

EXHIBIT A

ALL those certain tracts or parcels of land and premises situate in the City of Gloucester City, in the County of Camden and State of New Jersey, described according to a survey dated March 29, 1956, by Sherman, Taylor & Sleeper, Civil Engineers, as follows:

PARCEL I:

BEGINNING at a point in the Westerly line of a formerly 25 feet wide right of way, a corner to lands now or late of Mathis Yacht Building Company, now known as John Trumpy & Sons, Inc., formerly the American Radiator Co., said point being the following two courses and distances from a stone in said former right of way line, corner to land formerly of the American Radiator Co. and formerly the Lang Co. (said two courses being as follows: (1) South 22 degrees 20 minutes 17 seconds West, 503.21 feet; (2) South, curving to the right along an arc of a circle having a radius of 372.50 feet, an arc distance of 11.21 feet to said beginning point); and extending: thence

(1) Along lands of Mathis Yacht Building Company, now known as John Trumpy & Sons, Inc., formerly the American Radiator Co., North 69 degrees 35 minutes 08 seconds West, 81.63 feet to a corner to the same: thence

(2) Still along the same, South 69 degrees 12 minutes 55 seconds West, 126.26 feet to a corner to the same: thence

(3) Still along the same, North 69 degrees 35 minutes 08 seconds West, 1329.82 feet to a point in the exterior pierhead line of the Delaware River, as adopted by the New Jersey Board of Commerce and Navigation February 19, 1917, and approved March 12, 1920, by the United States Government: thence

(4) Along said exterior pierhead line, South 25 degrees 54 minutes 06.9 seconds West, 758.33 feet to a corner in said line and in the pierhead and bulkhead line of Big Timber Creek: thence

(5) Along said pierhead and bulkhead line of Big Timber Creek, South 31 degrees 39 minutes 57.3 seconds East, 1401.06 feet to a corner in the same: thence

(6) Still along the same, North 38 degrees 20 minutes 02.7 seconds East, 99.62 feet to a point in the bulkhead line of Big Timber Creek: thence

(7) Along said bulkhead line, South 69 degrees 18 minutes 29.4 seconds East, 29.33 feet to a point in the Westerly line of lands formerly of the Camden, Gloucester and Woodbury Railway Co., now dedicated South Water Street: thence

(8) Along the Westerly line of said land, now South Water Street, North 23 degrees 27 minutes 17 seconds East, 135.73 feet to an angle in said line, now South Water Street: thence

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(9) Still along the same, North 32 degrees 07 minutes 17 seconds East, 1019. feet to a point of curve in said line, now South Water Street; thence

(10) Still along the same, Northwardly curving to the left along an arc of a circle, having a radius of 397.50 feet, an arc distance of 57.50 feet to a point said line, now South Water Street; thence

(11) North 69 degrees 35 minutes 08 seconds West along the Southwesterly end of the aforesaid former 25 feet wide right of way, 25.05 feet to the place of beginning

TOGETHER with the right of way in common with the City of Gloucester City, its successors and assigns, for railroad siding purposes, over the following described tract of land:

BEGINNING at a point in the Westerly line of lands formerly of the Camden, Gloucester and Woodbury Railway Co., now South Water Street, said point being distant South 32 degrees 07 minutes 17 seconds West, 37.33 feet along said line from a point of curve in the same, which point of curve is the end of the ninth course in the above described lands; thence from said beginning point;

(1) South 69 degrees 20 minutes 53 seconds East, crossing lands formerly of the Camden, Gloucester and Woodbury Railroad Company, now South Water Street, and along the Southerly line of a 40 feet wide right of way, 805.42 feet to an angle in the same; thence

(2) Still along the same, South 62 degrees 47 minutes 55 seconds East, 267.7 feet to a point in the Southerly line of right of way of lands now or late of the West Jersey and Seashore Railroad Company; thence

(3) Southeastwardly along the same, curving to the left with a radius of 860 feet, an arc distance of 220 feet to a point of tangency; thence

(4) North 70 degrees 17 minutes 10 seconds West (being the tangent of the Southerly line of said right of way extended Westwardly), 158.26 feet to a point; thence

(5) North 62 degrees 47 minutes 55 seconds East, being parallel with and 20 feet Southwest at right angles from the second course, 328.72 feet to a point; thence

(6) North 69 degrees 20 minutes 53 seconds West, being parallel with and 20 feet Southwest at right angles from first course, crossing the lands formerly of the Camden, Gloucester and Woodbury Railroad Company, now South Water Street, 808.33 feet to a point in the Westerly line of said lands, now South Water Street; thence

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(7) North 32 degrees 07 minutes 17 seconds East along the Westerly line of said lands, now South Water Street, and partly along the ninth course in the above described lands, 20.41 feet to the place of beginning; the above described right of way to remain open and unobstructed at all times.

