



Ryan Brennecke/Bulletin photos

ABOVE: Boneyard Beer has been acquired by Deschutes Brewery. The deal is expected to help Boneyard expand its capacity to can beer, a process that proved challenging during the pandemic. **BOTTOM LEFT:** Celia Ripple walks through the Huppmann brewhouse Wednesday while interning at the Deschutes Brewery on Simpson Avenue in Bend. **BOTTOM RIGHT:** The founder of Boneyard Beer will maintain ownership of Boneyard Pub, located at 1955 NE Division St. in Bend.



Beer

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"It's an exciting deal. In our 33 years of being in business, this is the first time we have been involved in a deal like this," said Fish. "The opportunities are great, and we look forward to digging in and realizing those."

The deal allows Boneyard to move its production and canning operations to the Deschutes Brewery production facility near the Old Mill District. The deal will make Lawrence a shareholder of Deschutes Brewery and an employee. He will continue to be responsible for the direction and production of Boneyard's beer, said Fish.

Bart Watson, the Brewers Association chief economist, said there have been a number of similar deals in recent years. Trend shows that buyers are looking for brands with either strong growth potential or that help to diversify their existing portfolios. Sellers, he said, are generally looking for access to capital, scale and distribution.

"Brewing is very competitive, and that competitiveness has increased in recent years," said Watson. "The pandemic has exacerbated the pressure on breweries as craft brewer sales have dropped due to the higher percentage of draught beer that craft brewers tend to sell."

"They shouldn't notice anything at all. The branding will be same, the same artwork, the same attitude, still brewed in Bend, Oregon. Any brewing of Boneyard at Deschutes will be under the strict supervision of Boneyard Beer owner Tony Lawrence himself. He will supervise the flavor match. We look forward to that process."

— Gary Fish, founder of Deschutes Brewery Inc.

The agreement takes effect in 30 days. Fish said he is not anticipating any job losses from the deal and from the consumer's perspective, nothing will change.

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Lawrence, who grew up in Bend and has previously worked for Deschutes Brewery, agrees that the end product won't look any different but will simply become more widely available.

"For our customers that will be a great thing," said Lawrence. "The liquids we produce will be as quality and interesting as they ever have been."

Boneyard is expected to benefit

from Deschutes Brewery's network of distribution, which goes out to 35 states and some international locations. Fish said they will first target markets along the West Coast.

"We think there is terrific demand out there," he said.

Boneyard, which produced 30,000 barrels of beer in 2019, is a recent entrant to canned beer. For 12 years the company relied on its draft-sales, but that became challenging when COVID-19 hit and pubs and bars were forced to close their doors.

In April last year, Boneyard announced it would start selling canned beer and take advantage of surging sales of beer at grocery stores as consumers focused on drinking at home and at virtual parties.

But the journey into mass canning proved challenging and "created enormous logistical issues," said Lawrence. The agreement with Deschutes allows Boneyard to produce more

canned beer.

"I have always been curious what would happen if Boneyard was in all the chain stores up and down the West Coast. This partnership will be the catalyst to do so," said Lawrence.

The acquisition is not the first big brewery deal in Bend. In 2014, Anheuser-Busch bought Bend craft brewer 10 Barrel Brewing Co.

For Deschutes Brewery, the acquisition is welcome news after a challenging year. In May, the company announced it was laying off 60% of its workforce amid the COVID lockdowns. That came on the heels of a 10% workforce reduction in 2018 when the business streamlined its operations.

Deschutes Brewery has pubs and tasting rooms in Portland, the Portland International Airport, Bend, and Roanoke, Virginia. Roanoke had been tapped for a second brewery, but those plans were shelved when the craft beer market softened from oversaturation. The deal with Boneyard could be a fresh restart for the pioneering beer maker.

"It's made sense to both parties to see if we can create something that the sum is greater than the parts," said Fish. "We're very excited to get Boneyard beers to people who want it."

Reporter: 541-617-7818, mkohn@bendbulletin.com

Reporter Suzanne Roig contributed to this report.

COVID-19

Oregon reaches point of 1M shots given

The Associated Press

SALEM — More than 1 million people in Oregon have been vaccinated against COVID-19, officials said on Wednesday.

The total number of doses administered in the state had reached 1,019,767, the Oregon Health Authority said. The first dose was given on Dec. 14.

