty-three (53) minutes, Nine (09) seconds East, Six Thousand Nine Hundred Seventy and Fifty-three hundredths (6970.53) feet through portions of unsurveyed Sections Nine (09), Fifteen (15) and Sixteen (16), Township Forty-two (42) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "Q", which latter point is distant from U. S. Engineer triangulation station PRM "P" Eight Hundred Eighteen and Fifty-three hundredths (818.53) feet, in a direction South Fifty-seven (57) degrees, Twenty-one (21) minutes, Twenty-five (25) seconds West from said triangulation station, said base line channel station P. I. "Q" being also distant from U. S. Engineer triangulation station PRM "O" Twelve Hundred Ninety and Two tenths (1290.2) feet in a direction North Eighty-three (83) degrees, Forty-five (45) minutes, Thirty-two (32) seconds East from said triangulation station,

Thence; South Five (05) degrees, Fifteen (15) minutes, Nine (09) seconds East, Nine Thousand Three Hundred Fifty-four and Six tenths (9354.6) feet through portions of unsurveyed Sections Fifteen (15), Twenty-two (22) and Twenty-seven (27), Township Forty-two (42) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "K", which latter point is distant from U. S. Engineer triangulation station PRM "L" Nineteen Hundred Eighty and Thirty-seven hundredths (1980.37) feet, in a direction North Sixty-eight (68) degrees, Six (06) minutes, Fifty-five (55) seconds West, from said triangulation station, said base line channel station P. I. "K" being also distant from U. S. Engineer triangulation station PRM "K" One Thousand Eighty-six and Nine hundredths (1086.09) feet in a direction North Fifty-three (53) degrees, Ten (10) minutes, Three (03) seconds East, from said triangulation station,

Thence; South One (01) degree, Fifty (50) minutes, Thirty-three (33) seconds West, Six Hundred Seventy-eight and Seven tenths (678.70) feet to center line of Singer's Bridge, continuing a total distance of Eleven Hundred Eighty-nine (1189) feet through portions of unsurveyed Section Twenty-seven (27), Township Forty-two (42) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "L", which latter point is distant from U. S. Engineer triangulation station PRM "L" Nineteen Hundred Twenty-nine and Sixteen hundredths (1929.16) feet in a direction South Seventy-six (76) degrees, Thirty (30) minutes, Fifteen (15) seconds West, from said triangulation station, said base line channel station P. I. "L" being also distant from U. S. Engineer triangulation station PRM "K" Nine Hundred Eighty-nine and Sixty-three hundredths (989.63) feet in a direction South Fifty-seven (57) degrees, Seven (07) minutes, No (00) seconds East, from said triangulation station,

Thence; South Twenty-three (23) degrees, Fifty-eight (58) minutes, Thirty-three (33) seconds West, Three Thousand Three Hundred Sixty-two and Fifty-six hundredths (3362.56) feet through portions of unsurveyed Sections Twenty-seven (27), Thirty-three (33) and Thirty-four (34), Township Forty-two (42) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "G", which latter point is distant from U. S. Engineer triangulation station "ARCH" Two Thousand One Hundred Fifteen and Thirty-nine hundredths (2115.39) feet, in a direction North Sixty-seven (67) degrees, Four (04) minutes, Twenty-nine (29) seconds West, from said triangulation station, said base line channel station P. I. "G" being also distant from U. S. Engineer triangulation station "DOCK" Fifteen Hundred Thirty-seven and Eighty-five hundredths (1537.85) feet in a direction North Thirteen (13) degrees, Twenty-one (21) minutes, Ten (10) seconds East, from said triangulation station,

Thence; South Three (03) degrees, Forty-two (42) minutes,

Forty-one (41) seconds East, Fourteen Hundred Eight and Eighty-four hundredths (1408.84) feet, intersecting base line of Inner Ship Channel Port of Lake Worth, continuing a total distance of Ten Thousand Eight Hundred Ninety-four and Forty-four hundredths (10,894.44) feet through portions of unsurveyed Sections Thirty-three (33) and Thirty-four (34), Township Forty-two (42) South, Range Forty-three (43) East, and Sections Three (3) and Ten (10), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "E", which latter point is distant from U. S. Engineer triangulation station PRM "F" Seventeen Hundred Eighty-six and Ninety-five hundredths (1786.95) feet, in a direction South Eighty-eight (88) degrees, Nine (09) minutes, Forty-six (46) seconds West, from said triangulation station, which latter point is distant from U. S. C. & G. S. triangulation station "MAGNON" One Thousand Seventy-seven and Seventy-seven hundredths (1077.77) feet in a direction North Twenty-three (23) degrees, Fifty-six (56) minutes, Twelve (12) seconds West, said base line channel station P. I. "E" being also distant from U. S. Engineer triangulation station PRM "E" Three Hundred Six and Twenty-six hundredths (306.26) feet in a direction North Eighty-eight (88) degrees, Ten (10) minutes, Twelve (12) seconds East, from said triangulation station,

