

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Florida	
COUNTY: Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:  
Key West District

AND/OR HISTORIC:  
Old section of the city of Key West

2. LOCATION

STREET AND NUMBER:  
Old section (see description and map)

CITY OR TOWN:  
Key West

STATE: Florida CODE: 12 COUNTY: Monroe CODE: 087

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input checked="" type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Old city</u>

4. OWNER OF PROPERTY

OWNER'S NAME:  
Old Island Restoration Commission

STREET AND NUMBER:  
Post Office Box 689

CITY OR TOWN: Key West STATE: Florida CODE: 12

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Monroe County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Key West STATE: Florida CODE: 12

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
Historic American Buildings Survey

DATE OF SURVEY: 1967  Federal  State  County  Local

LIBRARY FOR SURVEY RECORDS:  
Library of Congress

STREET AND NUMBER:

CITY OR TOWN: Washington STATE: D. C. CODE: 08

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This small coral island's strategic location has played a major role in its history and development. As a part of the treacherous Florida Reef, it lies at the gateway of one of the world's busiest sea lanes.

Before the coming of the white man, the Indians of the mainland visited here enroute to trade with their neighbors in the Caribbean. The legend is that these tribes fought a great battle on this island. Later, when the Spanish explorers found the bones of the victims, they named the island Cayo Hueso which is believed to mean Bone Key. Hueso is pronounced "wesso"; the English corrupted it into Key West.

As the most historic city in South Florida, Key West owes much of its charm to its distinctive architecture. According to a recent statement made by Mr. Robert Garvey, President of the National Trust for Historic Preservation, "Some of these quaint and charming houses are to be found in no other area in the country". The history of these houses goes back to the early beginnings of Key West when the first settlers came to the Island. They were from the eastern sea-board of the United States, the Bahama Islands, Cuba, and Europe and many of the old houses in Key West reflect this delightful mixture of nationalities and has created a feeling of what has often been described as old world atmosphere.

Of all the styles or types of buildings the one most typical and distinctively Key West is known as "Conch" or Bahama. Built of wood by ship carpenters, their simple, clean lines have the same balance and grace found in a fine sailing ship. These houses were built to withstand high winds and tropical climate. Their wide porches have slender, square columns which support the main roof. In some instances, windows under the eaves open onto these porches. All windows were protected by shutters or "blinds". These allowed light and air into the high-ceilinged rooms, yet kept out the hot tropic sun. The high-peaked roofs were designed to catch the maximum amount of rain water which was stored in great cisterns. On the roofs of the smaller houses there were often small hatches similar to those found on a ship. They were built to allow air and light into the attic bedrooms during the warmer weather. The cupolas or "widows walks" on many of the larger buildings were built as a vantage point to scan the nearby reefs for evidence of wrecks. These sturdy houses have a classic simplicity only occasionally relieved by the addition of lacy woodwork or delicately-turned spindles on the porch rails.

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Key West District  
7. Description - page 2

Nearly all the early buildings were of wood. Some were of a stone quarried here on the island but of too soft a quality to endure without a protective coating of cement. Two examples are to be seen on Old Mallory Square, others are the Convent and the Hemingway House. With the exception of Fort Taylor, brick was not used to any great extent until after the fire of 1886 when half the town was destroyed.

Buildings of various styles, materials and periods are to be seen throughout the island. Their architecture is often reminiscent of other places but somehow there is a difference.

