

MAL 97499-KR

2013-005521
Klamath County, Oregon
05/16/2013 03:32:16 PM
Fee: \$42.00

UCC FINANCING STATEMENT AMENDMENT

FOLLOW INSTRUCTIONS (front and back) CAREFULLY

A. NAME & PHONE OF CONTACT AT FILER [optional]
 Kristi Redd 541-883-3401

B. SEND ACKNOWLEDGMENT TO: (Name and Address)

JELD-WEN, inc.
 Attention: Jeffrey Woolworth, RE Manager
 3250 Lakeport Blvd
 Klamath Falls, OR 97601

THE ABOVE SPACE IS FOR FILING OFFICE USE ONLY

1a. INITIAL FINANCING STATEMENT FILE #
 2011-014092

1b. This FINANCING STATEMENT AMENDMENT is to be filed [for record] (or recorded) in the REAL ESTATE RECORDS.

2. **TERMINATION:** Effectiveness of the Financing Statement identified above is terminated with respect to security interest(s) of the Secured Party authorizing this Termination Statement.

3. **CONTINUATION:** Effectiveness of the Financing Statement identified above with respect to security interest(s) of the Secured Party authorizing this Continuation Statement is continued for the additional period provided by applicable law.

4. **ASSIGNMENT (full or partial):** Give name of assignee in item 7a or 7b and address of assignee in item 7c; and also give name of assignor in item 9.

5. **AMENDMENT (PARTY INFORMATION):** This Amendment affects Debtor Secured Party of record. Check only one of these two boxes.
 Also check one of the following three boxes and provide appropriate information in items 6 and/or 7.
 CHANGE name and/or address: Give current record name in item 6a or 6b; also give new name (if name change) in item 7a or 7b and/or new address (if address change) in item 7c.
 DELETE name: Give record name to be deleted in item 6a or 6b.
 ADD name: Complete item 7a or 7b, and also item 7c; also complete items 7d-7g (if applicable).

6. **CURRENT RECORD INFORMATION:**

6a. ORGANIZATION'S NAME
 Jeld-Wen, Inc.

OR 6b. INDIVIDUAL'S LAST NAME	FIRST NAME	MIDDLE NAME	SUFFIX
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7. **CHANGED (NEW) OR ADDED INFORMATION:**

7a. ORGANIZATION'S NAME

OR 7b. INDIVIDUAL'S LAST NAME	FIRST NAME	MIDDLE NAME	SUFFIX
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7c. MAILING ADDRESS

CITY	STATE	POSTAL CODE	COUNTRY
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7d. ADD'L INFO RE ORGANIZATION DEBTOR	7e. TYPE OF ORGANIZATION	7f. JURISDICTION OF ORGANIZATION	7g. ORGANIZATIONAL ID #, if any <input type="checkbox"/> NONE
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8. **AMENDMENT (COLLATERAL CHANGE):** check only one box.
 Describe collateral deleted or added, or give entire restated collateral description, or describe collateral assigned.

See attached Exhibit "A" for legal description released from original filing recorded on December 22, 2011 in 2011-014092, Microfilm Records of Klamath County, Oregon

9. **NAME OF SECURED PARTY OF RECORD AUTHORIZING THIS AMENDMENT** (name of assignor, if this is an Assignment). If this is an Amendment authorized by a Debtor which adds collateral or adds the authorizing Debtor, or if this is a Termination authorized by a Debtor, check here and enter name of DEBTOR authorizing this Amendment.

9a. ORGANIZATION'S NAME
 Bank of America, N.A., its Collateral agent

OR 9b. INDIVIDUAL'S LAST NAME	FIRST NAME	MIDDLE NAME	SUFFIX
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10. OPTIONAL FILER REFERENCE DATA

WJ2 AMT

EXHIBIT "A"
LEGAL DESCRIPTION

The following described real property in Klamath County, Oregon:

A tract of land situated in Section 15, Township 36 South, Range 7 East of the Willamette Meridian, Klamath County, Oregon, more particularly described as follows:

Beginning at a 1 inch iron pipe on the Westerly boundary of Modoc Point, a platted subdivision in Klamath County, Oregon, which is South 85°30' West 30 feet and North 71°51' West (North 71°45' West by plat) 120.02 feet from the Northwestern corner of Lot 26 in said Modoc Point; thence West 93.32 feet to a 5/8 inch iron pin marking the true point of beginning of this description; thence North 01°06'15" East 870.04 feet to a 5/8 inch iron pin in the centerline of State Secondary Highway No. 427 as constructed; thence North 55°33'15" West along said Highway centerline 630.61 feet to a 5/8 inch iron pin; thence South 14°55'45" West 528.77 feet to a 5/8 inch iron pin; thence South 05°13'15" West 553.13 feet to a 5/8 inch iron pin; thence continuing South 05°13'15" West to the Northerly shore line of Upper Klamath Lake; thence Southeasterly along said shore line to a point East of the true point of beginning; thence East to a 5/8 inch iron pin being located West 244.79 feet from the true point of beginning; thence East 244.79 feet to the true point of beginning of this description.

The above described tract of land being subject to the following described easement:

Beginning at a point on the Easterly line of above described tract of land, said point being North 01°06'15" East a distance of 669.04 feet from the true point of beginning, said point being the apparent centerline of an existing railroad spur grade 21 feet in width; thence North 65°32'27" West along said centerline to the Westerly line of said described tract of land.

EXCEPTING from the above described land any portion lying within the limits of the State Secondary Highway.

TOGETHER WITH a strip of land twenty-one (21) feet in width, being 10.5 feet each side of, measured at right angles to the following described centerline situated in Section 15, Township 36 South Range 7 East of the Willamette Meridian, Klamath County, Oregon.

Beginning at the Northwestern corner of Lot 26, Modoc Point, a platted subdivision in Klamath County, Oregon; thence South 85°30' West a distance of 30 feet to a 3/8 inch iron pin; thence North 71°51' West (North 71°45' West by plat) a distance of 120.20 feet to a one inch iron pipe on the Westerly boundary of said Modoc Point subdivision; thence West 93.32 feet to a 5/8 inch iron pin; thence North 01°06'15" East a distance of 668.81 feet to the True Point of Beginning of this description, said point being South 01°06'15" West a distance of 201.23 feet from the 5/8 inch iron pin in the centerline of State Secondary Highway No. 427; thence South 65°04'15" East a distance of 306.18 feet to the point of tangency of a ten degree curve to the right (the central angle is 53°51'); thence Southeasterly along the arc of said curve to the intersection with the Westerly right-of-way line of the Southern Pacific Company Railroad.