Thence; South Two (02) degrees, Nine (09) minutes, Twenty (20) seconds East, Seven Thousand One Hundred Thirty-five and Six tenths (7135.6) feet through portions of unsurveyed Sections Ten (10) and Fifteen (15), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "C", which latter point is distant from U. S. Engineer triangulation station PRM "D" Two Thousand One Hundred Thirty-nine and Sixty-eight hundredths (2139.68) feet, in a direction North Nineteen (19) degrees, Eleven (11) minutes, Fifty-three (53) seconds West, from said triangulation station, said base line channel station P. I. "C" being also distant from U. S. Engineer

triangulation station PRM "C" Two Thousand One Hundred Eighty-five and Sixteen hundredths (2185.16) feet in a direction North Twenty-five (25) degrees, Twenty-one (21) minutes, Thirty-five (35) seconds East, from said triangulation station,

Thence; South One (01) degree, Thirty-six (36) minutes, Thirty-nine (39) seconds West, Two Thousand and Twelve hundredths (2000.12) feet to center line Flagler Memorial Bridge, continuing a total distance of Two Thousand Five Hundred and Sixty-two hundredths (2500.62) feet through portions of unsurveyed Sections Fifteen (15) and Twenty-two (22), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "D", which latter point is distant from U. S. Engineer triangulation station PRM "D" Nine Hundred Ten and One tenth (910.10) feet, in a direction South Fifty-eight (58) degrees, Fourteen (14) minutes, Fifty-two (52) seconds West, from said triangulation station, said base line channel station P. I. "D" being also distant from U. S. Engineer triangulation station PRM "C" One Thousand Thirteen and Seventeen hundredths (1013.17) feet in a direction South Fifty-eight (58) degrees, Forty-five (45) minutes, Forty (40) seconds East, from said triangulation station,

Thence; South Four (04) degrees, Nine (09) minutes, Twenty-four (24) seconds East, Three Thousand Four Hundred Eighty-six and Eighty-four hundredths (3486.84) feet through portions of unsurveyed Section Twenty-two (22), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "B", which latter point is distant from U. S. Engineer triangulation station PRM "A" Seven Hundred Fifteen and Ninety-five hundredths (715.95) feet in a direction North Fifty-two (52) degrees, Two (02) minutes, Fifty-six (56) seconds East, from said triangulation station, said base line channel station P. I. "B" being also distant from U. S. Engineer triangulation station PRM "B" Six Hundred Ninety-seven and Sixty-seven hundredths (697.67) feet in a direction North Forty-one (41) degrees, Fifty (50) minutes, Three (03) seconds West, from said

triangulation station,

Thence; South Four (04) degrees, Twenty-four (24) minutes, Fifty-five (55) seconds East, Four Hundred Eighty-two and Forty-five hundredths (482.45) feet to center line Royal Palm Bridge, continuing a total distance of Nine Hundred Ninety-eight (998) feet through portions of unsurveyed Sections Twenty-two (22) and Twenty-seven (27), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "A", which latter point is distant from U. S. Engineer triangulation station PRM "A" Seven Hundred Thirty-eight and Sixty-five hundredths (738.65) feet, in a direction South Forty-one (41) degrees, Nineteen (19) minutes, Seventeen (17) seconds East, from said triangulation station, said base line channel station P. I. "A" being also distant from U. S. Engineer triangulation station PRM "B" Seven Hundred Twenty and Ninety-five hundredths (720.95) feet in a direction South Forty-eight (48) degrees, Forty-five (45) minutes, Fifty-two (52) seconds West, from said triangulation station.

