

FILED FOR RECORD AT REQUEST OF:

Seattle-First National Bank
Corporate Finance Dept. NLB-10
Attn: Phillip J. Baily, VP
P.O. Box 3586
Seattle, WA 98124

K-42089

REASSIGNMENT OF TRUST DEED AND SECURITY AGREEMENT

FOR VALUE RECEIVED, the undersigned hereby grants, conveys, reassigns and transfers to Seattle-First National Bank, whose address is P.O. Box 3586, Seattle, Washington 98124, Attention: Corporate Finance Department, all of the undersigned's interest under that certain Trust Deed and Security Agreement dated December 1, 1984, executed by Jeld-Wen, inc., Grantor, to Mountain Title Company, Trustee, and recorded on December 20, 1984, in Volume M84, page 21266, Records of Klamath County, Oregon. The undersigned acquired such interest pursuant to a certain Assignment of Deed of Trust and Security Agreement dated November 24, 1986, and recorded on December 11, 1986, in Volume M86, page 22815, under No. 69189, Records of Klamath County, Oregon. The subject land is described on Exhibit A attached hereto.

TOGETHER WITH all obligations therein described or referred to, the money due or to become due thereon, with interest, and all rights accrued or to accrue under said Trust Deed and Security Agreement.

DATED: February 12, 1990.

SEATTLE-FIRST NATIONAL BANK (individually and as collateral agent for security purposes for the benefit of The Long-Term Credit Bank of Japan, Ltd., Los Angeles Agency)

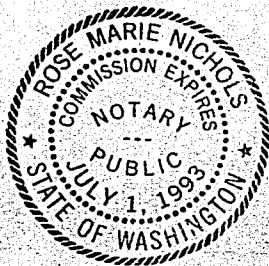
By [Signature]
Its Vice President

By Mark D. Working
Its Vice President

STATE OF WASHINGTON)
COUNTY OF KING) ss.

On this 12th day of February, 1990, before me, a Notary Public in and for the State of Washington, personally appeared Mark D. Working and Phillip J. Baily, personally known to me (or proved to me on the basis of satisfactory evidence) to be the persons who executed this instrument, on oath stated that they were authorized to execute the instrument, and acknowledged it as Vice President and Vice President, respectively, of SEATTLE-FIRST NATIONAL BANK to be the free and voluntary act and deed of said national banking association for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.



[Signature]
NOTARY PUBLIC in and for the State of
Washington, residing at Edmonds, WA
My appointment expires 7-1-93

DESCRIPTION

PARCEL 1:

A tract of land situated in Lots 3, 4, 5, 6, 7, 8, 10 and 11, Section 19, Township 36 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows:

Beginning at an iron pin located North $7^{\circ} 15'$ West a distance of 1433.3 feet from the iron pin marking the center quarter corner of said Section 19; thence South $10^{\circ} 20'$ East parallel with Lakeport Boulevard a distance of 1396.45 feet to an iron pin on the Northerly right of way line of the Shippington "E" line spur track, said iron pin being 12.5 feet distant at right angles from the center line of said spur track; thence Westerly parallel with and 12.5 feet distant at right angles from said spur track to a point of intersection with the Northerly right of way of the old Earl Fruit Company spur track, said point being 30 feet distant at right angles from the center line of the old Earl Fruit Company spur track; thence Northwesterly parallel with and 30 feet Northwesterly at right angles from the center line of the old Earl Fruit Company spur track on $12^{\circ} 30'$ curve to the right to a point which is located South 796.8 feet from the Northeast corner of the old Earl Fruit Company tract; thence North a distance of 796.8 feet to the Northeast corner of the old Earl Fruit Company tract; thence South $89^{\circ} 23'$ West a distance of 1170 feet, more or less, to the intersection of the Westerly line of said Lot 8; thence North $10^{\circ} 20'$ West (North $10^{\circ} 30'$ West by Deed record) along the Westerly line of said Lot 8 to the line between said Lots 7 and 8; thence North $89^{\circ} 47\frac{1}{2}''$ East along said lot line to a point that bears South $86^{\circ} 34'$ West from the point of beginning; thence North $86^{\circ} 34'$ East to the point of beginning.

