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### STEERING TO VICTORY

## In Capable Hands

*Meet Johanna Knight and Cecilia Krause,  
LWRC's go-to coxswains*

If you're a sweep rower, chances are you've taken your turn in the coxswain's seat. It can be a nerve-wracking job: you have to steer a good course, ensuring that everyone on the crew is in sync. And, if you're racing, it's your job to spur the team to victory. Every rower is relieved when they can cede that job to an expert. A good coxswain is precious, and this year LWRC welcomes not one but two of them to our competitive program.

**Cecilia Krause** was just 13 years old when she started coxing in her home town of Glastonbury, Connecticut. Krause's aunt had also coxed and recognized her niece had some uniquely qualifying traits for job: "I was short and sort of bossy," Krause laughs. But coxing was more than the family business; it was also an opportunity for her to be part of a team.

"I was never very athletic," Krause says. "Being able to get into boats and go fast, that was really fun for me, because I'm very competitive."

After finishing high school, Krause enrolled at Seattle



*Cecilia Krause holds a trophy at the Western Intercollegiate Rowing Association championships 2019*

Pacific University, where she coxed all four years. After she graduated last spring, her coaches suggested she head over the Fremont Bridge to LWRC, where she's been working with the competitive group since summer 2021. The transition from collegiate to masters rowing has been an interesting one. "The priorities are very different," Krause observes. "In college, outside of classes, rowing was our main priority. In masters rowing, it's kind of like, we're adults, we all have jobs!"

One more difference Krause noticed right off the bat is how much she's valued by the LWRC rowers. "I'm not used to finishing practice and having everyone thank me for being there!"

*Right: Johanna Knight  
Below: Cecilia Krause*



**Johanna Knight** started her coxing career as a Holy Names freshman, half her lifetime ago. Knight says they threw her into a shell for three days so she could get a feel for the sport, then put her into the driver's seat. She worked out with her teammates and came to value the camaraderie that developed between the rowers and their coxswain.

"It's more than just being along for the ride," she says. "We get to see the rowers really compete, just go for it. That's a beautiful thing."

Knight, who joined the club earlier this year, also values the club rowers' gratitude for her



skills. She's excited to work with the team, but her coxing aspirations extend beyond Seattle. In late March, Knight traveled to San Diego for the Crew Classic, where she coxed a boat of strangers from the Long Beach Rowing Association to a second-place finish. Her boat did well, but she wasn't satisfied. "At the Crew Classic, you're awarded a trophy only if you get first," she explains. "I saw the first-place boat, and they weren't even a boat length away. I was just disappointed we didn't catch them."

Knight dreams of bringing her competitive spirit to the national Paralympic team in the future. But any national or international racing will have to fit into Knight's career plans. She's finishing a degree in sports psychology at SPU. Meanwhile, having recently completed Adaptive Rowing Certification with the [Seize the Oar Foundation](#), she will coach adaptive rowers this summer.





*Above: Johanna Knight plots the next move.  
Below right: Cecilia Krause and her crew at Head of the Charles, 2021*



*Above: Johanna's crew heads out.*



Unlike Knight, Cecilia Krause doesn't have any grand plans to cox outside Seattle. She's leaning more toward a future in coaching. To that end, she's taken an introductory coaching course and hopes to pursue more training in the future. She's currently getting some practical experience working on the Bothell High School coaching staff.

In the meantime, she's settled in for the season with LWRC. "We're putting some fast lineups together," Krause says. "I'm really excited to bring them to the competitive stage and start racing!"

**—Marcie Sillman**

See [Johanna in action](#) at the 2022 San Diego Crew Classic.



## OPENING DAY 2022

For the first time in three years, crowds lined the Montlake Cut to cheer on their favorite crews at Opening Day races May 7. The weather gods smiled, even allowing a bit of sunshine!

Congratulations to all our LWRC rowers who competed—and a special nod to the women's 30+ eight, who placed second in their event!