Thence; South No (00) degrees, Forty-four (44) minutes, Fifty-one (51) seconds West, Ten Thousand Thirty and Thirty-two hundredths (10,030.32) feet through portions of unsurveyed Sections Twenty-seven (27) and Thirty-four (34), Township Forty-three (43) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "7", which latter point is distant from U. S. Engineer triangulation station PRM "8" Two Thousand Ninety and Fifteen hundredths (2090.15) feet, in a direction North Seventy-nine (79) degrees, Twelve (12) minutes, Forty-nine (49) seconds West, from said triangulation station, said base line channel station P. I. "7" being also distant from U. S. Engineer triangulation station PRM "7" Eight Hundred Thirty-two (832) feet in a direction North Forty-seven (47) degrees, Forty-six (46) minutes, Fifteen (15) seconds East from said triangulation station,

Thence; South Three (03) degrees, Thirty-six (36) minutes, Six (06) seconds East, Five Hundred Nineteen and Thirty-nine



hundredths (519.39) feet to center line Southern Boulevard Bridge, continuing, a total distance of Nine Hundred Ninety-six (996) feet through portions of unsurveyed Section Thirty-four (34), Township Forty-three (43) South, Range Forty-three (43) East and Section Three (03), Township Forty-four (44) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "8", which latter point is distant from U. S. Engineer triangulation station PRM "8" Two Thousand Seventy-nine and Ninety-three hundredths (2079.93) feet in a direction South Seventy-three (73) degrees, Nine (09) minutes, Five (05) seconds West, from said triangulation station, said base line channel station P. I. "8" being also distant from U. S. Engineer triangulation station PRM "7" Eight Hundred Six (806) feet in a direction South Fifty-seven (57) degrees, Twenty-one (21) minutes, One (01) second East, from said triangulation station,

Thence; South Six (06) degrees, Forty-three (43) minutes, Forty-nine (49) seconds East, Ten Thousand Eight Hundred Twenty-seven and Sixteen hundredths (10,827.16) feet through portions of unsurveyed Sections Three (03), Ten (10) and Fifteen (15), Township Forty-four (44) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "13", which latter point is distant from U. S. Engineer triangulation station PRM "13" One Thousand Thirty-three and Seventy-seven hundredths (1033.77) feet, in a direction North Seventy-five (75) degrees, Thirty-five (35) minutes, Twenty-nine (29) seconds East, from said triangulation station, said base line channel station P. I. "13" being also distant from U. S. Engineer triangulation station PRM "14" One Thousand Five Hundred Sixty and Seventy-eight hundredths (1560.78) feet in a direction South Fifty-four (54) degrees, Forty-three (43) minutes, Fifty-four (54) seconds West from said triangulation station.

Thence; South One (01) degree, Twenty-eight (28) minutes, Eight (08) seconds West, Ten Thousand One Hundred Fourteen and Seventy-seven hundredths (10,114.77) feet through portions of un-

surveyed Sections Fifteen (15) and Twenty-two (22), Township Forty-four (44) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "19", which latter point is distant from U. S. Engineer triangulation station PRM "19" Eleven Hundred Sixty-nine and Fifty-seven hundredths (1169.57) feet, in a direction North Sixty-six (66) degrees, Two (02) minutes, Twenty-six (26) seconds East from said triangulation station, said base line channel station P. I. "19" being also distant from U. S. Engineer triangulation station PRM "20" Fourteen Hundred Sixty-eight and Fifteen hundredths (1468.15) feet in a direction North Sixty-seven (67) degrees, Fifty-five (55) minutes, Fifty-three (53) seconds West, from said triangulation station,

Thence; South One (01) degree, Forty-eight (48) minutes, Twenty-seven (27) seconds West Five Hundred Eight and Two tenths (508.2) feet to center line Old Lake Worth Bridge, continuing a total distance of Nine Hundred Ninety-eight (998) feet through portions of unsurveyed Sections Twenty-two (22) and Twenty-seven (27), Township Forty-four (44) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "20", which latter point is distant from U. S. Engineer triangulation station PRM "19" Eleven Hundred Sixty-one and Five tenths (1161.5) feet in a direction South Sixty-three (63) degrees, Fifteen (15) minutes, Forty-six (46) seconds East, from said triangulation station, said base line channel station P. I. "20" being also distant from U. S. Engineer triangulation station PRM "20" Fourteen Hundred Sixty-one and Seventy-four hundredths (1461.74) feet in a direction South Seventy-two (72) degrees, Fourteen (14) minutes, Twenty (20) seconds West, from said triangulation station,

Thence; South Three (03) degrees, Eight (08) minutes, Fifty-one (51) seconds West, Ten Thousand Three Hundred Ninety-five and One hundredths (10,395.01) feet through portions of unsurveyed Sections Twenty-seven (27) and Thirty-four (34), Township Forty-four (44) South, Range Forty-three (43) East and Section Three (03),

Township Forty-five (45) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "25", which latter point is distant from U. S. Engineer triangulation station PRM "25" Nine Hundred Twenty-two (922) feet, in a direction North Sixty-four (64) degrees, Four (04) minutes, Forty (40) seconds East, from said triangulation station, said base line channel station P. I. "25" being also distant from U. S. Engineer triangulation station PRM "26" Five Hundred Ninety-four and Ninety-two hundredths (594.92) feet in a direction North Thirty-three (33) degrees, Seven (07) minutes, Ten (10) seconds West from said triangulation station,