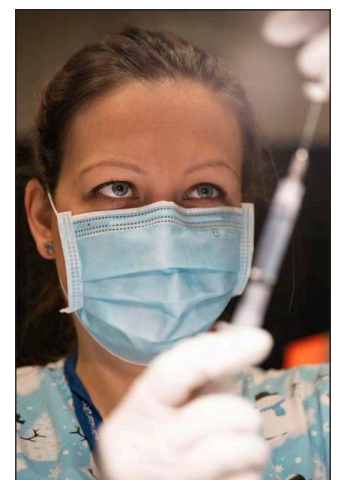
Approximately 1 in 5 Oregonians who likely are eligible have received at least one dose, officials said.

The vaccine has been delivered to every Oregon county, long-term care and residential care facility, adult foster homes, group homes for those with disabilities, hospitals, mass vaccination events, mobile events, clinics, tribal health centers, group homes, congregate care settings, pharmacies, outpatient clinics, federally qualified health centers and other locations throughout the state, officials said.

"This could not happen without the partnerships that have been strengthened and developed to move Oregon closer to community immunity, and the thousands of providers, volunteers, nurses and countless other Oregonians who made this happen," Oregon Health Authority Director Patrick Allen said in a statement. "Every day we are delivering more than 22,000 doses of vaccine that will bring us to the end of this difficult journey for so many."

The state reported 27 additional COVID-19 related deaths on Wednesday, raising the state death toll to 2,252. State officials also reported 276 new cases, increasing the state's total number of cases during the pandemic to 156,287.

Health officials continue to encourage all Oregonians to take protective measures such as social distancing and wearing masks to help keep themselves and others safe and healthy.



Brooke Herbert/Oregonian file

Kelli Newcom, R.N., preps vials of the Pfizer COVID-19 vaccine to be administered to teachers and educators at The Oregon Convention Center in Portland in January.

Crash

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He even blamed Edwards herself, telling police she was "probably putting on makeup" at the time.

But on Wednesday in Deschutes County Circuit Court, Cooper, 43, struck a different tone at his sentencing hearing, tearfully asking Edwards' family for forgiveness.

"I'm sorry for the loss of your daughter. I wish I could give you answers. I wish I could give you your daughter back, and that will never be able to happen. I know how much that must hurt," he said.

Cooper, who had no prior criminal record, pleaded guilty last month to one count of criminally negligent homicide, for which he will serve 18 months with the Department of Corrections, and his driver's license will be revoked for

life. Cooper relocated since the crash from Redmond to Island City in Eastern Oregon.

"There are no words that will adequately express the depth of pain from the loss of sweet Sara," said Edwards' mother, Shauna Silveira. "Our family is forever shattered. The brokenness will be with us the rest of our lives."

It was early on the morning of March 21, 2019. The sun was not yet up and it was cold and Highway 97 was slightly wet, though it was not raining, according to Deschutes County Deputy District Attorney Andrew Steiner, who represented the state in the case.

The three drivers involved in the crash were each heading to work. One was Edwards, driving from her home in Redmond to her job as a fashion merchandiser at the Bend J.C. Penney, a position she was "fiercely" proud of, according

to her obituary.

Driving a Mack concrete truck in the opposite direction was Michael Cucera, 36. The other driver, Cooper, resided just south of Redmond in the Desert Terrace Mobile Estates on the highway's west side.

Prosecutors said Cooper pulled partially into the southbound slow lane, causing Edwards to swerve to avoid him.

Crash reconstruction analysis shows Edwards swerved left to avoid Cooper, then overcorrected, lost control and went into a fishtail. Her vehicle veered left, crossing all lanes of traffic.

She was hit head-on by Cucera's truck and died instantly.

"Her car was mangled beyond recognition," Steiner said.

"It was draped hundreds of feet."

A witness driving behind Edwards reported to police she was driving close to the 65-mph speed limit at the time. The same witness saw Cooper pull over farther down the highway, then drive off.

Police searched for weeks for the other driver. One week after the crash, officers interviewed residents of Desert Terrace Mobile Estates, including Cooper, who lied about knowing nothing about the wreck, Steiner said. Without being asked, Cooper reportedly said, "You know, the real problem here is that people on this highway don't yield to us when we come out of this neighborhood."

Police were eventually directed to an anonymous com-



Cooper

ment on the website of a local television station. "I know who did it," a woman wrote.

Police identified the commenter, and it was revealed she was a friend of Cooper's wife.

Cooper and his wife were interviewed by police separately. "He again emphasized that the problem was people weren't yielding to people from his neighborhood who pulled out," Steiner said. "His story was just demonstrably false."

Five months later, a grand jury charged Cooper with second-degree manslaughter. Cucera suffered a concussion in the wreck that kept him out of work for a year. The father of three wrote in a victim impact statement that he's haunted by nightmares of the crash and months of counseling have only scratched the surface.

"I see headlights and hear screeching. I do what I can to