*(All photos courtesy of Ann Pot-Staton and Tess Brown)*





## OPENING DAY 2022



*(All photos courtesy of Ann Pot-Staton and Tess Brown)*







# Have Oars, Will Travel

*The City of Lights beckoned: Jon Turvey meets the Seine*

I have written about several “have oars/will travel” adventures, but there is one more episode to relate, this time in Paris! In April 2019, I was scheduled to do some training in the Netherlands (I had rowed there previously, as you may have read in prior issues). This time, I thought a side trip to Paris with my wife Martha the week before would be fun. Unsurprisingly, she did not object—so we made arrangements for an Airbnb in the Le Marais neighborhood of central Paris.

Little did I know at the time that this would be my last international trip before something called COVID-19 would shut down my travel, force my company to lay me off, and

otherwise turn the world upside down.

By now, my formula for bumming a seat at a foreign rowing club was well established: use Google Translate to find the French word for rowing (*aviron*), search on the Internet (don't forget Facebook), and find an email address to send my request. I contacted *Boulogne 92 Aviron*. It's *always* a good idea to reference LWRC and give a Web link to establish your *bona fides*. I described my skill level (modest) and size (immodest) to give them a fair idea of what kind of ride would be a good fit.

I came to Paris with visions of rowing past the Eiffel Tower and circumnavigating Notre-Dame Cathedral. Two things

City nautical  
park (Photo  
courtesy  
Boulogne 92)



would lay waste to that vision: first off, the boat and barge traffic on the Seine in central Paris would make for a very brief—and very wet—rowing experience. Second, the Notre-Dame Cathedral had caught fire two days before I arrived in Paris. So I wasn't going to fulfill that fantasy, but at least I had a good alibi.

Since rowing is generally an early-morning activity, and Martha's early-morning activity is generally to stay in bed until mid-morning, I knew time on the water would not interrupt our sight-seeing plans. The problem was how to get there. The club is in Boulogne-Billancourt, a wealthy suburb west of central Paris, and it took an electric scooter plus two Métro changes to get there. This was my first time taking a

subway to go rowing. (Note to self: Those electric scooters are dangerous, but despite my tumble on the Rue de Rivoli, I managed to arrive scratched up but ready to row.)

The rowing club is part of Boulogne's umbrella multi-sports club. As I observed people moving boats on and off the water, I noted that a little public funding goes a long way toward building some pretty stylish facilities, which—this being Paris—is to be expected, I suppose.

I don't speak French. My contact, as it turned out, did not speak English. Fortunately, his girlfriend did, and soon we were porting a Filippi eight down to the water. As with other guest-rowing experiences, language was not an issue once on the water—the seat in front of you tells you everything you need to know, and the pause drill is pretty much universal. “Arrêtes ... va!” I admit the wine and cheese break at the turnaround told me I wasn't in Kansas anymore. (Okay, they didn't do that, but as the saying goes, “It'd be a lot cooler if they did.”)

The Seine is pretty narrow at this part of the river, lined with a lot of boats, commercial barges, and houseboats. The water was flat as we rowed upstream, taking the Île Seguin to our left. The remarkable Seine Musicale—a modern concert-hall facility—sits on the tip of this island, and I had to force myself to concentrate on rowing as the scenery passed by—or rather I should say, as we passed by the scenery.

We continued in the direction of the Eiffel Tower, which you could see in the distance. A hot-air balloon added to what would have been a remarkable photo, if only I'd had a camera. Having already scouted the water in the vicinity of the tower, I didn't lament that we turned around short of

*“I noted that a little public funding goes a long way toward building some pretty stylish facilities, which—this being Paris—is to be expected, I suppose.”*





## LE CLUB D'AVIRON DES HAUTS-DE-SEINE

Club premium d'Île-de-France - 1er club de France

that landmark. We did, however, row up to the Microsoft-France building, whose architecture is a bit more stylish than what we see in Redmond.

Things had warmed up, both figuratively and literally, as we rowed back—so we put down some power tens heading back to the club. Upon returning, we put the boat away, and I had a chance to talk with my host and his girlfriend/translator. This is really the best part—making a personal connection with the place you're visiting and getting a little exercise in the midst of a vacation. I really encourage you to try it if you get the chance. The rowing community is welcoming around the world, and it's really a great way to travel.