Thence; South One (01) degree, Fifty-eight (58) minutes, Fifty-one (51) seconds West, Four Hundred Eighty-six and Seventy-four hundredths (486.74) feet to center line Lantana Bridge, continuing a total distance of Nine Hundred Ninety-eight (998) feet through portions of unsurveyed Section Three (03), Township Forty-five (45) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "26", which latter point is distant from U. S. Engineer triangulation station PRM "25" Nine Hundred Thirty-five and Eighteen hundredths (935.18) feet, in a direction South Fifty-four (54) degrees, Fifty-two (52) minutes, Forty-three (43) seconds East, from said triangulation station, said base line channel station P. I. "26" being also distant from U. S. Engineer triangulation station PRM "26" Six Hundred Fifteen and Fifteen hundredths (615.15) feet in a direction South Thirty-five (35) degrees, Forty-six (46) minutes, Two (02) seconds West, from said triangulation station.

Thence; South Five (05) degrees, Twenty-three (23) minutes, Twenty-six (26) seconds West, Fifteen Thousand Seven Hundred Eighty-three and Thirty-six hundredths (15783.36) feet through portions of unsurveyed Sections Three (03), Ten (10), Fifteen (15) and Twenty-two (22), Township Forty-five (45) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "38", which

latter point is distant from U. S. Engineer triangulation station PRM "38" Seven Hundred Seventy-two and Thirty-five hundredths (772.35) feet in a direction South Eighty (80) degrees, Forty-six (46) minutes, Two (02) seconds East, from said triangulation station, said base line channel station P. I. "38" being also distant from U. S. Engineer triangulation station PRM "39" Four Hundred Forty-nine and Fifty-five hundredths (449.55) feet in a direction North Fifty-three (53) degrees, Sixteen (16) minutes, Seven (07) seconds West, from said triangulation station.

Thence; South Twenty-nine (29) degrees, Seventeen (17) minutes, One (01) second West, Fifteen Hundred Fifty-seven and Ninety-two hundredths (1557.92) feet through portions of unsurveyed Section Twenty-two (22), Township Forty-five (45) South, Range Forty-three (43) East, to U. S. Engineer base line channel station P. I. "40", which latter point is distant from U. S. Engineer triangulation station PRM "38" Fourteen Hundred Eighty-two and Seventy-five hundredths (1482.75) feet, in a direction South No (00) degrees, No (00) minutes, Forty-four (44) seconds East, from said triangulation station, said base line channel station P. I. "40" being also distant from U. S. Engineer triangulation station PRM "39" Fifteen Hundred Sixty-four and Forty-nine hundredths (1564.49) feet in a direction South Forty-five (45) degrees, Fifty (50) minutes, Sixteen (16) seconds West, from said triangulation station.

Thence; for the purpose of land line reference, from base line channel station P. I. "40" North Eighty-two (82) degrees, Twenty-seven (27) minutes, Twenty (20) seconds West, One Hundred Ninety-five (195) feet to the Westerly boundary of the Three Hundred (300) foot width right-of-way,

Thence; along aforesaid right-of-way South Seven (07) degrees, Thirty-two (32) minutes, Forty (40) seconds West, Two

Thousand Five Hundred Ninety-four and Twelve hundredths (2594.12) feet to its intersection with the Southerly boundary line of Section Twenty-two (22), Township Forty-five (45) South, Range Forty-three (43) East,

Thence; North Eighty-nine (89) degrees, Thirty-nine (39) minutes, Seventeen (17) seconds West, Thirteen Hundred Eighty-six and Four hundredths (1386.04) feet to the Southwest corner of Section Twenty-two (22), Township Forty-five (45) South, Range Forty-three (43) East, as shown on the map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 11.

c. In the open waters of Lake Wyman, Five Hundred (500) feet in width, extending from the Northerly to the Southerly end of Lake Wyman and being parallel to and Five Hundred (500) feet distant from (when measured at right angles to) the Easterly right-of-way line, except as hereinafter noted, said Easterly right-of-way line being described as follows:

Commencing at the Northwest corner of Section Sixteen (16), Township Forty-seven (47) South, Range Forty-three (43) East, as a Point of Reference,

Thence; North Eighty-nine (89) degrees, Twenty-five (25) minutes, Eight (08) seconds East, along the Northerly boundary line of said Section Six (6), Five Hundred (500) feet to the Easterly boundary of the Three Hundred (300) foot width right-of-way of the Intracoastal Waterway as said right-of-way is shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 22,