The Old Section of the City of Key West, Florida, is hereby defined to comprise all that area within the city limits of the City of Key West, Florida, contained within the following boundaries:

Commencing on the center line of Front Street, projected to the waters of the harbor, and running thence in a westerly direction along the center line of Front Street to where it intersects the center line of Simonton Street; thence at right angles in a southerly direction along the center line of Simonton Street to where it intersects the center line of Greene Street; thence at right angles in an easterly direction along the center line of Greene Street to where it intersects the center line of Elizabeth Street; thence at right angles in a southerly direction along the center line of Elizabeth Street to where it intersects the center line of Caroline Street; thence at right angles in an easterly direction along the center line of Caroline Street to where it intersects the center line of Grinnell Street; thence at right angles in a southerly direction along the center line of Grinnell Street to where it intersects the center line of James Street; thence at right angles in an easterly direction along the center line of James Street to where it intersects the center line of Frances Street; thence at right angles in a southerly direction along the center line of Frances Street to where it intersects the center line of Eaton Street; thence at right angles in an easterly direction along the center line of Eaton Street to where it intersects the center line of White Street; thence at right angles in a southerly direction along the center line of White Street to where it intersects the center line of Angela Street; thence at right angles in a westerly direction along the center line of Angela Street to where it intersects the

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Key West District  
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center lines of Margaret Street and Passover Lane; thence at right angles in a southwesterly direction along the center line of Passover Lane to where it intersects the center line of Windsor Lane; thence at right angles in a northwesterly direction along the center line of Windsor Lane to where it intersects the center lines of Elizabeth and Angela Streets; thence at an angle in a westerly direction along the center line of Angela Street to where it intersects the center line of Whitehead Street; thence at right angles in a northerly direction along the center line of Whitehead Street to where it intersects the center line of Southard Street; thence at right angles in a westerly direction along the center line of Southard Street to where it intersects the center line of Thomas Street; thence at right angles in a northerly direction along the center line of Thomas Street to where it intersects the center line of Fleming Street; thence at right angles in an easterly direction along the center line of Fleming Street to where it intersects the center line of Whitehead Street; thence at right angles in a northerly direction along the center line of Whitehead Street to where it intersects the center line of Greene Street; thence at right angles in a westerly direction along the center line of Greene Street to where it intersects the center line of Front Street; thence at an angle in a northeasterly direction along the center line of Front Street to where it intersects the northerly boundary line of the U.S. Coast Guard property, extended in a southeasterly direction to said center line; thence in a northwesterly direction at an angle along a line extended from said intersection in a northwesterly direction, to the waters of the Gulf; thence meandering the shoreline of Squares 3, 2 and 1 as shown on William A. Whitehead's map of the City of Key West, delineated in Feb., 1829, back to the point of beginning; EXCLUDING THEREFROM any property owned by the United States Government, and those (3) blocks of Duval Street lying between Eaton and Angela Streets, BUT NOT EXCLUDING THEREFROM any property owned by St. Paul's Episcopal Church of Key West, Florida.

The city is frost-free. Its longitude is 81<sup>0</sup> 48" west.  
Latitude is 24<sup>0</sup> 33" north.

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |   |  |  |  |
|---|--|--|--|
| <input checked="" type="checkbox"/> Pre-Columbian | <input checked="" type="checkbox"/> 16th Century | <input checked="" type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input checked="" type="checkbox"/> 15th Century  | <input checked="" type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aboriginal     | <input checked="" type="checkbox"/> Education              | <input checked="" type="checkbox"/> Political           | <input checked="" type="checkbox"/> Urban Planning |
| <input checked="" type="checkbox"/> Prehistoric    | <input checked="" type="checkbox"/> Engineering            | <input checked="" type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify)           |
| <input checked="" type="checkbox"/> Historic       | <input checked="" type="checkbox"/> Industry               | <input type="checkbox"/> Science                        | _____  |
| <input type="checkbox"/> Agriculture               | <input checked="" type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                      | _____  |
| <input checked="" type="checkbox"/> Architecture   | <input checked="" type="checkbox"/> Landscape Architecture | <input checked="" type="checkbox"/> Social/Humanitarian | _____  |
| <input checked="" type="checkbox"/> Art            | <input checked="" type="checkbox"/> Literature             | <input type="checkbox"/> Theater                        | _____  |
| <input checked="" type="checkbox"/> Commerce       | <input checked="" type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation      | _____  |
| <input checked="" type="checkbox"/> Communications | <input checked="" type="checkbox"/> Music                  |   | _____  |
| <input checked="" type="checkbox"/> Conservation   |  |   | _____  |

STATEMENT OF SIGNIFICANCE

The Old Island Restoration Commission was created by Chapter 69-1187 Laws of Florida, June 29, 1969. It has for its purpose the historic preservation of the old section of the city of Key West.

