

Maryland State Archives
Mail Log System
08/09/2007

Tracking No. 08-2491

Scott, William
Land Acquisiton Specialist
Department of General Services
300 W. Preston Street Room 601
Baltimore, MD 20785
410-767-4088

Date Received: 08/09/2007
Receipt No:
Amount Received: 0.00

Staff: ECP

Subject: Parcel 106 Chain of
Title

Parcel 106

[Click here for a plain text ADA compliant screen.](#)

	Maryland Department of Assessments and Taxation QUEEN ANNE'S COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
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Account Identifier: District - 04 Account Number - 036832

Owner Information

Owner Name: ATCHAFALAYA HOLDINGS, LLC Mailing Address: 400 PIER AVE STEVENSVILLE MD 21666-2022	Use: INDUSTRIAL Principal Residence: NO Deed Reference: 1) SM / 984/ 198 2)
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Location & Structure Information

Premises Address	Legal Description
LOVE POINT RD STEVENSVILLE 21666	6.22 ACRES LOVE POINT

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No: Plat Ref:
40	18	106						3	

Special Tax Areas	Town Ad Valorem Tax Class	01	
Primary Structure Built	Enclosed Area	Property Land Area	County Use
0000		6.22 AC	
Stories	Basement	Type	Exterior

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	60,400	228,500	07/01/2006	07/01/2007
Improvements:	0	0		
Total:	60,400	228,500	116,433	172,466
Preferential Land:	0	0	0	0

Transfer Information

Seller: LANGENFELDER, C J AND SON INC	Date: 11/12/2002	Price: \$1,750,000
Type: MULT ACCTS ARMS-LENGTH	Deed1: SM / 984/ 198	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2006	07/01/2007
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO	Special Tax Recapture:	* NONE *
Exempt Class:		

RECEIVED FOR RECORD ~~James T. Lee~~

T H T D E E D, made this 16th day of March in the year One thousand nine hundred and fifty-nine (1959), by and between BALTIMORE AND EASTERN RAILROAD COMPANY, a Corporation of the State of Maryland, party of the first part, and STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, party of the second part;

W I T N E S S E T H, that in consideration of the sum of \$13,000.00, the said party of the first part does hereby grant and convey, SUBJECT as hereinafter mentioned, unto the said party of the second part, its successors and assigns, in fee simple,

ALL THOSE TWO parcels of land situate in Kent Island District Number Four, Queen Anne's County and State of Maryland, being parts of the right of way of the abandoned portion of railroad of the Baltimore and Eastern Railroad Company, separately bounded and described as follows, viz:

PARCEL NUMBER ONE

BEGINNING at a point where the Northeastery line of land of other owners meets the Northwesterly side of Cox's Creek, said beginning point being at the distance of 30 feet Southwestwardly at right angles from the center line of said railroad, now abandoned;

EXTENDING from said beginning point the following twenty-one courses and distances, the first three thereof being by land of other owners: (1) N. 62° 10' W., parallel with and 30 feet Southwestwardly at right angles from said center line of railroad, now abandoned, 3,562.2 feet to a point opposite P. C. Station 525 + 21 in said center line of abandoned railroad; (2) S. 28° 10' W., 50.00 feet; (3) N. 63° 10' W., 921.0 feet to the center line of a public road which crosses said center line of abandoned railroad immediately to the northwestward of the former Stevensville Station of said Railroad Company; the following two courses and distances being along said center line of public road: (4) N. 41° E., 148.2 feet; (5) N. 31° E., 74.6 feet to a point distant 30 feet Southwestwardly and radially from said center line of abandoned railroad; the following seven courses and distances being by land of other owners: (6) Northwardly, parallel with and 30 feet Westwardly and radially from said center line of abandoned railroad, on a curve to the right having a radius of 2,485.7 feet, the arc distance of 2,045.9 feet to a point of tangent opposite P. T. Station 554 + 72 in said center line of abandoned railroad; (7) N. 6° 30' E., parallel with and 30 feet Westwardly at right angles from the tangent portion of said center line of abandoned railroad, 14,491 feet; (8) S. 75° 30' E., 56.8 feet, ±, to a point distant 45 feet Northwestwardly and radially from said center line of abandoned railroad; the following two courses and distances being parallel with and 45 feet Northwestwardly and Northwardly, radially and at right angles from said center line of abandoned railroad: (9) Northeastwardly, on a curve to the right having a radius of 1,000.4 feet, the arc distance of 1,403.9 feet to a point of tangent opposite P. T. Station 712 + 75 in said center line of abandoned railroad; (10) S. 71° 39' E., 180.00 feet; (11) N. 18° 21' E., 40.00 feet; (12) S. 71° 39' E., parallel with and 85 feet Northwardly at right angles from said center line of abandoned railroad, 141.00 feet; (13) S. 18° 21' W., partly by remaining land of said Railroad Company and partly by land of other owners, 134.35 feet to a corner of the parcel of land containing 6.76 acres, ±, which has been conveyed by said Railroad Company to Henry L. Constan by Deed dated October 18, 1943; (14) N. 71° 39' W., by said last mentioned parcel of land, parallel with and 49.35 feet Southwardly at right angles from said center line of abandoned railroad, 90 feet, ±, to another corner of said last mentioned parcel of land; the following two courses and distances being by remaining land of said Railroad Company: (15) N. 18° 21' E., 19.35 feet to a point distant 30 feet Southwardly at right angles from said center line of abandoned railroad; the following five courses and distances being parallel with and 30 feet Southeastwardly, Eastwardly and Northeastwardly at right angles and radially from said center line of abandoned railroad: (16) N. 71° 39' W., 231 feet, ±, to a point of curve opposite said P. T. Station 712 + 75 in said center line of abandoned railroad; (17) Southwestwardly, partly by remaining land of said Railroad Company and partly by land of other owners, on a curve to the left having a radius of 923.4 feet, the arc distance of 1,640 feet, ±, to a point of tangent opposite P. C. Station 695 + 86 in said center line of abandoned railroad; the following three courses and distances being by land of other owners: (18) S. 6° 30' W., 14,114 feet, ±, to a point of curve opposite said P. T. Station 554 + 72 in said center line of abandoned railroad; (19) Southeastwardly, on a curve to the left having a radius of 2,423.7 feet, the arc distance of 2,932.2-

