

Potter to Potter

WWP NEWS!



JULY 1978

July 8 & 9 ... a spiffy sail! Seven Potters spent the weekend at Modesto Reservoir: #564 Jerry & Sharon Barrilleaux and sons Todd and Michael; #234 Harry Gordon and son Jeff; #604 Jim and Carol Mangels and children Stephanie and Jonathan; #691 Hans Wolf, whose girlfriend and her son came up Sunday; #312 John & Barbara Graham; #301 Bill Pound with Gary Hastings; and #512 Dee and Sydney Marsh, whose friends Stan and Dorothy Butler also were there. (Stan is the fellow who crewed aboard Dee's #512 in the Potter Nationals in May.)

The Saturday winds were a great sail--strong and fairly steady by early afternoon lasting on into evening. Everyone enjoyed the sailing--long uninterrupted reaches and runs, with plenty of lagoons to explore. We would sail in each others' wakes, or drift alongside each other to chat and share a cold beer, or we took solitary excursions. When it was the hottest, a skipper's dip was the order of the day (the water was so warm!), with the 'first mate' keeping 'er on course.

After dinner most everyone launched for a twilight sail; it was a memorable scene: a group of gently-heeled Potters, sails taut, silhouetted against the fading orange sky. The reverie must've been hard to abandon; three Potters just couldn't bear to return to camp, and darkness found them all motoring; creeping quietly (and carefully!) back home, navigating the submerged trees and sandbars by flashlight. #691 (Hans, with Stanley) and #234 (Harry and Jeff) finally beached, only to report that #512 (Dee Marsh) was still to come; in the pitch blackness he was--rowing home! It seems he...(get ready for the Boner Award, folks!)...locked his gasoline and the pull-cord to his motor in the lazarette (so far, so good)--and left the key to the lock in his pants pocket back at camp (uh-oh!). Accordingly, the Potter Yachters hereby present to one Dee Marsh the (fanfare of trumpets!) **JULY BONER AWARD!** (It couldn't have happened to a nicer guy!)

After the excitement of getting everyone back to camp, some of us gathered at the Grahams' campsite to share Barbara's basket of peanuts ("Leftovers from Quinn's Lighthouse," quipped John), and to drain every drop of the Grahams' wine, even John's 'private stock' (we're shameless!). Finally we all retired (unfortunately, the mosquitos didn't, at some campsites!).

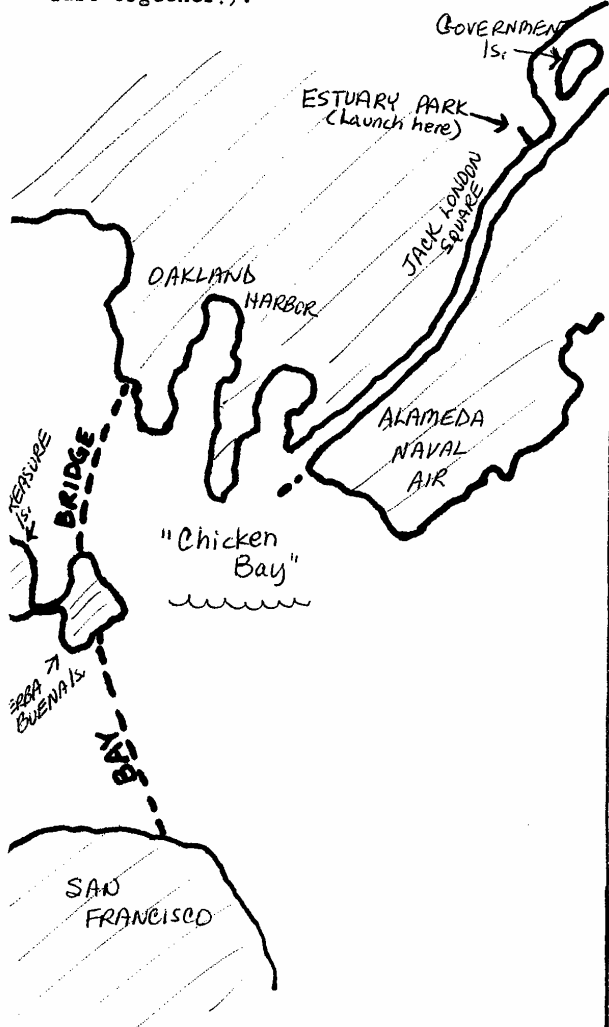
Sunday was a sailing disappointment; the sun was hot and the wind was not. Several Potters launched but found no wind. There was no chance of setting up the races we had thought about, and the impressive trophies made by Jerry Barrilleaux never got awarded. Maybe they can be recycled? After lunch everyone swam and then helped retrieve boats, and most everyone broke camp by about 4 p.m., alternating the sweltering job of derigging and car-loading with those welcome refreshing swims.

It was a fun weekend--a moonlight cruise, all the swims you cared to take, and some really great sailing for all of us.

ANNOUNCEMENT

AUGUST SAIL: SUNDAY, AUG. 6, "CHICKEN BAY". Launch from Estuary Park (5th Avenue Ramp). (Going north on freeway 17, take 5th Avenue exit, go to Embarcadero Ave. and turn right, go three blocks to Estuary Park on left; launching is free.) Skippers' meeting 9:30 a.m., launch time 10:00a.m. We'll probably motor out to the Bay. Jerry Barrilleaux suggested this sail, and if you've never sailed the Bay, this might be a good day to start. Jerry stresses that the 'Chicken' Bay, which is the water from the mouth of the Estuary to the Bay Bridge (see map next page) is calmer and easier to sail than the Bay water on the other side of the Bay Bridge, where the wind blows straight in from the Golden Gate. Jerry is a veteran Bay sailor (one of his favorite sails is Berkeley to Angel Is.) and he knows his stuff, so you couldn't be in better hands. There

are no plans (as yet) for a group lunch, so bring a lunch to eat aboard. (Maybe we can raft together?).