Thence; South No (00) degrees, Nineteen (19) minutes, Twenty-two (22) seconds West, Sixty and Forty-eight hundredths (60.48) feet along aforesaid Easterly right-of-way boundary,

Thence; continuing along said Easterly right-of-way boundary, South Twenty-one (21) degrees, Twenty-two (22) minutes, Thirty-four (34) seconds West, One Thousand Nine Hundred Sixty-five and No

hundredths (1965.00) feet to the Southerly terminus of aforesaid Easterly right-of-way boundary on the North shore of Lake Wyman, as said North shore existed in January, 1931, and as shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 22, as a Point of Beginning, said Point of Beginning being in the Southeast Quarter (SE $\frac{1}{4}$ ) of the Northeast Quarter (NE $\frac{1}{4}$ ) of Section Seventeen (17), Township Forty-seven (47) South, Range Forty-three (43) East.

Thence; from the Point of Beginning above described, South Eight (08) degrees, Thirty (30) minutes, Thirty-two (32) seconds East, Three Thousand Four Hundred Fifty-six and Eighty-seven hundredths (3456.87) feet to a point at the Northerly terminus of the Easterly right-of-way line of the Intracoastal Waterway as said right-of-way is shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 23-A, said point being distant from the U. S. Government Land Office meander corner on the East and West quarter section line in Section Twenty-one (21), Township Forty-seven (47) South, Range Forty-three (43) East, a distance of Thirty and No tenths (30.00) feet in a direction North Eighty-nine (89) degrees, Two (02) minutes, Two (02) seconds East from said Point on right-of-way, said meander corner being distant from a monument marking the Northwest corner of the Northeast Quarter (NE $\frac{1}{4}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of Section Twenty-one (21), Township Forty-seven (47) South, Range Forty-three (43) East, Eight Hundred Eleven and Fifty-five hundredths (811.55) feet in a direction North Eighty-nine (89) degrees, Two (02) minutes, Two (02) seconds East from a monument marking the Northwest corner of the Northeast Quarter (NE $\frac{1}{4}$ ) of the Southeast Quarter (SE $\frac{1}{4}$ ) of Section Twenty-one (21), Township Forty-seven (47) South, Range Forty-three (43) East.

The above described Easterly right-of-way line, extending through the open waters of Lake Wyman, from the Southerly terminus of the Easterly right-of-way line as shown in Palm Beach County Plat

Book 17 at page 22, to the Northerly terminus of the Easterly right-of-way line as shown in Palm Beach County Plat Book 17 at page 23-A.

The Westerly right-of-way line through Lake Wyman is described as follows:

Commencing at the Southerly PRM on the 300 foot width right-of-way at the North end of Lake Wyman as said right-of-way and PRM are shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17, at page 22.

Thence; continuing along the production of the Westerly line of the 300 foot width right-of-way South Twenty-one (21) degrees, Twenty-two (22) minutes, Thirty-four (34) seconds West, Three Hundred Seventy-six and Eighty-nine hundredths (376.89) feet to a point marking the Northerly terminus of the 500 foot right-of-way through the open waters of Lake Wyman,

Thence; along the Westerly boundary of the 500 foot right-of-way through the open waters of Lake Wyman, South Eight (08) degrees, Thirty (30) minutes, Thirty-two (32) seconds East, Three Thousand One Hundred Twenty-one and Ninety-nine hundredths (3121.99) feet to a point on the Southerly boundary of Section Seventeen (17), Township Forty-seven (47) South, Range Forty-three (43) East, which point is Three Hundred Fifty-eight and Six tenths (358.6) feet West of the Southeast corner of aforesaid Section Seventeen (17), when measured along the Southerly boundary of said Section,

Thence; continuing South Eight (08) degrees, Thirty (30) minutes, Thirty-two (32) seconds East, Two Hundred Nineteen and Eighty-nine hundredths (219.89) feet to a point on the Easterly boundary of Section Twenty (20), Township Forty-seven (47) South, Range Forty-three (43) East,

Thence; South One (01) degree, Nine (09) minutes, Nineteen (19) seconds East, a distance of Four Hundred Sixty and Ninety-four (460.94) feet to a point on the Westerly right-of-way line, Two Hundred Seventy-six and Sixty-three hundredths (276.63) feet from

the Northerly terminus of said Westerly right-of-way line in a direction South Thirty-nine (39) degrees, Thirty (30) minutes, Fifty-three (53) seconds West from said Northerly terminus as shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 23-A.

d. In the open waters of Lake Boca Raton, Five Hundred (500) feet in width, Two Hundred Fifty (250) feet each side of the center line of channel of the Intracoastal Waterway, said center line of channel being the same and identical as the center line of the Five Hundred (500) foot right-of-way, extending from the Northerly to the Southerly end of Lake Boca Raton, the base line reference for said center line of channel being One Hundred (100) feet Easterly from (when measured at right angles to) the center line of channel and said base line channel reference being more particularly described as follows:

Commencing at the Northeast corner of Section Twenty-nine (29), Township Forty-seven (47) South, Range Forty-three (43) East, as a Point of Reference.