Original Mailed to State Road Commission
On 6/24/59

TSP 48-227

Attorney which Retained R/W

to P. 106

LIBR 48 PAGE 228

feet to a point of tangent opposite said P. C. Station 525 + 21 in said center line of abandoned railroad; (20) S. 62° 10' E., 3,559.8 feet to said Northwesterly side of Cox's Creek; and (21) S. 25° 30' N., along the same, 60.04 feet to the place of beginning.

CONTAINING 34.454 acres, ±.

PARCEL NUMBER TWO

BEGINNING at a point where the Northeastery line of land of other owners meets the Southeastery side of Cox's Creek, said beginning point being at the distance of 30 feet Southwestwardly at right angles from the center line of said railroad, now abandoned;

EXTENDING from said beginning point the following thirteen courses and distances: (1) N. 25° 30' E., along said Southeastery side of Cox's Creek, 60.04 feet to a point distant 30 feet Northeastwardly at right angles from said center line of abandoned railroad; the following three courses and distances being parallel with and 30 feet Northeastwardly and Northwardly at right angles and radially from said center line of abandoned railroad: (2) S. 62° 10' E., partly by land of other owners and partly by remaining land of said Railroad Company, 5,135 feet to a point of curve opposite P. T. Station 436 + 49.2 in said center line of abandoned railroad; (3) Southeastwardly, partly by land of other owners and partly within the lines of Blue Star Memorial Highway (U. S. Route 50), 200 feet wide, on a curve to the left having a radius of 11,429.20 feet, the arc distance of 2090.7 feet to a point of tangent opposite P. C. Station 415 + 49.3 in said center line of abandoned railroad; (4) S. 72° 30' E., still within the lines of said Blue Star Memorial Highway, 155 feet, ±, to a concrete right of way marker in the Southerly line of said Highway; (5) Westwardly, along said Southerly line of Highway, being along the Northerly line of the parcel of land containing 1.910 acres, ±, which has been conveyed by said Railroad Company to Percy E. Thomas and Evelyn H., his wife, by Deed dated July 16, 1958, on a curve to the left having a radius of 11,359.16 feet, the arc distance of 1,079.41 feet to a stone in the westernmost corner of said last mentioned parcel of land; the following two courses and distances being within the lines of said Blue Star Memorial Highway: (6) N. 65° W., 230.34 feet; (7) N. 3° 30' E., 41.8 feet to a point distant 30 feet Southwestwardly and radially from said center line of abandoned railroad; the following two courses and distances being parallel with and 30 feet Southwestwardly, radially and at right angles from said center line of abandoned railroad: (8) Northwestwardly, partly within the lines of said Blue Star Memorial Highway and partly by land of other owners, on a curve to the right having a radius of 11,489.20 feet, the arc distance of 943.70 feet to a point of tangent opposite said P. T. Station 436 + 49.2 in said center line of abandoned railroad; the following two courses and distances being by land of other owners: (9) N. 62° 10' W., 625.2 feet; (10) N. 81° 20' W., 182.75 feet; (11) N. 62° 10' W., by remaining land of said Railroad Company, parallel with and 90 feet Southwestwardly at right angles from said center line of abandoned railroad, 350 feet, ±, to the Easterly line of land of other owners; the following two courses and distances being by land of other owners: (12) N. 18° E., 60.89 feet to a point distant 30 feet Southwestwardly at right angles from said center line of abandoned railroad; and (13) N. 62° 10' W., parallel with and 30 feet Southwestwardly at right angles from said center line of abandoned railroad, 3,982 feet to the place of beginning.

CONTAINING 10.614 acres, ±.

BEING part of the premises which E. B. Leaf Company by Deed dated January 2, 1924 and recorded among the Land Records of Queen Anne's County, Maryland, in Liber BHT Number 1, Folio 400, granted and conveyed unto Baltimore and Eastern Railroad Company, the party of the first part herein.

ALSO all the estate, right, title and interest of the said party of the first part herein of, in and to the sands, flats and land under the waters of Cox's Creek abutting Parcel Number One hereinbefore described on the Southeastery side thereof and abutting Parcel Number Two hereinbefore described on the Northwesterly side thereof and all riparian rights appertaining thereto.

TOGETHER with all and every, the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging or in anywise appertaining.

RESERVING, however, unto the said party of the first part, its successors and assigns, the right to use the parcels of land hereinbefore described as and for a means of access to and from its remaining adjoining ownership.

TO HAVE AND TO HOLD the said parcels of land and premises above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges,

IRIR 48 PAGE 229

appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said party of the second part, its successors and assigns, in fee simple, RESERVING as aforesaid.

SUBJECT, however, to (1) conditions, restrictions and reservations appearing of record in the chain of title affecting the parcels of land hereinbefore described; it being expressly understood and agreed that the said party of the second part, for itself and its successors and assigns, by the acceptance and recordation of this Deed, assumes the obligation, if any, to construct and maintain over Parcel Number Two hereinbefore described the crossing or crossings referred to in the Deed from John F. Roe, et al, to The Queen Anne's Railroad Company, dated August 9, 1901 and recorded as aforesaid in Liber JEG Number 2, Folio 219, and relieves the said party of the first part, its successors and assigns, from the obligation, if any, to construct and maintain the same; and (2) the rights of utility companies to operate and maintain their facilities over and across the parcels of land hereinbefore described.