Indians lived on Key West and traded across the Florida Straights before the coming of the white men. Ponce de Leon sailed along the Keys in his search for the fountain of youth. A few Spanish families had already settled on Key West during the first Spanish Period. When the English got Florida in 1763, they left taking with them some 80 Indian families to Havana.

The first owner of the island was Juan Pablo Salas of St. Augustine who received it as a Spanish grant in 1815. When Florida became a Territory of the United States in 1821, Salas sold the island to John W. Simonton, an American businessman, for \$2,000. Simonton was aware of the island's deep and natural harbor and strategic potentialities. Through powerful friends in Washington, he set about establishing it as a port and wrecking depot where for many years it was visited by ships of all nations. In 1821, another era of history began. A fresh outbreak of piracy in this area, and an increase in wrecker activity began costing American shippers many lives and millions of dollars annually. Through the efforts of Simonton, the Sec. of the Navy ordered Lt. Matthew C. Perry to the island to make a survey. Perry's report resulted in the establishment of a naval station here in 1823. The station was placed under the command of Comm. David Porter, and it was here that he based his Anti-Pirate Squadron. At this time, the island was under military control and by 1826, the pirates had been driven from the seas. Key West has been a Naval base since that time.

As early as 1822, a Customs House had been established here and in 1824, Monroe County named for President Monroe, was created. It became the sixth county in the Florida Territory. Although Key West was made the county seat, it was not until 1828 that it became incorporated as a city.

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Key West District  
8. Significance - page 2

In 1831, an Army port had been established at Key West and in 1845, the construction of two great forts, Fort Jefferson at the Dry Tortugas and Fort Taylor here, had begun. Although these forts were not completed at the outbreak of the Civil War, the Union government was prompt in sending reinforcements to occupy them. Key West remained a Union port throughout the war. During this time, the Admiralty Court of Key West handled 299 cases of captured Confederate blockade runners. In 1861, a distinguished citizen of Key West, Stephen R. Mallory, a member of the U.S. Congress, was appointed as Sec. of the Navy for the Confederacy, and although his dream of a Confederate Navy was never an accomplished fact, his achievements were remarkable. In 1862, Farragut and David Dixon Porter made rendezvous here and laid their plans for the capture of New Orleans. Key West's role during the entire war was a most unusual one - being inhabited predominantly by Southern sympathizers - yet it was the only city that never left Union control.

Prior to the Spanish American War, many Cubans had begun to settle in Key West as their dislike of Spanish rule grew. They brought latin tolerance, gaiety, and spicy cookery, and soon gained the sympathy of the Key Westers. Key West became known as the Cradle of Cuban Independence when Jose Marti, at the suggestion of the Central Junta in New York composed of Cuban patriots in exile, came to Key West to perfect invasion plans for the Partido Revolucionario Cubano. On April 14, 1895, Marti with General Maximo Gomez and a small army left Key West and made a landing on the coast of Cuba and the Spanish American War was underway. Key West had a front row seat in this conflict - not only as a staging area for the Cuban Invasion - but for members of the press trying to get to Cuba to cover the war. In 1898, the USS Maine exploded in Havana Harbor; Key West was the scene of much sorrow, the dead being brought here for burial and the wounded taken to the Convent of Mary Immaculate School where they were nursed by the sisters.

