

RETURN TO: Brandsness, Brandsness & Rudd, P.C. 411 Pine Street Klamath Falls, Oregon 97601	MAIL TAX STATEMENTS: Hazel I. Hanscam 1333 Carlson Drive Klamath Falls, Oregon 97603
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State of Oregon, County of Klamath
Recorded 01/14/2002 8:16 a m.
Vol M02, Pg 2099-2101
Linda Smith, County Clerk
Fee \$ 31.00 # of Pgs 3

-BARGAIN AND SALE DEED-

Hazel Irene Hanscam and Merlene Kay Hanscam York, Trustees of the Hanscam Family Trust, Grantors, convey to Hazel Irene Hanscam and Merlene Kay Hanscam York, Trustees of the Family By Pass Trust of the Hanscam Family Trust, Grantees, an undivided one half interest in the following described real property situated in the County of Klamath, State of Oregon, to-wit:

See Exhibit "A" attached hereto and by this reference incorporated herein.

The true and actual consideration for this transfer is valued at \$600,000.00 as a portion of an estate plan.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

DATED this 1-7-02 day of January, 2002.

Hazel Irene Hanscam
Hazel Irene Hanscam

Merlene Kay Hanscam York
Merlene Kay Hanscam York

STATE OF OREGON)
) ss.
County of Klamath)

Personally appeared the above-named Hazel Irene Hanscam and acknowledged the foregoing instrument to be her voluntary act. Before me:



Karen A. Baker
Notary Public for Oregon
My Commission expires: 9-20-05

STATE OF WASHINGTON)
) ss.
County of Cowlitz)

Personally appeared the above-named Merlene Kay Hanscam York and acknowledged the foregoing instrument to be her voluntary act. Before me:

Sharry Wilton
Notary Public for Washington
My Commission expires: Aug 16, 2005



EXHIBIT "A"

DESCRIPTION OF PROPERTY

The following described real property situate in Klamath County, Oregon.

PARCEL 1: Part of Lot A of Subdivision of Enterprise Tracts #24 of Enterprise Tracts as shown on the official plat thereof on file in the office of the County Clerk of Klamath County, Oregon, more particularly described as follows:

Beginning on the West line of said Lot A at a point 950 feet South of the Northwest corner thereof, and running South $0^{\circ}21'45''$ West along the West line of said Lot A, 104.12 feet to a cross on the cement sidewalk which marks the Northerly right of way line of the Klamath Falls-Lakeview State Highway distant at right angles 41 feet from Highway Engineer's Station North 43 plus 68.6; thence along said highway right of way line on a 2775.69 foot radius curve left (the long chord of which bears South $62^{\circ}17'15''$ East for 150.56 feet) a distance of 150.58 feet; thence on a 1388.4 foot radius curve left (the long chord of which bears South $64^{\circ}33'25''$ East for 17.97 feet) a distance of 17.98 feet; thence leaving said highway right of way line North $0^{\circ}21'45''$ East parallel to the West line of said Lot A, 180.92 feet; thence North $89^{\circ}38'15''$ West parallel to the North line of said Lot A, 150 feet to the point of beginning.

PARCEL 2: Part of Lot A of Subdivision of Enterprise Tract 24 of Enterprise Tracts as shown on the official plat thereof on file in the office of the County Clerk of Klamath County, Oregon, more particularly described as follows:

Beginning on the West line of said Lot A at a point 950 feet South of the Northwest corner thereof and running thence South $89^{\circ}38'15''$ East parallel to the North line of said Lot A 305.9 feet to an iron pin in the North and South center line of the North half of Section 3, Township 39 South, Range 9 E.W.M., Oregon; thence North $00^{\circ}15'30''$ East along said center line 25 feet, thence North $89^{\circ}38'15''$ West 305.9 feet to the West line of Lot A; thence South along the West line of Lot A 25 feet to the true point of beginning.