AND the said party of the first part hereby covenants that it will warrant specifically the property hereby granted and conveyed, RESERVING and SUBJECT as aforesaid, provided, however, that this covenant shall not be construed to extend or apply to that portion of Parcel Number One hereinbefore described acquired by said The Queen Anne's Railroad Company, a predecessor in title to the party of the first part herein, under and by virtue of the following two Deeds: ONE THEREOF from Addie Smith, et vir, et al, dated May 11, 1901 and recorded as aforesaid in Liber JEG Number 2, Folio 22; AND THE OTHER THEREOF from Maggie E. Legg, et vir, et al, dated May 18, 1902 and recorded as aforesaid in Liber JEG Number 2, Folio 52, and that it will execute such further assurances of said property as may be requisite.

AS WITNESS the corporate seal of the said party of the first part, duly attested, and the signature of its Director, Real Estate, the day and year first above written.

TEST:

BALTIMORE AND EASTERN RAILROAD COMPANY
By:

(Robert J. Boltie)

Attest:

Director, Real Estate

(J. H. Ewell)

(Edward G. Heston)

Assistant Secretary

COMMONWEALTH OF PENNSYLVANIA

(N. A. Harding)

COUNTY OF PHILADELPHIA

I HEREBY CERTIFY, that on this 17th day of March in the year One thousand nine hundred and fifty-nine (1959), before me, the subscriber, a Rotary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared J. H. ELLIOTT, Director, Real Estate of BALTIMORE AND EASTERN RAILROAD COMPANY, and duly acknowledged the foregoing Deed to be the act of the said Corporation.

AS WITNESS my hand and notarial seal.



James E. Barton
Notary Public,
JAMES E. BARTON
NOTARY PUBLIC
PHILADELPHIA, PHILADELPHIA CO., PA.
BY COMMISSION EXPIRES
JUNE 24, 1960



F. D. LeF. Co.

Deed 1-2-24
BHT 1-400

Baltimore + Eastern Railroad Company

Term Deed 3-6-62
DPC 6-265 5-18-62

M/B
6-226 Act 7-

M 40
6 13
P 106

Thomas F. Nicholson, Jr.
Acc Myrl Nicholson
Fisher Nicholson
Dorothy M. Nicholson

Deed 6-13-63
CWC 1-194 6-21-63

Deed
TSP 43/227

Edward F. Severe, Jr.
Shirley Severe

Deed 6-22-63
CWC 1-197 6-21-63

C. J. Lengenfelder + Son, Inc. F/L

LIBR 1 PAGE 194

recorded or intended to be recorded immediately preceding these presents.

TOGETHER with the buildings and improvements thereon erected, made or being, and all and every the rights, roads and/or alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining, unto and to the proper use and benefit of the said S. E. W. Friel, Jr. and James R. Friel, Co-Partners, Trading as S. E. W. Friel, as tenants in partnership, in fee simple, forever.

AND the said Grantors do hereby covenant that they have not done or suffered to be done any act, matter or thing whatsoever to encumber the property hereby conveyed; that they will warrant specially the property hereby granted and conveyed; and that they will execute such further assurances of the same as may be requisite.

WITNESS the hands and seals of the Grantors.

TEST:

Handwritten signatures of Charlotte K. Wood, William Harold Fletcher (SEAL), and Mary Rue Fletcher (SEAL) with printed names below.

STATE OF MARYLAND) TO WIT: Talbot COUNTY)

I HEREBY CERTIFY that on this 22 day of May 1963, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared William Harold Fletcher and Mary Rue Fletcher, his wife, and they acknowledged the foregoing Deed to be their act.

WITNESS my hand and Notarial seal.

Notary Public signature and circular seal.

Handwritten notations: 49282, RECEIVED FOR RECORD JUN 21 1963



THIS DEED, Made this 13th day of June, 1963, by and between THOMAS F. NICHOLSON, JR. and RAE MYRL NICHOLSON, his wife and FISHER NICHOLSON and DORITA M. NICHOLSON, his wife, parties of the first part, hereinafter called GRANTORS and EDWARD F. SEVERA, JR. party of the second part, hereinafter called GRANTEE.

WITNESSETH, that for and in consideration of the sum and other good and valuable considerations,

Handwritten notes: P. 106 - PRIOR DEED CW1-194

LIBER 1 PAGE 195

in fee simple, the following described real estate, to wit:

ALL that parcel of land located at Love Point and situate in Kent Island District Number 4, in the County of Queen Anne's, State of Maryland, bounded and described as follows, viz:

BEGINNING at a point at a corner common to the parcel of land containing 6.75 acres, more or less, which has been conveyed by the Baltimore and Eastern Railroad Company to Henry L. Constan by deed dated 10-18-43 and to the parcel of land containing 34.454 acres, more or less, which has been conveyed by said Railroad Company to the State of Maryland by deed dated March 16, 1959, said beginning point being at the distance of 49.35 feet Southwardly at right angles from the centerline of former railroad of said Railroad Company (now abandoned) and also at the distance of 90 feet, more or less, measured N. 71° 39' W, parallel with said centerline of abandoned railroad, from another corner common to said hereinbefore mentioned parcels of land, said last mentioned corner being at the distance of 6.35 feet, more or less, measured S 18° 21' W from the Westerly extremity of the Southerly face of the timber and concrete bulkhead on the Southerly side of Love Point Pier;