—Jon Turvey

Thanks to Boulougne 92 for the use of their photos [https://www.boulogne92.fr/club/index\\_en.php](https://www.boulogne92.fr/club/index_en.php).

**PASS THE WORD: HAS AN LWRC MEMBER DONE SOMETHING WORTH RECOGNIZING, ON OR OFF THE WATER? [LWRCNEWSLETTER@COMCAST.NET](mailto:LWRCNEWSLETTER@COMCAST.NET)**

**Check out our programs!**

<http://lakewashingtonrowing.com/home/programs>

## Editor's Note

Spectators brave enough to face a daunting weather forecast for Opening Day were rewarded with sunny skies and very little rain—a perfect start to the 2022 racing season after two long years of COVID restrictions. Coxswains in particular faced a challenging 2K course, as boats vied for position in the log-boom gauntlet before entering the confines of the Montlake Cut. Read about our experienced LWRC coxes, **Johanna Knight** and **Cecilia Krause**, inside this issue.

**Nicole Klein** describes fundraising efforts to refurbish and repurpose the vintage A.S.U.W. Shell House, familiar to most of us at the eastern end of the Cut.

Our rowing community extends far beyond the premises of our boat-houses. **Tom Taylor** and **Phil Mote** of Corvallis Rowing Club are also sustaining members of LWRC. They contrast the differences between rowing on the Willamette River and rowing on Seattle's waterways, and they exemplify the bonds of our shared passion for being on the water under human power.

Several articles in this issue contain links to online resources. We invite you to connect!



## DESIGNER'S NOTE

**M**aking Waves is meant to be read on-screen, so it is laid out in monitor proportions. You can print it on letter-size paper at 94%, but text is large, and underlined links are live. Use [full-screen setting](#) (View > Read Mode) in Adobe Acrobat for the most legible view.

—Suze Woolf







## Getting Our Volunteer Groove Back

During the COVID isolation, it was difficult to expect members to follow through on many of the volunteer services we require to keep the club running. Now that we've moved into a new phase, the Board of Directors

is establishing new committees that will allow us to take care of business, volunteer-style.

Treasurer **Carolyn Fletcher** and President **KC Dietz** organized a new Endowment Committee this month.

"Endowment" isn't exactly the correct title; "Investment" or "Finance" better describes the work of this group.

Members **Dale Peschel**, **Liam Lavery**, **Wispy Runde**, and **Carson Hayes** all have the background to help us map out our financial future. We've begun outlining our investment strategies and will meet again in June. A subcommittee of **KC**, **David Leon**, and **Jeff Bernard** will lead the reappraisal process with our landlord, Fremont Dock Company. Many of you already know that every 15 years, our rent gets reset to current market rates. Rent will be adjusted in November of 2023.

**KC** and **Andy Rees**, who have been leading the programs at LWRC, met with the new Programs Committee for the first time this month. We discussed goals and structures to best align our programs to member needs. **Damon Ellington**, **Rob Chang**, **Alex Mazick**, **Kathleen Crowe**, **Rachel le Mieux**, and **Saul Stashower** will put together the next meeting to move forward with this new committee. LWRC Captain **Alex Mazick** has agreed to chair the committee.

**Bob Thoreson** has stepped up to help us organize the maintenance of our facilities, a huge job. With help from **Alex Weatbrook**, who has been serving as interim facility maintenance staff, a planning document was created to steer projects and routine maintenance. The Facility Committee is now looking for assistance with projects around the boathouse. One major capital improvement project looming in the near future involves reroofing the Fremont boathouse. In addition, HNA plans to install a new gym floor upstairs early this summer.

Many of our members have been volunteering throughout the pandemic, and I thank you wholeheartedly for your loyalty and commitment to keeping things running. We have a bright future if we all do our part by volunteering!