After the war, great numbers of Cuban political refugees began to arrive in Key West. This, with a tremendous influx of settlers from the Bahamas, increased the population. The Cubans started the manufacturing of handmade cigars which provided thousands of them with a livelihood, and the Bahamians turned to wrecking, fishing, and sponging. By 1890, Key West had become the largest and wealthiest city in Florida. In 1912, after being isolated from the mainland except by boat for almost a hundred years, the people of Key West witnessed a miracle which made a

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8. Significance - page 3

decided change in the history of the island. Henry M. Flagler's dream of a "railroad that went to sea" became a reality. This tremendous engineering feat cost 50 million dollars and 700 lives but the 1935 hurricane - the last of the great ones - destroyed in one day so much of the railroad that it was not feasible to rebuild. Once more, with only ferry boats as transportation, Key West was isolated from the mainland until the Overseas Highway, the longest in the world, was completed in 1938.

In 1914, the Panama Canal was opened, and Key West became the "Gibraltar of the Gulf". Military buildup for World War I began. The island became the vital spot for Army and Naval forces. The coming of prohibition was an invitation to rum-running from the Bahamas and Cuba. Bootlegging became a lucrative business which was soon followed by the smuggling of aliens and narcotics; however, this was offset by the loss of the wrecking profession when the Key West Admiralty Court was closed. In the meantime, the big Florida landboom was beginning and Key West was a part of it; business was good everywhere and the future of Key West seemed assured.

Then the depression came. Key West was one of the earliest and hardest hit areas. The causes were many--the collapse of the sugar market in Cuba, the blight that destroyed the sponge beds, the loss of the cigar industry, the closing of the naval station, and the Labor Day hurricane that destroyed the railroad. These events resulted in the creation of a unique experiment in rehabilitation. The legal, political, and economic problems of the county and its only city, Key West, were turned over by the Governor of Florida to the Florida Emergency Relief Administration. After a study of the remaining resources, the decision was made to promote the city's one unflinching asset--its climate. This large scale promotion program was aimed at attracting artists, writers, and tourists all of whom were searching for sunshine and good weather. As a result of this rehabilitation project, a decided upswing in business was soon evident. Not only did this bring economic stability to the island, but another charm was added - artists and other creative groups did find their way here and started a cultural colony that had great appeal to the tourists and winter residents - and Key West once more was basking in the sun of prosperity.

World War II saw the reactivating of the Naval Station, increases in military and other related personnel, the establishing of the Sea Plane Base, the Boca Chica Air Station, and the

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Naval Hospital. The island became as much a concentrated naval operation as it had been over a hundred years before when Comm. Porter established the first Naval station here. It has taken 119 years to formulate the proud and beautiful heritage of this lonely dot of land lying between the Atlantic Ocean and the Gulf of Mexico - this small island of Cayo Hueso that has always had a part in the making of history in the Western Hemisphere.



9 MAJOR BIBLIOGRAPHICAL REFERENCES	
<p><u>History of Key West Today and Yesterday</u>, 1959, Mora K. Smiley and Louise V. White, Great Outdoors Publishing Co., St. Petersburg, Florida.</p> <p><u>History of Key West</u>, W. C. Maloney, Univ. of Florida Press, 1876.</p> <p><u>Key West the Old and the New</u>, Jefferson B. Brown, 1912, The Record Company Printers and Publishers, St. Augustine.</p>	

10 GEOGRAPHICAL DATA				
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY		<b>O R</b>	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES	
CORNER	LATITUDE		LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	24 ° 33' 40 "	81 ° 48 ' 42 "	0	0
NE	24 ° 34' 00 "	81 ° 47 ' 59 "		
SE	24 ° 33' 30 "	81 ° 47 ' 30 "		
SW	24 ° 33' 10 "	81 ° 48 ' 12 "		
APPROXIMATE ACREAGE OF NOMINATED PROPERTY: <b>400 acres</b>				
LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES				
STATE:	CODE	COUNTY	CODE	
STATE:	CODE	COUNTY:	CODE	
STATE:	CODE	COUNTY:	CODE	
STATE:	CODE	COUNTY:	CODE	

11. FORM PREPARED BY			
NAME AND TITLE: <b>J. P. Schuck, Chief, Bureau of Historic Preservation</b>			
ORGANIZATION <b>Department of State</b>		DATE <b>8/11/70</b>	
STREET AND NUMBER: <b>The Capitol</b>			
CITY OR TOWN: <b>Tallahassee</b>		STATE <b>Florida</b>	CODE <b>12</b>