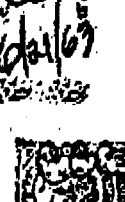
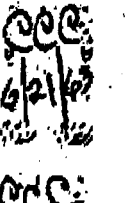
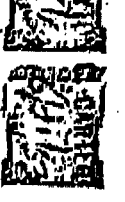
EXTENDING from said beginning point the following 12 courses and distances, the first four thereof being along lines of said parcel of land conveyed as aforesaid to Henry L. Constan; (1) Westwardly, 295 feet, more or less, to a point of curve; (2) Southwardly, on a curve to the left, the arc distance of 630 feet, more or less, to a point of tangent; (3) Southwardly, 55 feet, more or less, to a point of curve; (4) Southwardly, on a curve to the right, the arc distance of 120 feet, more or less, to the Northwesterly line of land of other owners; the following 2 courses and distances being by land of other owners; (5) South 65° 49' West, 61 feet; (6) North 63° 05' West 13.5 feet to the Southeasterly corner of the parcel of land containing 3.37 acres, more or less, which has been conveyed by said Railroad Company to E. Earle Phipps by deed dated April 23, 1945, the following 2 courses and distances being by said last mentioned Parcel of land; (7) Northwestwardly, on a curve to the left having a radius of 308.30 feet, the arc distance of 735 feet, more or less, to a point of compound curve; (8) Southwardly, on a curve to the left having a radius of 380.28 feet, the arc distance of 225 feet, more or less, to the Northeastly line of land of other owners; (9) North 63° 05' West along the same, 3.50 feet to a Southeasterly line of said parcel of land conveyed as aforesaid to the State of Maryland, the following 3 courses and distances being by said last mentioned parcel of land; (10)

Northeastwardly, on a curve to the right having a radius of 925.4 feet, the arc distance of 1,272.60 feet to a point of tangent; (11) South 71° 39' East, 231 feet, more or less, and (12) South 18° 21' West, 19.35 feet to the place of beginning.

CONTAINING 6.226 acres, more or less.

BEING the same land which by deed dated March 6, 1962 and recorded among the land records of Queen Anne's County in Liber T.S.P. No. 66 folio 265 was granted and conveyed by Baltimore and Eastern Railroad Company unto Thomas F. Nicholson, Jr. and Fisher Nicholson.

TOGETHER with the buildings and improvements thereon erected, made or being, and all and every the rights, roads and/or alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining, including the right to use the land conveyed by the Baltimore and Eastern Railroad Company to The State of Maryland by deed dated March 16, 1959 and recorded among said land records in Liber T.S.P. No. 48 folio 227,



ccc
6/21/67
ccc
6/21/67

LIBR 1 PAGE 196

above described.

TO HAVE AND TO HOLD said lot or parcel of land and premises, above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining, unto and to the proper use and benefit of the said Grantee, his heirs and assigns, in fee simple, forever.

AND the said Thomas F. Nicholson and Fisher Nicholson do hereby covenant that they have not done nor suffered to be done, any act, matter or thing whatsoever to encumber the property hereby conveyed; that they will warrant specially the property granted and conveyed; and that they will execute such further assurances of the same as may be requisite.

AS WITNESS the hands and seals of said grantors:

TEST:

Carroll F. Key Jr.
Carroll F. Key Jr.
Carroll F. Key Jr.
Carroll F. Key Jr.

Thomas F. Nicholson (SEAL)
Thomas F. Nicholson, Jr.
Rae Myrl Nicholson (SEAL)
Rae Myrl Nicholson
Fisher Nicholson (SEAL)
Fisher Nicholson
Dorothy M. Nicholson (SEAL)
Dorothy M. Nicholson

STATE OF MARYLAND

COUNTY OF BALTIMORE, act:

I HEREBY CERTIFY, that on this 13th day of June, 1963, before the subscriber, a Notary Public in and for the County aforesaid, personally appeared THOMAS F. NICHOLSON, JR. and RAE MYRL NICHOLSON, his wife, and did each acknowledge the foregoing Deed to be their respective act.

IN TESTIMONY WHEREOF I have hereunto set my hand and Notarial Seal.



Carroll F. Key Jr.
Notary Public

STATE OF MARYLAND

COUNTY OF BALTIMORE, act:

I HEREBY CERTIFY, that on this 13 day of June, 1963, before the subscriber, a Notary Public in and for the County aforesaid, personally appeared FISHER NICHOLSON and DORTHA M. NICHOLSON, his wife, and did each acknowledge the foregoing Deed to be their respective act.

IN TESTIMONY WHEREOF I have hereunto set my hand and Notarial Seal.



Carroll F. Key Jr.
Notary Public

LIBR 1 PAGE 197

49783

RECORDED FOR RECORD June 21, 1963

THIS DEED, Made this 20th day of June, 1963, by and between EDWARD F. SEVERA, JR. and SHIRLEY SEVERA, his wife, parties of the first part, hereinafter called GRANTORS and C. J. LANGENFELDER & SON, INC., party of the second part, hereinafter called GRANTEE.

WITNESSETH, that for and in consideration of the sum of Five Dollars (\$5.00), and other good and valuable considerations, the receipt of which is hereby acknowledged, the said Grantors do hereby grant and convey unto the said Grantee, its successors and assigns, in fee simple, the following described real estate, to wit:

ALL that parcel of land located at Love Point and situate in Kent Island District Number 4, in the County of Queen Anne's, State of Maryland, bounded and described as follows, viz:

BEGINNING at a point at a corner common to the parcel of land containing 6.76 acres, more or less, which has been conveyed by the Baltimore and Eastern Railroad Company to Henry L. Constan by deed dated 10-16-41 and to the parcel of land containing 34.454 acres, more or less, which has been conveyed by said Railroad Company to the State of Maryland by deed dated March 16, 1959, said beginning point being at the distance of 49.35 feet Southwardly at right angles from the centerline of former railroad of said Railroad Company (now abandoned) and also at the distance of 90 feet, more or less, measured N. 71° 39' W, parallel with said centerline of abandoned railroad, from another corner common to said hereinbefore mentioned parcels of land, said last mentioned corner being at the distance of 6.33 feet, more or less, measured S 18° 21' W from the Westerly extremity of the southerly face of the timber and concrete bulkhead on the southerly side of Love Point Pier;