—**KC Dietz**, LWRC Board President

**HARBOR PATROL 206-684-4072**

Also on the bulletin board in the boathouse





## BOARD UPDATES

### Full Speed Ahead!

*The LWRC board works tirelessly to create the ideal rowing environment for each member. Show your appreciation by becoming involved in the effort!*

Your board is working on structuring committees to increase member participation in club decision-making and to ensure we have enough resources (both paid and volunteer) in place to keep the boathouse running smoothly. These advisory committees and volunteer groups will focus on the following areas:

- ▶ Fundraising
- ▶ Programs
- ▶ Captains (regattas and equipment)
- ▶ Facilities
- ▶ Office administration and technology
- ▶ Endowment

Along with establishing these committees, our 2022 goals include developing a five-year equipment plan and hiring additional staff for some of the office-related tasks. More information will come as the committees are developed. Please reach out to the board with any questions, feedback, or interest in helping us achieve these goals!

As always, the board welcomes and encourages all members to join our monthly meetings. Please contact [Allison Thomas, secretary](#), with any questions.

—[Allison Thomas, Board Secretary](#)

## MEMBER NEWS

### Susan Kinne: Indispensable!

Without the tireless contributions of **Susan Kinne** and her Sow's Ear crew, we would be hard put to maintain our large fleet of boats. Every LWRC member benefits from the work of these volunteers!

Recently, Susan was interviewed on a podcast by Steady State Network, a Vashon Island-based venture cofounded by **Tara Morgan** and **Rachel Freedman**. (Tara, founder of the Seize the Oar Foundation for adaptive rowing, was featured in the [Summer 2017 issue of Making Waves](#).)

To learn more about Susan and her able assistants, check out the [podcast](#).





# Two Clubs, One Community

## BRIDGING THE DISTANCE

*Corvallis rowers with a long history of rowing in Seattle share their experiences*

*The dawn silence is pierced by the slow flap of an eagle's wings. He dives then rises, talons holding a wriggling fish. I, too, think of breakfast, and resume rowing upstream, thankful for the brush with nature.*

—Phil Mote

The authors [**Phil Mote** and **Tom Taylor**] have spent considerable time in Corvallis, where we live, and in Seattle. We are members of Corvallis Rowing Club (CRC) as well as sustaining members of LWRC, which we each visit frequently.

Coincidentally, we both have daughters in Seattle.

Phil learned to row in college in Boston and joined LWRC in 1989, when he arrived for grad school at UW. He served a year on the board as captain, back when the Fremont boathouse was just a dream. Apart from a few years overseas, he remained a member until moving to Corvallis in 2009.

Tom grew up in Seattle, attended Ballard High, and graduated from the UW—where he rowed as part of the freshman crew in 1970–1971. After moving to Corvallis in the late 1980s, he eventually joined CRC after a friend suggested it, and he's been there ever since. In 2010, he began to explore sculling by getting private coaching sessions at LWRC two or three times a year, eventually with Hugh Lade—whose patience may qualify him for sainthood.

Like Tom, fellow CRC sculler **Joan Linse** traveled far for

sculling lessons. “For years, my vacations were taken around a rowing camp on some exotic shore like Florida, Boston, Vermont, Colorado, LWRC, Vashon Island ... rowing was my travel passport.” Joan and **Susan Kinne** famously won several times at the Head of the Charles, as commemorated by a photo in LWRC's board room.

Rowing on the Willamette River in Corvallis is vastly different from rowing the waters accessible from LWRC's Fremont boathouse. For starters, we row on the “wrong” side of the river, as if it were a British road—perhaps because of how we must approach the dock: we must keep the shore on the port side. (**Steve Rogers**, co-founder of CRC, believes that the dock location determined the traffic pattern.) When launching in Seattle, the decision of where to go (east, south, west) is complex, taking into account wind, boat wakes, fog—and how those will change over the next hour and a half. On the Willamette River, the only navigational decision

*Launching singles, looking upriver (Tom Taylor photo)*







*High water levels this year prevented singles from launching as late as May 16. On May 3, the river level was about twice the maximum allowed for singles. Five days later, the level was twice that. Note the tree debris washed down by the rain. Club members trained indoors on ergs and in the tank during this time. (Holly Smith photo)*

is how far downstream to go before turning! (We can go one kilometer upstream but have to avoid two boat-killing bridges and innumerable snags [see photo]). About two kilometers downstream from the dock, Highway 20 diverges from the river, and we are left with a quiet waterway—a special place with frequent sightings of eagles, occasional beaver, deer, and other wildlife.