PARCEL 3: A parcel of land in Lot A Subdivision of Enterprise Tract No. 24 in the SE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 3, Township 39 South, Range 9 E.W.M., Oregon, being a portion of that certain tract of land conveyed to Swan Lake Moulding Company by deed recorded in Volume 153 page 222 of Klamath County Deed records and more particularly described as follows:

Starting at the brass monument set by Frank Z. Howard, County Surveyor, in Klamath County Survey No. 498, June 23, 1937, for center of Section 3, Township 39 South, Range 9 E.W.M., Oregon for the North half of said Section; thence using bearings fixed by the Oregon State Highway Commission for the center line of South Sixth Street, North $0^{\circ}13'15''$ East along the East line and the East line extended of Lot A of the subdivision of Tract 24 of Enterprise Tracts, a subdivision of Klamath County, Oregon, being also the North and South center line of the North half of said Section, a distance of 144.00 feet to a brass monument marking the northerly right of way line of the Klamath Falls-Lakeview State Highway as presently constructed, said monument being 103.51 feet northerly from (when measured at right angles to) the center line of the relocated highway at Engineers Station 47 + 14.77; thence following said northerly right of way line South $73^{\circ}52'30''$ West 2.91 feet to an angle point of $6^{\circ}03'30''$ left; thence on a 83.54 foot radius curve right (the long chord of which bears South $89^{\circ}32'15''$ West for 61.83 feet) a distance of 63.34 feet; thence on a 1407.16 foot radius curve right (the long chord of which bears North $67^{\circ}25'50''$ West for 64.37 feet) a distance of 64.38 feet to a point on the said northerly right of way line and the true beginning point of this description (a reference point for this true point of beginning is a chiseled cross on the sidewalk which bears South $26^{\circ}33'00''$ West 1.0 feet distant); thence leaving said northerly right of way line North $26^{\circ}33'00''$ East 52.70 feet to an iron pin; thence South $89^{\circ}41'30''$ East 100.77 feet to an iron pin on the

said North South center line of the North half of said Section 3 and the said East line of Lot A; thence North $0^{\circ}13'00''$ East along the East line of Lot A 148 feet to an iron pin; thence North $89^{\circ}37'00''$ West 155.83 feet to the Northeast corner of the property conveyed to T.C. and Beth M. Griggs by Swan Lake Moulding Company by deed dated June 4, 1952, and recorded in Volume 255, page 214 of Klamath County Deed records; thence South $0^{\circ}21'45''$ West along the East side of said property 180.95 feet to a point on the said northerly right of way line of the said highway; thence following the said northerly right of way line on a 1407.16 foot radius curve left (the long chord of which bears South $65^{\circ}24'05''$ East for 35.30 feet) a distance of 35.30 feet, more or less, to the true point of beginning.

PARCEL 4: Beginning on the West line of Lot A of Enterprise Tract No. 24, 825 feet South of the Northwest corner of the said Lot A; thence South 100 feet; thence East 299.5 feet; thence North 100 feet; thence West 299.5 feet, to the place of beginning.

PARCEL 5: Commencing at the brass plug set by Frank Z. Howard, County Surveyor in Klamath County Survey 498, June 23, 1937, for center of Section 3, Twp 39 S., R. 9 E.W.M., for the half of said Section; thence using bearings fixed by the Oregon State Highway Commission for the center line of South Sixth Street, N. $0^{\circ}13'15''$ E. along the East line and the East line extended of Lot A of the subdivision of Tract 24 of Enterprise Tracts, a subdivision of Klamath County, Oregon, being also the North and South centerline for the North half of said Section, a distance of 144.0 feet to a brass monument marking the Northerly right of way line of the Klamath Falls-Lakeview State Highway as presently constructed, said monument being 103.51 feet Northerly from (when measured at right angles to) the centerline of the relocated Highway at Engineer Station 47+14.77; said monument being also the true beginning point for this description, and running thence from said beginning point along said Northerly right of way line S. $73^{\circ}52'30''$ W. 2.91 feet to an angle point of $6^{\circ}03'30''$ left; thence on an 83.54 foot radius curve right (the long chord of which bears S. $89^{\circ}32'15''$ W. for 61.83 feet) a distance of 63.64 feet; thence on a 1407.16 foot radius curve right (the long chord of which bears N. $67^{\circ}25'50''$ W. for 64.37 feet) a distance of 64.38 feet to an iron peg from which a witness cross chiseled in the concrete sidewalk bears S. $26^{\circ}33'00''$ W. 1.0 feet distant, said iron peg also marking the division between the lands of T. C. Griggs and the Swan Lake Moulding Company; thence leaving said Northerly right of way line N. $26^{\circ}33'00''$ E. 52.70 feet to an iron peg; thence S. $89^{\circ}41'30''$ E. 100.77 feet to an iron pin on the said North-South centerline of the North half of said Section 3 and the said East line of Lot A; thence leaving lands of T. C. Griggs S. $0^{\circ}13'00''$ W. along the East line of said Lot A 70.00 feet to the point of beginning.