12. STATE LIAISON OFFICER CERTIFICATION		NATIONAL REGISTER VERIFICATION	
<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name <u><i>J. P. Schuck</i></u></p> <p>Title <u>State Liaison Officer</u></p> <p>Date <u>December 18, 1970</u></p>		<p>I hereby certify that this property is included in the National Register.</p> <p><u>Chief, Office of Archeology and Historic Preservation</u></p> <p>Date _____</p> <p>ATTEST:</p> <p>_____ Keeper of The National Register</p> <p>Date _____</p>	

SEE INSTRUCTIONS

## Verbal Description of Key West National Register District

Beginning at a point on the northwest curb line of Front Street 145' more or less northeast of the intersection of Simonton Street, run southeast 220' more or less; then run southwest 145' to the northeast curb line of Simonton Street; then run southeast along the curb line to the intersection of Greene Street; then run northeast on Greene Street along the northwest curb line to the intersection of Elizabeth Street; then run southeast on Elizabeth Street along the average back property line of the northeast side to the intersection with Caroline Street; then run northeast on Caroline Street along the average back property line of the northwest side to the intersection with Peacon Lane; then run southeast to the northwest curb line of Caroline Street; then run northeast along the same curb line to the intersection with Margaret Street; then run southeast along the northeast curb line of Margaret Street to the intersection of James Street; then run northeast on James Street along the northwest curb line to the intersection of Frances Street; then run southeast on Frances Street along the northeast curb line to the intersection of Eaton Street; then run northeast on Eaton Street along the northwest curb line to the intersection of White Street; then run southeast on White Street along the northeast curb line to the intersection of the tract line of Angela Street; then run northeast on the tract line of Angela Street along Peary Court to the intersection of Eisenhower Drive; then run southeast on Eisenhower Drive along the northeast curb line to the intersection of Truman Avenue; then cross Truman Avenue and continue southeast along the northeast curb line of Marti Street to the intersection of Virginia Street; then run southwest on Virginia Street along the southeast curb line to the intersection of Pearl Street; then run southeast on Pearl Street along the northeast curb line to the intersection of Catherine Street; then run northeast on Catherine Street along the northwest curb line to the intersection of Leon Street; then run southeast on Leon Street along the northeast curb line to the intersection of United Street; then run southwest on United Street along the southeast curb line to the intersection of Tropical Avenue; then run southeast on Tropical Avenue along the northeast curb line to the intersection of Seminary Street; then run southwest on Seminary Street along the southeast average back property line to the intersection of White Street; then run southeast on White Street along the northeast average back property line to the intersection of Von Phister Street; then run southwest on Von Phister Street along the southeast average back property line to a point across the intersection with White Street; then run northwest on White Street along the average back property line of the southwest side to the intersection of Seminary Street; then run southwest on Seminary Street along the southeast average back property line to the intersection of Reynolds Street; then run northwest on Reynolds Street along the southwest average back property line to the intersection of United