EXTENDING from said beginning point the following 12 courses and distances, the first four thereof being along lines of said parcel of land conveyed as aforesaid to Henry L. Constan; (1) Westwardly, 295 feet, more or less, to a point of curve; (2) Southwestwardly, on a curve to the left, the arc distance of 630 feet, more or less, to a point of tangent; (3) Southwardly, 55 feet, more or less, to a point of curve; (4) Southwardly, on a curve to the right, the arc distance of 120 feet, more or less, to the Northwesterly line of land of other owners; the following 2 courses and distances being by land of other owners; (5) South 65° 49' West, 62 feet; (6) North 63° 05' West 13.5 feet to the Southeasterly corner of the parcel of land containing 3.37 acres, more or less) which has been conveyed by said Railroad Company to E. Earle Phipps by deed dated April 23, 1945, the following 2 courses and distances being by said last mentioned parcel of land; (7) Northwestwardly, on a curve to the left having a radius of 308.30 feet, the arc distance of 735 feet, more or less, to a point of compound curve; (8) Southwestwardly, on a curve to the left having a radius of 380.28 feet, the arc distance of 225 feet, more or less, to the Northeasterly line of land of other owners; (9) North 63° 05' West along the same, 3.50 feet to a Southeasterly line of said parcel of land conveyed as aforesaid to the State of Maryland, the following 3 courses and distances being by said last mentioned parcel of land; (10) Northeastwardly, on a curve to the right having a radius of 925.4 feet, the arc distance of 1,272.60 feet to a point of tangent; (11) South 71° 39' East, 231 feet, more or less, and (12) South 18° 21' West, 19.35 feet to the place of beginning.

CONTAINING 6.226 acres, more or less.

WITNESSETH AND SIGNED this 20th day of June 1963

Original recorded to Thurlow - 8427 Pulaski Highway - Baltimore 21224
Attn: Mrs. Thurlow - 6-22-63

P. 106
cwc 1-197

PRIOR DEED

LIBER 1 PAGE 198

and recorded immediately prior hereto was granted and conveyed Thomas F. Nicholson, Jr. et al. unto Edward F. Severa, Jr.

TOGETHER with the buildings and improvements thereon erected, made or being, and all and every the rights, roads and/or alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining, including the right to use the land conveyed by the Baltimore and Eastern Railroad Company to The State of Maryland by deed dated March 16, 1959 and recorded among said land records in Liber T.S.P. No. 48 folio 227, as and for a means of access to and from the parcel of land hereinabove described.

TO HAVE AND TO HOLD said lot or parcel of land and premises, above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining, unto and to the proper use and benefit of the said Grantee, its successors and assigns, in fee simple, forever.

AND the said Grantors do hereby covenant that they have not done nor suffered to be done, any act, matter or thing whatsoever to encumber the property hereby conveyed; that they will warrant specially the property hereby granted and conveyed; and that they will execute such further assurances of the same as may be requisite.

AS WITNESS the hands and seals of said Grantors:

TEST:

Handwritten signatures of Edward F. Severa, Jr. and Shirley Severa, each followed by a line and the word (SEAL).

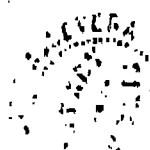
STATE OF MARYLAND

COUNTY OF QUEEN ANNE'S, sct:

I HEREBY CERTIFY, that on this 20th day of June, 1963, before the subscriber, a Notary Public in and for the County aforesaid, personally appeared EDWARD F. SEVERA, JR. and SHIRLEY SEVERA, his wife, and did each acknowledge the foregoing Deed to be their respective act.

IN TESTIMONY WHEREOF I have hereunto set my hand and Notarial Seal.

Handwritten signature of the Notary Public.



Handwritten file number 49784 and a stamp: RECEIVED FOR RECORD June 24 1963

THIS DEED, made this 19th day of June, 1963, by and between JOHN C. HUNTINGTON, JR. and JOAN L. HUNTINGTON, his wife, of Kent County, State of Maryland, of the first part, and HENRY SEARS, of Queen Anne's County, State of Maryland, of the second part.

WITNESSETH, that in consideration of the sum of Five (\$5.00) Dollars and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said John C. Huntington, Jr. and Joan L. Huntington, his wife, do grant and convey unto the said Henry Sears, his heirs and assigns, in fee simple, all that tract or parcel of land situate, lying and being in the

Original minutes of Huntinton's Alley Court 2-2-63 of 7-11-63. Charlotte, Md

Handwritten signature or initials in the bottom right corner.

THE SUDLERSVILLE BANK OF MARYLAND

Attest:

BY DUDLEY C. JOE Jr.
Vice President

LeRoy P. EVERETT
Cashier

No 47817

RECORDED FOR RECORD MAY 19, 1962

THIS DEED, made this 6th day of March in the year One thousand nine hundred and sixty-two (1962), BETWEEN BALTIMORE AND EASTERN RAILROAD COMPANY, a Corporation of the State of Maryland, party of the first part, and THOMAS P. NICHOLSON, JR. and FISHER NICHOLSON, whose mailing address is 7606 Old Battle Grove Road, Baltimore 22, Maryland, parties of the second part;

WITNESSETH, that in consideration of the sum of \$2,000.00, the said party of the first part does hereby grant and convey, SUBJECT as hereinafter mentioned, unto the said parties of the second part, their heirs and assigns, in fee simple,

ALL THAT PARCEL of land located at Love Point and situate in Kent Island District Number 4, in the County of Queen Anne and State of Maryland, bounded and described as follows, viz:

BEGINNING at a point at a corner common to the parcel of land containing 6.76 acres, 1, which has been conveyed by the Baltimore and Eastern Railroad Company to Henry L. Constan by Deed dated October 18, 1943 and to the parcel of land containing 34.454 acres, 1, which has been conveyed by said Railroad Company to the State of Maryland by Deed dated March 16, 1959, said beginning point being at the distance of 49.35 feet Southwardly at right angles from the centerline of former railroad of said Railroad Company (now abandoned), and also at the distance of 90 feet, 1, measured N. 71° 39' W., parallel with said centerline of abandoned railroad, from another corner common to said hereinbefore mentioned parcels of land, said last mentioned corner being at the distance of 6.35 feet, 1, measured S. 18° 21' W. from the Westerly extremity of the Southerly face of the timber and concrete bulkhead on the Southerly side of Love Point Pier;

EXTENDING from said beginning point the following twelve courses and distances, the first four thereof being along lines of said parcel of land conveyed as aforesaid to Henry L. Constan (1) Westwardly, 295 feet, 1, to a point of curve; (2) Southwestwardly, on a curve to the left, the arc distance of 630 feet, 1, to a point of tangent; (3) Southwardly, 53 feet, 1, to a point of curve; (4) Southwardly, on a curve to the right, the arc distance of 120 feet, 1, to the Northwesternly line of land of other owners; the following two courses and distances being by land of other owners: (5) S. 65° 49' W., 42 feet; (6) N. 63° 05' W., 13.5 feet to the Southeasterly corner of the parcel of land containing 3.37 acres, 1, which has been conveyed by said Railroad Company to E. Earle Fhipps by Deed dated April 23, 1945; the following two courses and distances being by said last mentioned parcel of land: (7) Northwestwardly, on a curve to the left having a radius of 308.30 feet, the arc distance of 735 feet, 1, to a point of compound curve; (8) Southwestwardly, on a curve to the left having a radius of 360.28 feet, the arc distance of 225 feet, 1, to the Northeasterly line of land of other owners; (9) N. 63° 05' W., along the same, 3.50 feet to a Southeasterly line of said parcel of land conveyed as aforesaid to the State of Maryland; the following three courses and distances being by said last mentioned parcel of land: (10) Northeastwardly, on a curve to the right having a radius of 925.4 feet, the arc distance of 1272.60 feet to a point of tangent; (11) S. 71° 39' E., 231 feet, 1; and (12) S. 18° 21' W., 19.35 feet to the place of beginning.

CONTAINING 6.226 acres, 1.

BEING part of the premises which E. S. Leaf Company by Deed dated January 2, 1924 and recorded among the Land Records of Queen Anne's County, Maryland, in Liber BHT Number 1. Folio 400, granted and conveyed, in fee, unto Baltimore and Eastern Railroad

Original mailed to Department
7606 Old Battle Grove Rd.
Baltimore 22, Md.
6-27-62

PRIOR DEED
TSP 66-265

... and for a means of access to and from the parcel of land hereinbefore described, which right was reserved by the party of the first part therein; and

TOGETHER with all and every, the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the said parcel of land and premises above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said parties of the second part, their heirs and assigns, in fee simple.

SUBJECT, however, to (1) such state of facts as an accurate survey may disclose; (2) the rights of the owner of the existing wire line which crosses the parcel of land hereinbefore described; and (3) the rights of those lawfully entitled to use the private road which crosses the extreme westerly end of the parcel of land hereinbefore described.

AND the said party of the first part hereby covenants that it will warrant specially the property hereby granted and conveyed, SUBJECT as aforesaid, and that it will execute such further assurances of said property as may be requisite.

AS WITNESS the corporate seal of the said party of the first part, duly attested, and the signature of its General Manager, Real Estate, the day and year first above written.

Test: BALTIMORE AND EASTERN RAILROAD COMPANY By:

William C. Craig, Jr.
Elwood C. Mosbach

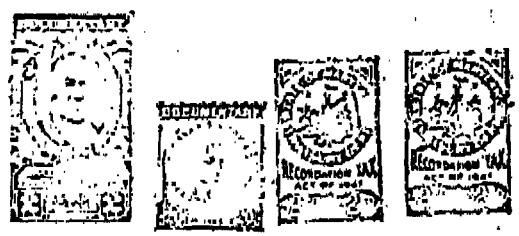
E. E. Kinzel
Attest:
W. A. Haring

General Manager, Real Estate
Assistant Secretary

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF PHILADELPHIA) ss

I HEREBY CERTIFY, that on this 6th day of March in the year One thousand nine hundred and sixty-two (1962), before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared E. E. KINZEL, General Manager, Real Estate of BALTIMORE AND EASTERN RAILROAD COMPANY, and duly acknowledged the foregoing Deed to be the act of the said Corporation.

AS WITNESS my hand and notarial seal.



James E. Barton
Notary Public
JAMES E. BARTON
NOTARY PUBLIC
PHILADELPHIA, PHILADELPHIA CO., PA.
MY COMMISSION EXPIRES
JUNE 24, 1962

No. 47818
RECEIVED FOR RECORD May 18, 1962



THIS DEED AND ABSOLUTE BILL OF SALE, made this 18th day of May, 1962, by Paul T. Morris and Evelyn E. Morris, his wife, of Queen Anne's County, in the State of Maryland;

WITNESSETH, that for and in consideration of the sum of Twelve Thousand Dollars (\$12,000), the receipt of which by cash and purchase money mortgage is hereby acknowledged, the said Paul

#10,549. QUEEN ANNE S COUNTY, TO WIT: Be it remembered that on the twenty first day of March, in the year nineteen hundred and twenty four, the following Deed was brought to be recorded, to wit:-

THIS INDENTURE, made this 2nd. day of January, in the year nineteen hundred and twenty four (1924) by and between E.B.Leaf Company, a corporation incorporated under the laws of the State of Pennsylvania, party of the first part; and Baltimore and Eastern Railroad Company, a corporation incorporated under the laws of the State of Maryland, party of the second part;