Thence; South Eighty-nine (89) degrees, Twenty (20) minutes, Twenty-three (23) seconds West, One Thousand Seven and Twenty-two hundredths (1007.22) feet along the Northerly boundary of said Section Twenty-nine (29) to its intersection with the Easterly right-of-way line of the Intracoastal Waterway Jacksonville to Miami, Florida, as said right-of-way line is shown on a map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 30.

Thence; along said Easterly right-of-way line South Five (05) degrees, Thirty-eight (38) minutes, Thirty-four (34) seconds East, Six Hundred Forty-three and Forty-six hundredths (643.46) feet to the Southerly terminus of aforesaid Easterly right-of-way line, which terminus is marked by a concrete monument on the South line of Lot Nine (9) in the subdivision known as "Boca Ratone Por



La Mar", said subdivision being recorded in the Public Records of Palm Beach County, Florida, in Plat Book 1 at page 67, as a Point of Beginning, the Easterly boundary of the right-of-way herein conveyed, extending from the North end to the South end of Lake Boca Raton, being described as follows:

From the Point of Beginning above described, through the open waters of Lake Boca Raton, South Six (06) degrees, Thirty-one (31) minutes, Thirty-seven (37) seconds East, Eight Hundred Fifty-five and Ninety-three hundredths (855.93) feet to U. S. Engineer Station Nine Hundred One (901) plus Seventy-two and Twenty-four hundredths (72.24),

Thence; South Fifteen (15) degrees, Twelve (12) minutes, Six (06) seconds West, Two Thousand Four Hundred Ninety-nine and Ninety-five hundredths (2499.95) feet to U. S. Engineer Station Eight Hundred Seventy-six (876) plus Seventy-one and Two Hundredths (71.02) which is the Southerly limits of the Easterly right-of-way line herein conveyed and which point is the same and identical as the Northerly terminus of the Easterly right-of-way line of the Intracoastal Waterway as shown on the map recorded in the Public Records of Palm Beach County, Florida, in Plat Book 17 at page 26,

Thence; for the purpose of land line reference, South Fifteen (15) degrees, Twelve (12) minutes, Six (06) seconds West, One Thousand Four Hundred Twenty-one and Ninety-one hundredths (1421.91) feet along the Easterly right-of-way line of the Two Hundred (200) foot width right-of-way to its intersection with the Southerly boundary line of Section Twenty-nine (29), Township Forty-seven (47) South, Range Forty-three (43) East, which point is designated U. S. Engineer Station Eight Hundred Sixty-two (862) plus Forty-nine and Eleven hundredths (49.11),

Thence; North Eighty-nine (89) degrees, Fourteen (14) minutes, Three (03) seconds East, along the Southerly boundary of aforesaid Section Twenty-nine (29), Two Thousand One Hundred Sixteen and Ninety-three hundredths (2116.93) feet to the Southeast corner of Section Twenty-nine (29), Township Forty-seven (47) South,

foot width zone extending through unsurveyed portions of Sections Fifteen (15) and Sixteen (16), Township Forty-two (42) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Six Hundred Twenty (2620).

LW-3. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Five Hundred Ninety (2590), extending Southerly along the Westerly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Westerly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Westerly from (when measured at right angles to) the Westerly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Twenty-one (21) and Twenty-two (22), Township Forty-two (42) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Five Hundred Seventy (2570).

LW-4. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Five Hundred Fifty (2550), extending Southerly along the Westerly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Westerly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Westerly from (when measured at right angles to) the Westerly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Twenty-two (22) and Twenty-seven (27), Township Forty-two (42) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Five Hundred Thirty (2530).

LW-5. A strip or zone One Thousand (1000) feet in width

Range Forty-three (43) East.

Excluding from the Five Hundred (500) foot width right-of-way described in the foregoing sub-paragraphs designated "a", "b", "c" and "d" any and all tracts or fractions thereof which have been included in said descriptions and which were previously acquired as right-of-way parcels for which the United States of America now holds perpetual easement deeds and also excluding any tracts or parcels included in said descriptions which are now under private ownership.