PARCEL 2:

A tract of land situated in Lots 5, 6 and 7, Section 19, and Lots 1, 5 and 6, Section 18, all in Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows:

Beginning at an iron pin which is North $7^{\circ} 15'$ West a distance of 1433.3 feet from the iron pin marking the center quarter corner of said Section 19, said iron pin being South $10^{\circ} 20'$ East a distance of 1070.88 feet and South $79^{\circ} 40'$ West a distance of 1055.96 feet from the gas pipe monument on the Northwest corner of Pelican City Subdivision; thence North $79^{\circ} 40'$ East at right angles to Lakeport Blvd. a distance of 1055.96 feet to an iron pin on the Westerly right of way line of Lakeport Blvd.; thence Northerly along the Westerly right of way line of Lakeport Blvd. to an iron pin that is North $89^{\circ} 54'$ West a distance of 78.32 feet and North $23^{\circ} 49'$ West a distance of 128.77 feet from the gas monument on the Northwest corner of Pelican City Subdivision, said gas pipe monument being North $89^{\circ} 54'$ West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence South $79^{\circ} 40'$ West a distance of 182.53 feet to an iron pin on the Westerly line of old Pelican Bay Lumber Co. spur track; thence Southerly and Westerly along the Westerly and Northerly line of said spur track to an iron pin which is South $79^{\circ} 40'$ West a distance of 579.34 feet from the gas pipe monument on the Northwest corner of Pelican City Subdivision; thence North $10^{\circ} 20'$ West a distance of 253.0 feet to an iron pin; thence South $79^{\circ} 40'$ West a distance of 860.36 feet; thence North

PARCEL 2: (continued)

10° 20' West a distance of 192.3 feet; thence South 79° 40' West to the Westerly boundary of Lot 7 said Section 19; thence South 10° 20' East (South 10° 30' East by Deed record) along the Westerly boundary of Lot 7, said Section 19 to the line between Lots 7 and 8, said Section 19; thence North 89° 47½' East along said Lot line to a point that bears South 86° 34' West from the point of beginning; thence North 86° 34' East to the point of beginning.

PARCEL 3:

A tract of land situated in Lots 4 and 5, Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Beginning at an iron pin on the Westerly right of way line of Lakeport Boulevard, said point being South 10° 20' East a distance of 1070.88 feet from the gas pipe monument on the Northwest corner of "Pelican City" subdivision, said gas pipe monument being North 89° 54' West a distance of 1995.5 feet from the Northeast corner of said Section 19; thence South 79° 40' West at right angles to Lakeport Boulevard a distance of 1055.96 feet to an iron pin, said point being North 7° 15' West a distance of 1433.3 feet from the iron pipe marking the center & corner of said Section 19; thence South 10° 20' East parallel with Lakeport Boulevard a distance of 1396.45 feet to an iron pin on the Northerly right of way line of the Shippington "E" spur tracks; thence Easterly along said spur track to its intersection with the Westerly right of way line of Lakeport Boulevard; thence North 10° 20' West along said right of way to the point of beginning.

PARCEL 4:

A portion of the SE¼, the NE¼ and of Lot 4, all in Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Beginning at a point which is South 10° 20' East a distance of 60 feet from the Southwest corner of Block 4, "Pelican City", Klamath County, Oregon, and running thence North 79° 40' East 309 feet to the Westerly line of the right of way of the California Northeastern Railway; thence Southeasterly along said right of way, and 50 feet distant at right angles from the centerline thereof, the following courses and distances: South 21° 17' East 100 feet; South 24° 10' East 100 feet; South 27° 06' East 100 feet; South 30° 08' East 100 feet; South 32° 52' East 100 feet; South 35° 30' East 100 feet; South 38° 55' East 100 feet; South 41° 34' East 100 feet; South 44° 31' East 100 feet; South 47° 11' East 100 feet; South 50° 43' East 100 feet; South 48° 00' East 44 feet to a point which is distant 25 feet Northerly at right angles from the centerline of the Shippington "E" spur; thence Westerly parallel to and 25 feet distant Northerly at right angles from the centerline of said Shippington "E" spur, with the following courses and distances, North 68° 27' West 721.5 feet; North 70° 06' West 100 feet; North 72° 54' West 100 feet; thence North 76° 42' West a distance of 30 feet, more or less, to a point on the centerline of Lakeport Boulevard; thence North 10° 20' West along the centerline of said Lakeport Boulevard to a point which is on the said centerline and is South 79° 40' West a distance of 30 feet from the place of beginning; thence North 79° 40' East 30 feet to the place of beginning, less right of way for Lakeport Boulevard.