PARCEL I - KNOWN AS Lots 1, 10, 11, 12, 13, 18 and 19, Block 110 on the tax map of the City of Gloucester City.

PARCEL II:

BEGINNING at a point where the Easterly line of lands of The Atlantic Refining Co. intersects the Southerly line of a proposed 50 feet wide street, said beginning point being the following three courses and distances from a granite monument in the line of lands of the formerly Sherwin-Williams Co. and in the extended South-westerly line of a 20 feet wide right of way for Railroad Siding proposes:

(1) South 69 degrees 20 minutes 53 seconds East along said right of way, 308.2 feet to a granite monument in said right of way line; thence

(2) South 62 degrees 47 minutes 55 seconds East along said right of way line, 22.89 feet to a point corner to lands of The Atlantic Refining Co.; thence

(3) South 32 degrees 07 minutes 17 seconds West along the lands of The Atlantic Refining Co., 50.19 feet to the beginning point; thence

(1) From said beginning point, along the Southerly line of said proposed street South 62 degrees 47 minutes 55 seconds East, 313.40 feet to an angle in same; thence

(2) Still along same, South 70 degrees 17 minutes 10 seconds East, 329.23 feet to a point; thence

(3) At right angles to last course, South 19 degrees 42 minutes 50 seconds West 639.84 feet to Extending Wharf Line of Little Timber Creek; thence Westwardly along same the following six courses and distances

(4) North 66 degrees 25 minutes 41 seconds West, 95 feet; thence

(5) Curving to the left, an arc of a circle having a radius of 100 feet, an arc distance of 145.18 feet; thence

(6) South 30 degrees 23 minutes 19 seconds West, 107.81 feet; thence

(7) South 12 degrees 7 minutes 19 seconds West, 203.51 feet; thence

(8) South 7 degrees 13 minutes 19 seconds West, 310.80 feet, and; thence

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(9) South 22 degrees 2 minutes 19 seconds West, 503.91 feet to the point of intersection with the former high water line of Big Timber Creek and the timber bulkhead described in the Riparian Grant to David Baird dated May 11, 1914, recorded in the Register's Office of Camden County in book No. 389 of Deeds, page 14; thence

(10) Westwardly along said timber bulkhead, North 17 degrees 51 minutes 31 seconds West, 900 feet; thence

(11) North 50 degrees 36 minutes 21 seconds West, 141.06 feet; thence

(12) North 63 degrees 39 minutes 58 seconds West, 55.34 feet to the line of lands formerly of The Atlantic Refining Company and being the end of the fourth course in Parcel III hereinafter described; thence

(13) Along said line, North 32 degrees 7 minutes 17 seconds East, 1129.31 feet to the point and place of beginning.

PARCEL III:

BEGINNING at a point in the outer face of a timber bulk-head along the easterly shore of Big Timber Creek, being the same described in a Riparian Grant to David Baird dated May 11, 1914, and recorded in the Register's Office of Camden County in book 389 of Deeds, page 14, said point being also at the intersection of the said outer face of said timber bulkhead with the East side of a strip of ground 30 feet wide, formerly the right of way of the Camden-Glooucester and Woodbury Railway, now dedicated for street purposes and known as Water Street; from said beginning point extending; thence

(1) Along the Easterly line of the aforesaid 30 feet wide Water Street, North 23 degrees 27 minutes 17 seconds East, 128 feet to a point; thence

(2) Still along said 30 feet wide Water Street, North 32 degrees 7 minutes 17 seconds East, 531.41 feet to a point; thence

(3) Along the Southeast property line of Atlantic Refining Company, South 57 degrees 52 minutes 43 seconds East, 785 feet to a point on the Northwest property line of Parcel II described above, formerly land of the City of Gloucester; thence

(4) Along said line of said Parcel II, South 32 degrees 7 minutes 17 seconds West, 588.9 feet to the outer face of the timber bulkhead described in the above mentioned Riparian Grant to David Baird; thence along the outer face of the timber bulkhead described in said Riparian Grant to David Baird dated May 11, 1914, the next five courses as follows:

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- (5) North 42 degrees 9 minutes West, 41.05 feet; thence
- (6) North 50 degrees 42 minutes West, 104.5 feet; thence
- (7) North 57 degrees 00 minutes West, 147.5 feet; thence
- (8) North 64 degrees 45 minutes West, 34 feet; thence
- (9) North 70 degrees 7 minutes West, 62.5 feet to a point on the outer face of said timber bulkhead along Big Timber Creek; thence
- (10) North 19 degrees 53 minutes East, 10 feet to a point; thence
- (11) North 70 degrees 7 minutes West, 101.80 feet to a point; thence
- (12) North 9 degrees 41 minutes 17 seconds East, 44.94 feet to a point; thence
- (13) North 80 degrees 18 minutes 43 seconds West, 282.85 feet to the place of beginning.

PARCELS II and III - KNOWN AS Lot 1, Block 120 on the tax map of the City of Gloucester City.