Whereas, by a certain indenture bearing date the twentieth day of July, 1923, and intended to be forthwith recorded Girard Trust Company, a corporation incorporated under the laws of the State of Pennsylvania, and Maryland, Delaware and Virginia Railway Company, a corporation under the laws of the State of Maryland and Delaware, granted, bargained, sold, assigned, set over, aliened, enfeoffed, released, conveyed and confirmed unto said E.B.Leaf Company, its successors and assigns inter alia the railroad theretofore owned by Maryland, Delaware and Virginia Railway Company, to wit:-

All that railroad and line of railroad, commencing upon a pier situate and being at or near Love Point in Queen Anne's County, in the State of Maryland, as its westernmost terminus and running thence easterly to a point at or near the town of Lewes in the State of Delaware, together with the branch or spur running from Queenstown Junction, a point on the said railroad, to Centreville in Queen Anne's County aforesaid, and a spur or branch running from said Queenstown Junction to and upon a pier in the harbor of Queenstown in said County, and all the branches extending from said line, and all and singular the roadway, rights of way, tracks, rails, ties, locomotives, passenger, freight, work cabin and other cars, side tracks, turnouts, switches, docks, wharves, bridges, trestles, viaducts, culverts, stations, depots, water houses, elevators, turn tables, water tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses, gravel pits, and all other property and structures of every kind, nature or description, real, personal or mixed, belonging and appertaining to or used or designed for use in connection with the said railroad and branches; and also all interest theretofore owned by the said Maryland, Delaware and Virginia Railway Company, in and to the Maryland and Delaware telephone and telegraph company, as represented by the ownership of 1020 shares of its common capital stock out of a total of 1112 shares, each of the par value of \$10.00.

And whereas, said party of the first part has sold to the said party of the second part for the sum of one hundred and sixty eight thousand five hundred (\$168,500.00) dollars the hereinafter described portion of the aforesaid railroad and branches and also its interest in the corresponding portion of the telegraph and telephone lines of the Maryland, and Delaware telephone and telegraph company:

Now therefore, this indenture witnesseth, that said party of the first part, for and in consideration of the said sum of one hundred and sixty eight thousand five hundred (\$168,500.00) dollars, lawful money of the United States of American, unto it well and truly paid by the said party of the second part, at or before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, (fifty two thousand dollars whereof is the value of the land and fixed improvements hereby conveyed) has granted, bargained and sold, assigned, transferred and set over, aliened, enfeoffed, released, conveyed and confirmed and by these presents does grant, bargain and sell, assign, transfer and set over, alien, enfeoff, release, convey and confirm unto said party of the second part, its successors and assigns: All that railroad and line of railroad in the State of Maryland commencing upon

BHT 1-400

and running thence eastwardly through said Kent Island District, Queenstown District, Centreville District and Ruthven District, said county, Chapel District, Kent County and Denton District, Caroline County, for a distance of about thirty two miles and twenty one one-hundredths of a mile more or less, to West Dorton in said Denton District, at a point near the western shore of the Choptank River one thousand two hundred and sixty feet, more or less, east of the center of the public road leading from Denton to Boonsboro;

Together with the branch or spur known as the Centreville Branch, extending from a point on the said railroad one thousand and sixty four feet, more or less, east of the center of Green Spring road near Queenstown, said Queenstown District, northeasterly to the westerly side of Liberty Street in the town of Centreville, in said District, a distance of about five and one-half miles;

And the branch or spur known as Queenstown Branch extending from a point on the said railroad one thousand and twenty two feet, more or less, east of the center of said Green Spring road northwesterly to a point at the extreme end of the pier head in Queenstown Harbor, a distance of about six thousand nine hundred and sixty feet;

And all the branches extending from said hereby granted railroad and said branches; And all and singular the roadway, rights of way, tracks, rails, ties, side tracks, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water houses, elevators, turn tables, water tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses, gravel pits, and all other property and structures of every kind, nature or description, real, personal or mixed, belonging and appertaining to or used or designed for use in connection with said hereby granted railroad and branches;

And also all the easements, rights, liberties, privileges, immunities, hereditaments and appurtenances whatsoever, in and to any of the hereby granted and mentioned premises and estates or property belonging or appertaining and the reversions and remainders, rents, issues and profits whereof and all the estate, right, title, interest, property, claim and demand of every nature and kind whatsoever of said party of the first part (and formerly belonging or appertaining to the said Maryland, Delaware and Virginia Railway Company) as well as law as in equity, of, in and to the same and every part or parcel thereof, and all its interest of, in and to the corresponding portion of the telephone and telegraph lines and of the shares of stock aforementioned,

To have and to hold all and singular the said railroad or line of railroad and the branches or spurs aforesaid, real, personal or mixed property, rights, powers and privileges hereby granted and described unto the said party of the second part, its successors and assigns forever, to and for the only proper use and behoof of the said party of the second part, its successors and assigns forever.

And the said party of the first part hereby covenants that it has not done or suffered to be done any act, matter or thing whatsoever to encumber the property hereby conveyed; that it will warrant specially the property hereby granted; and that it will execute such further assurances of the same as may be requisite;

Witness the corporate seal of the said party of the first part, duly attested, and the signature of the President thereof the day and year first above written.

Test: E. W. Giston, Jr.
G. W. Shout.

E. B. Leaf Company,
By G. Herbert Leaf,
President.

Five ten dollar Int.
Int. rev. stamps and
one ten dollar Int. Int.
Rev. stamp, endorsed: EBL Co. 1-2-1924.

Attest: Jacob Rich, Jr.

Secretary. Corporate Seal's Place.

Baltimore & Eastern Railroad Co.