PARCEL 5:

Beginning at an iron pin on the Westerly right of way line of Lakeport Boulevard as it is presently located, said point being North 89° 54' West a distance of 78.32 feet and North 23° 49' West a distance of 128.77 feet from the gas pipe monument on the Northwest corner of "Pelican City" Subdivision, said gas pipe monument being North 89° 54' West a distance of 1995.5 feet from the Southeast corner of Section 18; thence South 79° 40' West a distance of 182.53 feet to an iron pin on the Westerly line of the old Pelican Bay Lumber Company spur tract; thence Southerly and Westerly along the Westerly and Northerly line of said spur tract to an iron pin which is South 79° 40' West a distance of 579.34 feet from the gas pipe monument on the Northwest corner of "Pelican City" subdivision; thence North 10° 20' West a distance of 253.0 feet to an iron pin; thence South 79° 40' West a distance of 860.36 feet; thence North 10° 20' West a distance of 192.3 feet; thence South 79° 40' West to the Westerly boundary of Lot 7, Section 19; thence North 10° 20' West along said Lot line and the Westerly line of Lot 5, said Section 18, a distance of 100.0 feet; thence North 79° 40' East to an iron pin on the point of intersection with the Southwest right of way line of the railroad spur tract known as "Hanks Spur"; thence Southeasterly parallel to and 50 feet distant at right angles from the center line of said spur tract to its intersection with the Westerly right of way line of Lakeport Boulevard as it is presently located; thence Southerly along said right of way line to the point of beginning.

EXCEPTING THEREFROM the following described tract of land: A tract of land situated in Lot 1, Section 18, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows: Beginning at an iron pin located North 89° 54' West a distance of 78.32 feet; North 23° 48' West a distance of 128.77 feet and North 73° 10' West a distance of 151.55 feet from the gas pipe monument on the Northwest corner of "Pelican City" subdivision, said gas pipe monument being North 89° 54' West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence North 86° 13' 30" West along the Northerly line of a 20 foot roadway a distance of 57.90 feet to an iron pin; thence Northwesterly along the Northeasterly line of said roadway on a curve to the left a distance of 114 feet, more or less, to an iron pin (the long chord of said curve bears North 70° 36' 30" West a distance of 111.77 feet); thence North 9° 48' 30" West along the Easterly line of a roadway a distance of 208.40 feet to an iron pin; thence leaving said roadway at right angles thereto North 80° 11' 30" East a distance of 52.00 feet to an iron pin; thence North 9° 42' 30" West a distance of 5.00 feet to an iron pin; thence North 80° 11' 30" East a distance of 111.60 feet; thence following the arc of a curved fence line to the right the following courses and distances: South 40° 09' East 37.35 feet; South 21° 33' East 64.7 feet; South 7° 03' East 65.78 feet; South 3° 58' West, 72.4 feet; and South 13° 39' West 54.45 feet, more or less to the point of beginning.

PARCEL 6:

Beginning at an iron pin, located on the intersection of the Northeasterly right of way line of the railroad spur known as "Hanks Spur" and the South line of Section 18, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, said point being South 69° 54' East a distance of 215.85 feet from the gas pipe monument marking the Northwest corner of "Pelican City" subdivision, said gas pipe monument being North 89° 54' West a distance of 1995.5 feet from the Southeast corner of said Section 18; thence Northwesterly parallel with and 50 feet distant at right angles from the centerline of said

PARCEL 6: (continued)

railroad spur a distance of 1130 feet, more or less, to an iron pin, said pin being North 34° 23' West a distance of 982.8 feet from the gas pipe monument on the Northwest corner of "Pelican City"; thence North 40° 37' East a distance of 149.8 feet to an iron pin located on the Southwesterly right of way of the Southern Pacific Railroad; thence Southeasterly parallel with and 50 feet distant at right angles from the centerline of said railroad to an iron pin at the intersection with the South line of said Section 18; thence North 85° 54' West a distance of 56.35 feet (58.3 feet by Deed record), more or less, to the point of beginning.

PARCEL 7:

That portion of the SE 1/4 of Section 19, Township 38 South, Range 9 East of the Willamette Meridian, Klamath County, Oregon, lying Northerly of the Klamath Falls City limits, as of December 29, 1981.

STATE OF OREGON: COUNTY OF KLAMATH: ss.

Filed for record at request of Klamath County Title Co. the 23rd day
of Feb. A.D., 19 90 at 11:32 o'clock A.M., and duly recorded in Vol. M90,
of Mortgages on Page 3489
FEE \$28.00
By Evelyn Biehn County Clerk
Caulise Mullens

EXHIBIT "A" Page 4 of 4