The current on the Willamette is substantial, ranging from a languid 2.5 miles per hour in low-depth flow to about four miles per hour when the water level's a few feet higher. It makes docking a bit challenging, and a given distance takes

roughly twice as long upstream as downstream. Even normal winter flows can exceed safety limits for singles. In April 2019, the river rose almost 20 feet, inundating the golf course next to “our” boathouse in the biggest flood since 1996.

That's another difference—it's not *our* boathouse. We store our collection of eights, fours, and a quad at the OSU boathouse. And, to limit our impact on OSU's training, we row only on Tuesday and Thursday evenings at 6 and on weekend mornings (Saturday in summer, Sunday when OSU is in session) at 8. Funneled into these limited practice times, a substantial portion of the club shows up to row together on a given practice, if the weather is pleasant. During the darker months, if it doesn't stay light until at least 7 p.m., we show up anyway and endure 75-minute erg workouts.

A final difference between the Willamette and Seattle waterways: We almost never encounter boat wakes on our stretch of the river—only on hot summer afternoons, and then it's usually just the sheriff trying to stem the tide of stupidity in the form of a flotilla of beer-swigging college students on inner tubes.

At CRC, coaches generally decide the lineups for training as well as for racing. When we're on the water, the coach applies complex mental arithmetic and alchemy to deep knowledge of each rower's strengths at various positions, concocting almost evenly matched lineups so that every practice is a race—even if one of the boats is a seven or a four. When we enter regattas, we're typically racing in a lineup that has probably never rowed before; but we hardly notice because we're so used to mixing and matching. At

*“On the Willamette River, the only navigational decision is how far downstream to go before turning!”*

one pre-pandemic Regionals, we came home with an average of 2.3 medals per rower using this method.

Some LWRC folks may have heard of, or even finished (looking at you, **Tyler Peterson**), the Corvallis-Portland Row, better known by its medically apt abbreviation CPR. The downstream, 114-mile trip takes one and a half days, is usually held the first weekend in June, and (as far as we can determine) has not occurred since late in the Obama admin-

istration. If Phil's memory serves, the fastest finisher for some years, often in a double, was an older gentleman from Seattle, LWRC member **Rainer Storb**.

CRC has adopted a tradition of rowing from Corvallis to Albany, a distance of just 12 miles that takes fewer than two hours. This feels somehow epic, not least because the first such journey each year is a nerve-racking exploration of how the winter's high flows rearranged the wood and rock hazards. Last summer, a group of CRC scullers, joined by four from Eu-

gene, rowed 25 miles downstream—a journey marred for Phil by the submerged rock that trapped his boat by the fin and worried it until it was unrowably cracked. Thanks to Susan Kinne and **Dave Rutherford**, it is whole again.

By comparison, vigorous LWRC rowers have circumnavigated Mercer Island, a journey both far longer and much more fraught with boat wakes and other hazards. These are the challenges that both our clubs willingly confront, part of our shared history.

*—Phil Mote and Tom Taylor, Corvallis Rowing Club*

*View of Mary's Peak, the highest point in Oregon's Coast Range, seen from 3.8 kilometers downstream; the photographer is ready to return upriver. (Tom Taylor photo)*





# Restoring the A.S.U.W. Shell House

FUNDRAISING PROCEEDS APACE!

*"This project is an opportunity to do something hopeful and joyful—something that will bring us back together again."*  
—Daniel James Brown

Right:  
Heading  
out, 1947

Most of us are familiar with the former airplane hangar, later known as the A.S.U.W. Shell House (and subsequently referred to as the "Canoe House"), that guards the eastern end of the Montlake Cut. In the [June 2018 edition of Making Waves](#), LWRC's **Marilynn Goo** described the history of the Shell House and its ties to our club. At that time, the dream of restoring this venerable structure to make it an integral part of the campus waterfront was in its infancy. At the University of Washington, **Nicole Klein** has been leading the capital campaign to make the dream reality. Here, Nicole updates us on the progress of this important project.