II. For maintenance purposes, the perpetual right and easement to deposit upon each severally, of the following described pieces or parcels of land in Palm Beach County, Florida, material that may at any time be dredged in the construction and maintenance of said Waterway.

LW-1. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Six Hundred Seventy-eight (2678) plus Sixty-six and Thirty-three hundredths (66.33), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph 1-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Nine (9) and Ten (10), Township Forty-two (42) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Six Hundred Fifty (2650).

LW-2. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Six Hundred Forty (2640), extending Southerly along the Westerly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Westerly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Westerly from (when measured at right angles to) the Westerly boundary of said right-of-way, said One Thousand (1000)

in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Four Hundred Twenty-five (2425), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Section Three (3), Township Forty-two (42) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Four Hundred Five (2405).

LW-6. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Three Hundred Eighty (2380), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Section Three (3), Township Forty-two (42) South, Range Forty-three (43) East, and Section Ten (10), Township Forty-three (43) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand Three Hundred Sixty (2360).

LW-7. A strip or zone Six Hundred (600) feet, more or less, in width in the open waters of Lake Worth, beginning at U.S. Engineer base line channel station Two Thousand Two Hundred Two (2202), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and the Westerly boundary of a tract

of submerged land surrounding Cabbage Island, conveyed to Bessemer Properties, Inc., by Trustees Internal Improvement Fund under Deed No. 17,116 as shown recorded in Deed Book 189 at page 1 of the Public Records of Palm Beach County, Florida, said strip or zone extending through unsurveyed portions of Section Twenty-seven (27), Township Forty-three (43) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand One Hundred Sixty-two (2162).

LW-8. A strip or zone of varying width between Seven Hundred (700) and One Thousand (1000) feet in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand One Hundred Forty-one (2141), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in subparagraph I-b and included between the Easterly boundary of said right-of-way and the Westerly boundary of a tract of submerged land surrounding Fisherman's Island conveyed to Neil A. Campbell by Trustees Internal Improvement Fund under Deed No. 17,827 as shown recorded in Deed Book 420 at page 421 of the Public Records of Palm Beach County, Florida, and now under ownership of the Town of Palm Beach, Florida, said varying width zone extending through unsurveyed portions of Section Thirty-four (34), Township Forty-three (43) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand One Hundred Twenty-three (2123).

LW-9. A strip or zone of varying width, between Eight Hundred Fifty (850) feet and Four Hundred Fifty (450) feet, in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Eighty (2080), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in subparagraph I-b and included between the Easterly boundary of said right-of-way and a portion of the Westerly boundary of a tract of

submerged land surrounding Lot Six (6), Section Three (3), Township Forty-four (44) South, Range Forty-three (43) East, conveyed to H. P. Bingham by Trustees Internal Improvement Fund under Deed No. 18,176 as shown recorded in Deed Book 473 at page 11 of the Public Records of Palm Beach County, Florida, said varying width zone terminating at U. S. Engineer base line channel station Two Thousand Sixty-three (2063).

LW-9A. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station Two Thousand Twenty (2020), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Ten (10), Eleven (11), Fourteen (14) and Fifteen (15), Township Forty-four (44) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station Two Thousand (2000).

LW-10. A strip or zone Eight Hundred (800) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station One Thousand Nine Hundred Sixty (1960) along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant Eight Hundred (800) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said Eight Hundred (800) foot width zone extending through unsurveyed portions of Sections Fourteen (14), Fifteen (15), Twenty-two (22) and Twenty-three (23), Township Forty-four (44) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Nine Hundred Forty

(1940).

LW-11. A strip or zone of varying widths between Seven hundred (700) and Eight Hundred Fifty (850) feet in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station One Thousand Nine Hundred Fifteen (1915), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in subparagraph I-b and included between the Easterly boundary of said right-of-way and the Westerly boundary of a tract of submerged land conveyed to The Sealake Corporation by Trustees Internal Improvement Fund under Deed No. 18,353 as shown recorded in Deed Book 526 at page 683 of the Public Records of Palm Beach County, Florida, said varying width zone extending through unsurveyed portions of Sections Twenty-two (22) and Twenty-three (23), Township Forty-four (44) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Eight Hundred Ninety-six (1896).

LW-12. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station One Thousand Eight Hundred Eighty (1880), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in subparagraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Twenty-six (26) and Twenty-seven (27), Township Forty-four (44) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Eight Hundred Sixty (1860).