Street; then run southwest on United Street along the southeast average back property line to the intersection of Royal Street; then continue southwest on United Street along the southeast curb line to the intersection of William Street; then continue southwest on United Street along the southeast average back property line to the intersection of Elizabeth Street; then run southeast on Elizabeth Street along the northeast average back property line to the intersection of South Street; then cross South Street turn northeast and run to the average back property line of the northeast side of Vernon, then continue southeast along the northeast average back property line of Vernon Street to the intersection of Seminole Street, then run northeast along Seminole Street along the northwest average back property line to the intersection with Reynolds Street; then run southeast on Reynolds Street along the northeast curb line to the waters of the Atlantic Ocean; then run in a westerly direction along the shore line to the point where an alley running along the line dividing tracts 16 and 17, 11 and 12 meets the waters of the Atlantic Ocean; then run northwest along the tract line to the intersection of Amelia Street; then run northeast on Amelia Street at the boundary of the Convent property to the intersection of Windsor Lane; then run northwest on Windsor Lane along the boundary of the Convent property to the intersection of Truman Avenue; then run southwest on Truman Avenue along the southeast curb line to the intersection with Center Street; then run southeast across the center point, more or less, of Block 2 Tract 11 to Virginia Street; then run northeast on Virginia Street along the northwest curb line to the intersection of Simonton Street; then run southeast on Simonton Street along the northeast curb line to the intersection of United Street; then run southwest on United Street along the southeast curb line to the intersection of Duval Street; then run southeast on Duval Street along the northeast curb line to the intersection of South Street; then run northeast on South Street along the northwest curb line to the mid-point, more or less, of Block 2 Tract 16; then run southeast to the southeast average back property line of the southeast side of South Street; then run southwest along this line to the intersection of Duval Street; then run southeast on Duval Street along the average back property line of the northeast side of the waters of the Atlantic Ocean; then meander in a southwesterly direction along the shoreline to the point where Whitehead Street meets the waters of the Atlantic Ocean; then run northwest on Whitehead Street along the boundary of the naval property to Catherine Street; then run southwest on Catherine Street along the southeast average back property line to the intersection of Thomas Street; then run northwest on Thomas Street along the southwest curb line to the intersection of Virginia Street; then run southwest on Virginia Street along the southeast curb line to the intersection of Howe Street; then run northwest on Howe Street along the southwest average back property line to Truman Avenue; then run southwest on Truman Avenue along the southeast average back

property line to the intersection of Emma Street; then run northwest on Emma Street along the southwest curb line of Emma Street to a point northeast of the southeastern termination of Williams Alley; then run southwest from this point across Fort Street to the boundary of the naval property; then run northwest on Fort Street along the boundary of the naval property to the intersection of Olivia Street; then run northeast on Olivia Street along the southeast curb line to the intersection of Emma Street; then run northwest on Emma Street along the southwest curb line to the intersection of Petronia Street; then run southwest on Petronia Street along the southeast curb line to the intersection of Fort Street; then run northwest on Fort Street along the boundary of the naval property to the intersection of Angela Street; then run northeast on Angela Street along the boundary of the exceded naval property to the intersection of Thomas Street; then run northwest on Thomas Street along the boundary of the exceded naval property to the intersection of Fleming Street; then run northeast on Fleming Street along the boundary of the exceded naval property to the intersection of Whitehead Street; then run northwest on Whitehead Street along the boundary of the exceded naval property to the intersection of Eaton Street; then run southwest on the exceded naval property along the northwest curb line of Eaton Street 144' more or less; then run at a right angle northwest 100' more or less; then run at a right angle northeast 43' more or less; then run at a right angle northwest to the southeast curb line of Caroline Street; then run southwest along the southeast curb line of Caroline Street to the intersection of Front Street; then run south on Front Street along the east curb line to a point 20' more or less north of building 66; then run east 97' more or less; then run south 173' more or less; then run west to the east curb line of Front Street; then run south along the east curb line of Front Street to a point intersecting the extension of the west line of Fleming Street; then run at a right angle west 192' more or less; then at a right angle south 192' more or less; then run at a right angle west to the fence which runs along the alley to the west of building R; then run north along this line behind building A and building 91 to a point 10' more or less south of cistern 26; then run at an angle northwest 10' more or less southwest of cistern 27; then run north to the line of the alley separating building 91 and building 1; then run northwest along the southwest curb line of the alley to the waters of the harbor; then run northeast along the line where the docks meet the waters of the harbor to the point where a fence divides Mallory dock from the Gulf Oil Company dock; then run east along this fence to the near curb of Wall Street; then run northeast along the near curb line of Wall Street to the intersection of Duval Street; then run southeast on Duval Street along the northeast curb line to the intersection of Front Street; then run northeast on Front Street along the northwest curb line to the point of the beginning.