Dear LWRC members:

A historic benchmark in our fundraising for the ASUW Shell House has been reached! Just a few weeks ago, **Brad Smith**, vice chairman and president of Microsoft, and **Kathy Surace-Smith** personally donated \$5 million to support the restoration of this unique structure. And Micro-

soft Philanthropies contributed an additional \$2 million! [GeekWire captured the story first.](#)

The boathouse has served our campus and community in many capacities over the past century—including as the initial home for *your* club in its formative years under **Stan Pocock**. There has always been a special relationship between this building and LWRC.

This fundraising milestone, in addition to the \$1.5 million already raised, pushes us closer to our \$15.5 million goal for construction, faster! We are striving to raise the remaining \$7 million by this summer so we can stay on track to post our RFP and line up our architect and contractor. Concurrently, we will head into our immersive community campaign for \$3 million,

which will engage all members of our community and inspire gifts at every level, allowing everyone to share the vision for its rebirth!

This generous donation is especially remarkable, given that the Smiths are not UW alumni nor do they have a personal history in the rowing world. However, they do have a deep appreciation for the role this structure plays in the history of Northwest rowing and for its importance on the world stage, as described in **Daniel James Brown's** remarkable book *The Boys in the Boat*.



Brown himself states, “This project is an opportunity to do something hopeful and joyful—something that will bring us back together again. Something affirmative—that will bring some light into the world —and I think now is the time for all of us to touch the match to the candle.”

Come take a tour, sign up for the newsletter,

or share your thoughts and ideas on the campaign and the building’s future with me at [kleinn@uw.edu](mailto:kleinn@uw.edu) or (425) 246-7373. Thank you!

—*Nicole Klein, Capital Campaign Manager*

More information about the restoration can be found at <http://www.washington.edu/ima/waterfront/asuw-shell-house/>. Photos courtesy of UW Archives

Multiple  
launches, 1937







## New Bridges for Superyachts?

SOUND TRANSIT'S PLANS FOR NEW BRIDGES WILL IMPACT SHIP CANAL

*(Creative Commons photo of Pelorus in St. Petersburg)*

Sound Transit's future West Seattle/Ballard line faces the difficult challenge of how to cross the Ship Canal without impeding the movement of megayachts through this waterway. Currently, the only fixed bridge over the canal is the George Washington Bridge, aka the Aurora Bridge, with a height of 137 feet. However, the global height restriction for such vessels, defined according to the vessel clearance of the Panama Canal, is 205 feet. The U.S. Coast Guard recommends that "any proposed bridge would preferably [be moveable] or at a minimum 205 feet." Given that many of these superyachts will be unable to clear the Aurora Bridge, they will seek moorages in the Ship Canal itself. There are currently two

such options: Foss Maritime, which closed down in 2021, and Salmon Bay Marine Center.

The Coast Guard states that approximately a dozen superyachts with an air draft of more than 136 feet have entered the Ship Canal during the past "several" years—approximately five per year. The extent of the impact on our favorite waterway is not yet clear.

—Contributed by Dave McWethy

*This information is adapted from the [April 29, 2022, issue of MyNorthwest](#).*