LW-13. A strip or zone One Thousand (1000) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base

line channel station One Thousand Eight Hundred Forty-five (1845), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant One Thousand (1000) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said One Thousand (1000) foot width zone extending through unsurveyed portions of Sections Twenty-six (26), Twenty-seven (27), Thirty-five (35) and Thirty-six (36), Township Forty-four (44) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Eight Hundred Twenty-five (1825).

LW-14. A strip or zone Eight Hundred (800) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station One Thousand Six Hundred Eighty (1680), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant Eight Hundred (800) feet Easterly from (when measured at right angles to) the Easterly boundary of said right-of-way, said Eight Hundred (800) foot width zone extending through unsurveyed portions of Section Fifteen (15), Township Forty-five (45) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Six Hundred Fifty (1650).

LW-15. A strip or zone Eight Hundred (800) feet in width in the open waters of Lake Worth, beginning at U. S. Engineer base line channel station One Thousand Six Hundred Thirty-five (1635), extending Southerly along the Easterly boundary of the Five Hundred (500) foot right-of-way of the Intracoastal Waterway hereinabove described in sub-paragraph I-b and included between the Easterly boundary of said right-of-way and a line parallel to and distant Eight Hundred (800) feet Easterly from (when measured at right angles



to) the Easterly boundary of said right-of-way, said Eight Hundred (800) foot width zone extending through unsurveyed portions of Sections Fifteen (15) and Twenty-two (22), Township Forty-five (45) South, Range Forty-three (43) East, terminating at U. S. Engineer base line channel station One Thousand Six Hundred Twenty-five (1625).

**RESERVING, HOWEVER,** to the grantors, their successors and assigns, all such rights and privileges in said pieces or parcels of land as may be used and enjoyed without interfering with or abridging the rights and easements hereby conveyed to the United States of America.

The easements herein granted upon the areas described in subparagraphs I (a, b, c and d) severally are subject to the following provisions and reservations:

- a. That in the event any portion of the route of said Waterway shall be changed or shall be abandoned by the United States, any lands hereby conveyed which shall be so changed or abandoned shall revert to the said Trustees, and said United States shall reconvey or relinquish to said Trustees all of the rights vested in said United States by the said Trustees as to such changed or abandoned portions;
- b. That the Trustees of the Internal Improvement Fund accept no responsibility or liability on account of any act performed by the United States affecting any other public agency or any private person or corporation, or rights of such agency or person or corporation in property in any way connected with, affected by, or arising out of the grant hereby made.

The easements herein granted upon the areas described in subparagraph II (LW-1 to LW-15 inclusive), severally, are subject to the following provisions and reservations:

1. That the Trustees of the Internal Improvement Fund accept no responsibility or liability on account of any act performed by the United States affecting any other public agency or any private person or corporation, or rights of such agency or person or corporation in property in any way connected with, affected by, or arising out of the grant hereby made;
2. That when and if, in the judgment of the United States, any parcel or parcels of land or bottoms within the maintenance areas, rights in which are hereby granted to the United States, shall be abandoned or shall no longer be useful for maintenance purposes by reason of the surface of such parcel or parcels having been raised to an elevation making its further use therefor impracticable, such parcel or parcels shall revert to said Trustees and the United States shall reconvey or release to the said Trustees such parcel or parcels whereupon the said Trustees will convey to the United States an easement for maintenance purposes covering other lands or bottoms owned by the said State, of like area and conveniently located, and as may be selected by the said United States.

The said grantors do hereby waive and release the United States of America, its officers, agents, servants and contractors from liabilities for any and all damages which may result to the lands and premises hereinabove described by reason of the construction and maintenance of said Waterway and the deposit of such material; this waiver and release of damages being intended as a continuing covenant which shall run with the land and be binding on the grantors and their successors in ownership of said land.

TO HAVE AND TO HOLD the said rights and easements unto the said grantees, the United States of America, and its assigns for the purposes aforesaid forever.

IN WITNESS WHEREOF, the said grantors have hereunto set their hands and seals the day and year first above written, as Trustees of the Internal Improvement Fund of the State of Florida, and have caused the seal of the Department of Agriculture of the State of Florida to be hereunto affixed at the Capitol in the City of Tallahassee, State of Florida.

(Seal)

Sent to  
Florida Sealand Navigation Dist.  
P.O. Box 36  
Jacksonville  
Florida  
June 8, 1942

Spencer L. Holland (SEAL)  
Governor

John White (SEAL)  
Comptroller

Edwin Larson (SEAL)  
Treasurer

J. B. Pentwater (SEAL)  
Attorney-General

James H. ... (SEAL)  
Commissioner of Agriculture

As and composing the

TRUSTEES OF THE INTERNAL IMPROVEMENT  
FUND OF THE STATE OF FLORIDA.