Fr: 1-2-24

To: 5-18-62

Tor

ASG F B-497 D CAP 6.76 Act1- to COPSTREAM

MDW 4-252 Grant S.N.C. Q.A-Hillsboro Bypass

" 5-414 Grant Co. CAP

TSP 7-176 Grant S.N.C. CAP

" 14-253 " Co. Dundee Ave to Mt 50

" 16-435 D 5TH DIST US 301

" " 441 Plat " "

" 17-099 D S.N.C. ① 2.477 Act1- ② 0.225 Act1- B/P BHT 1/400

" 40-419 D E.P.J. 5TH DIST

" 41-532 Grant S.N.C. Suppl to TSP 7/176 CAP

" 42-332 " Co. Gen. 1.660 Act1- B/P BHT 1/400

" 48-227 D S.N.C. ① 34.454 Act1- ② 10.614 Act1- B/P BHT 1/400

" 52-552 D 2.987 Act1- B/P BHT 1/400

" 66-265 D CAP 6.226 Act1- to NICHOLSON

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BHT 1-400 D CAP

Equity

Misc

Thomas F. Nicholson, Jr.
 Ace Royal Nicholson
 Fisher Nicholson
 Dorothy M. Nicholson
 FV: 2-6-02 TO: 6-21-03

Jor

CWC 1-194 D

CRP

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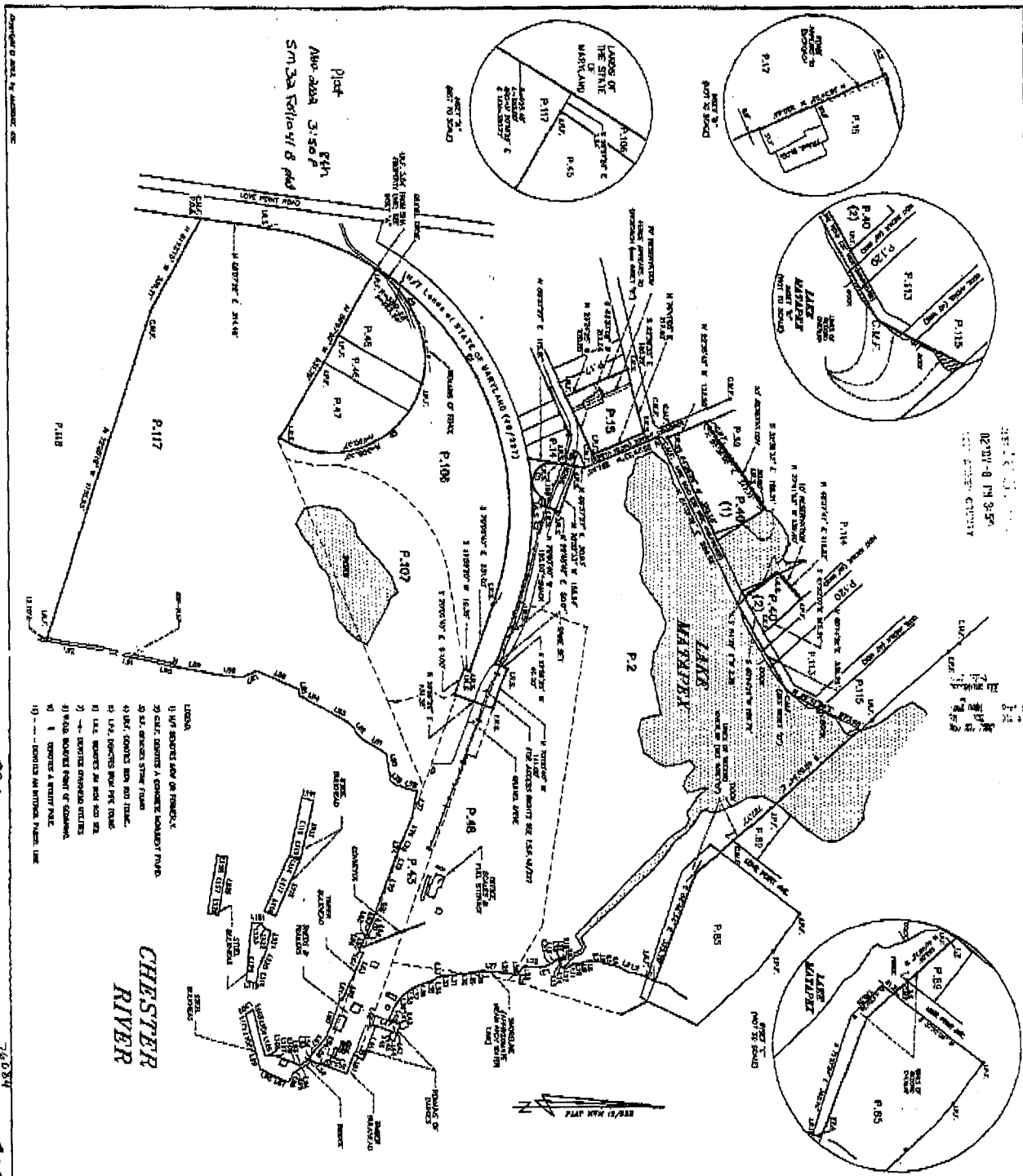
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CRP

Equit

Min

~~Thomas F. Nicholson, Jr.~~
~~Ace Royal Nicholson~~
~~Fisher Nicholson~~
~~Dorothy M. Nicholson~~



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BOUNDARY SURVEY
 OF THE LANDS OF
C.J. LANGENFELDER & SON, INC.

FOURTH ELECTION DISTRICT, QUEEN ANNE'S COUNTY, MARYLAND
 PREPARED FOR ATACHAFALAYA HOLDINGS, LLC

DATE	11/22/02
SCALE	1"=200'
BY	M. J. JOHNSON
APPROVED BY	D. L. JOHNSON

McCRONE
 ENGINEERING • ENVIRONMENTAL SCIENCES
 LAND PLANNING & SURVEYING • CONSTRUCTION SERVICES
 3277 NORTH LIBERTY AVENUE
 4112
 CENTERTOWN, MARYLAND
 (410) 756-3337

D. L. Johnson
 11/15/02