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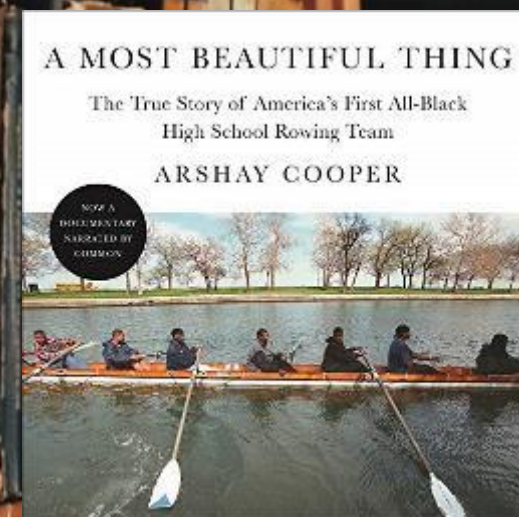
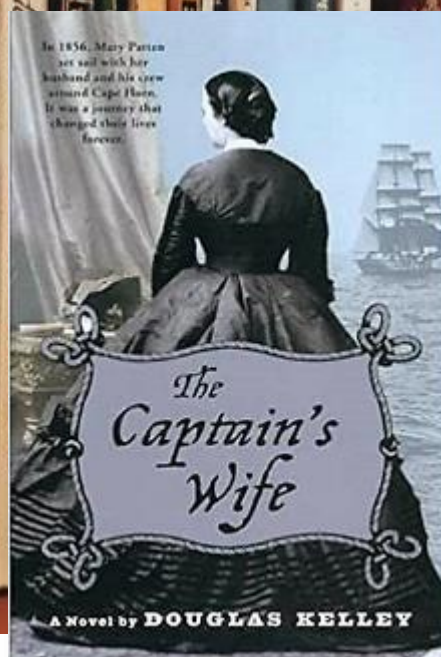
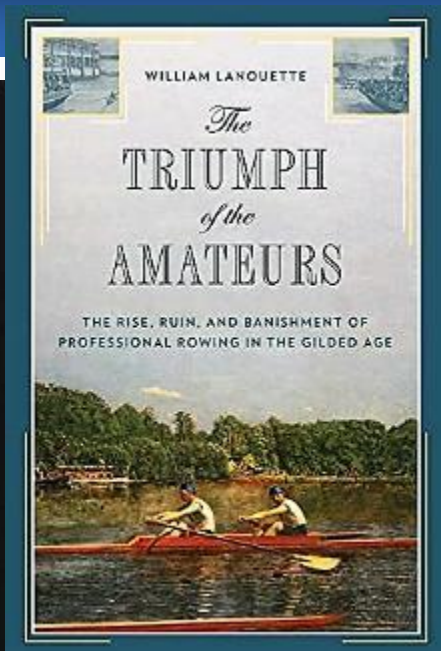
## Something Large and Wild

Sometimes open-water swimming is more than just an endurance contest. The swimmer's environment can bring surreal experiences far beyond expectations or even our imagination. At age 17, distance swimmer **Lynne Cox** felt a special kinship with a young whale off Seal Beach in Southern California. Her experience reminds us that we share the water with all marine creatures, and sometimes we are fortunate enough to communicate with them.

See this [transcript of the 2018 podcast](#).

—Contributed by Dave McWethy

*(Creative Commons engraving)*



## BOOKSHELF:

## Good Reads for Rowers

Most of us have read and enjoyed Daniel James Brown's *The Boys in the Boat*, but there are other noteworthy books out there that anyone who loves being on the water can relate to. For starters, try these:

- ▶ **[The Triumph of the Amateurs: The Rise, Ruin, and Banishment of Professional Rowing in the Gilded Age](#)** by William Lanouette. Our beloved amateur sport has its American origins in cutthroat competition dominated by professionals on the East Coast in the post-Civil War era. Betting was rampant, races were thrown, and sometimes people died as a result.
- ▶ **[The Sea Captain's Wife](#)** by Douglas Kelley recounts the or-

deal endured by Mary Patten, who accompanied her husband, captain of a clipper ship, on a voyage around Cape Horn in 1856. After her husband becomes ill, she assumes leadership of the crew despite a threatened mutiny and the enmity of the first mate. She maintains her authority thanks to her navigation skills.

- ▶ **[A Most Beautiful Thing](#)** by Arshay Cooper, the audiobook. Many may have seen the more famous documentary, but it is also interesting to hear it in the author's own voice.

**To our readers:** If you would like to recommend a personal favorite, please let us know at [lwrcnewsletter@comcast.net](mailto:lwrcnewsletter@comcast.net).