

CHAPTER 121.

[S. B. 280.]

DEED TO HEIRS OF HELEN A. CLAPP, DECEASED.

AN ACT authorizing and directing a conveyance of certain real estate by quit claim deed in behalf of the State of Washington to the heir or heirs of the estate of Helen A. Clapp, deceased.

Be it enacted by the Legislature of the State of Washington:

Governor
authorized to
execute deed.

SECTION 1. That the Governor is hereby authorized and directed, in the name of the State of Washington, to execute and deliver a good and sufficient quit claim deed to the heir or heirs of the estate of Helen A. Clapp, deceased, as may be shown by certified copy of court order, which deed shall be attested by the Secretary of State, covering the following described real estate, situate in Jefferson County, Washington, which real estate was conveyed to State of Washington by said Helen A. Clapp, deceased, by deed dated July 21st, 1925, and recorded in Book 1 of Right of Way Deeds, at page 323, records of Jefferson County, Washington, for the purposes of right of way for State Road No. 9 (now Primary State Highway No. 9), but which real estate was never used for purposes intended due to a revision of location, and is now abandoned.

Description.

A tract of land containing 1.83 acres, more or less, in lots 6 and 7, section 33, township 27 north, range 12 West, W. M., more particularly described as follows:

Commencing at the southeast corner of said section 33 and running south 89° 50' west, a distance of 1153.4 feet along the southerly boundary line of said section 33 to an intersection with the center line of Primary State Highway No. 9, or Olympic Highway; thence turning an angle of 87° 20' to the right and running north 2° 50' west, for a distance of 2236.8 feet to the westerly right of way line of the present existing Primary State Highway No.

9; thence continuing north $2^{\circ} 50'$ west, for a distance of 1003.3 feet on the center line of a right of way heretofore acquired for highway purposes, but never constructed, to a point of curve; thence on the arc of a curve to the left, with a radius of 573.0 feet, for a distance of 73.0 feet to an intersection with the easterly boundary line of lot 7, said section 33, and the true point of beginning of this description;

Thence turning an angle of $10^{\circ} 08'$ to the right from a line tangent to the arc of said curve and running due north for a distance of 163.7 feet along the easterly boundary line of said lot 7, to an intersection with the northeasterly right of way line; thence turning an angle of $25^{\circ} 08'$ to the left to a line tangent to the arc of a curve; thence on the arc of a curve to the left, with a radius of 623.0 feet, for a distance of 166.4 feet; thence north $40^{\circ} 26'$ west, a distance of 332.0 feet to an intersection with the southeasterly bank of the Hoh River; thence in a southwesterly direction along the southwesterly bank of said Hoh River for a distance of 100.1 feet to an intersection with the southwesterly right of way line; thence south $40^{\circ} 26'$ east, a distance of 338.0 feet; thence on the arc of a curve to the right with a radius of 523.0 feet, for a distance of 343.2 feet; thence south $2^{\circ} 50'$ east, for a distance of 842.6 feet to an intersection with the easterly boundary line of lot 6, said section 33; thence turning an angle of $177^{\circ} 10'$ to the left and running due north for a distance of 916.5 feet along the easterly boundary line of lots 6 and 7, said section 33, to an intersection with the center line of Primary State Highway No. 9, and the true point of beginning.

Passed the Senate February 28, 1941.

Passed the House March 12, 1941.

Approved by the Governor March 21, 1941.