IDEAS FOR FUTURE SAILS

John Graham suggests launching from Sausalito; he did just that, from the public ramp next to 'Zak's' (spelling?) restaurant. There's a vacant lot nearby where a policeman told him our trailers wouldn't be bothered. Harry Gordon suggested Folsom Lake (up Sacramento way), but maybe not till the weather (heat) lets up (it'll be less crowded then). Jerry Barrilleaux suggested

Tomales Bay--there's an island you can beach on, complete with crabs, clams, etc. Jim Mangels wonders if anyone's sailed at Anderson Reservoir (southeast of San Jose, Gilroy way) Our September sail should be on Saturday, Sept. 9 (skip the 1st weekend, which is Labor Day); and since August is a Bay sail, Sept. should be a reservoir sail. Jim Mangels suggests a sail closer to home than an over-nighter; maybe more people can attend. Bring your ideas to the August sail or mail them to me.

DON CRAIG FUND

In June, our club's Don Craig Fund, totaling \$45.00, was submitted to Leslie Young, who is one of the people with whom Don shared a home in Palo Alto. Leslie is handling all contributions to Don's Memorial Fund. Following is a letter we received in early July:

"I wanted to extend my thanks to all the members of the W. W. Potter club--for your contributions and kind thoughts and words.

"As you mentioned, Don was very fond of his boat. He spoke many times about its capabilities and about how having it was fulfilling a life-time dream for him. He also spoke of a book about a man who sailed his Potter around the world--and there was so much pride in his voice that I wondered if it may have been this account that filled him with an over-confidence about the boat. It doesn't much matter, I guess, for we all feel that Don died doing what he liked best.

"Our fund is now approximately \$500, and next week it will be divided in half--half to CAR, the center for retarded children, and the rest to the local fund for battered women.

"I wanted you to know how much your contributions and letter meant to us--it was a very warm and well-appreciated gesture, and I (and my housemates) thank you very much."

Leslie Young

LETTERS

(Thanks for the notes & letters!)

Frank Winans wrote in late June that his mast is replaced and he's sailed twice since at Folsom Lake (once sleeping in the boat); he was on to Vallejo that next day.

Bert Goldrath wrote, claiming he was not the one who suggested "Potter Yotters", after all! (I could've sworn he did!) Who did??

He also requested more information about the circumstances which led to Don Craig's tragic death, so that we may all learn from it. (Weather? Sailing too close inshore? "Is the WNP inadequate to sail outside the Gate?"). Since none of us knew Don personally, it's difficult to delve into the matter too far. Those I've talked with say it would be guess-work at best to try to determine the reason(s) for the accident, since there were no witnesses.

Received the following note from Bud & Vicky Bartlett of Alhambra (So. Calif.): "We are Potter owners--#618. We live in L.A. area and tentatively plan to vacation in Northern California during the last of August. We tentatively plan to visit friends in San Jose and Grass Valley, and to visit some property at Clear Lake. We've never sailed in No. Cal. We wonder about lake and/or ocean sailing. Chuck (Holden) says your group is active. Do you have any plans for a group outing in August? Would you recommend any particular location? We have a camper and could sleep in it or on the boat. Would appreciate any info you can give." Bud, Vicky, Kim (9), & Denise (8) (I wrote them a short note enclosing our Aug. sail plans. If you'd like to contact them to determine mutual plans, their address & phone: 3316 W. Hellman Ave., Alhambra, CA 91803 (213) 221-8282).

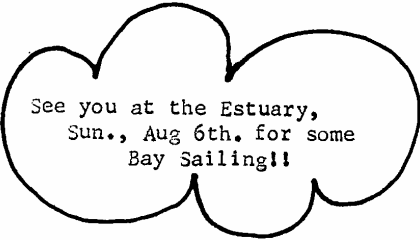
WELCOME!

Add to your list of paid members Bill & Diana Burgess of Santa Clara (their address and phone are in the Roster mailed with the April newsletter.) Hope to meet Bill and Diana at a sail soon!

And although they're not Potter owners, Stan & Dorothy Butler are certainly Potter aficionados. Stan sails with Dee Marsh. Add the Butlers to your roster, too: 3892 Jefferson, Redwood City 94062 phone (415) 369-0522.

FOR YOUR INFORMATION

The attached sheets--reprints of articles, price lists, etc.--were provided compliments of Jerry Barrilleaux. Thanks, Jerry!



See you at the Estuary,
Sun., Aug 6th. for some
Bay Sailing!!

The West Wight Potter

by MIKE PATTERSON

SMALLER and smaller they get, like Alice, until they can vanish into the creeks and saltings where no harbour master would dream of following to demand his dues. (Would that the Excise men adopt the same attitude to mini cars!)

Acceptance of mini-cars was logical and fairly rapid, but mini-ature sailing cruisers are a different problem because the seas remain capricious. For this reason it is particularly important that the designer of such a mini-cruiser should know what real ocean waves look and feel like. Not all such designers do, and Stanley Smith is probably the exception rather than the rule. For he has crossed the Atlantic twice, in a very small boat designed and built by himself and his brother. Not that his West Wight Potter design is intended to cross oceans, of course. It is designed as the title suggests, to potter; but you would soon tire of pottering if your boat was not enjoyable and efficient.

The Smith brothers, Stanley and Colin, will be remembered by some people as the young men who made world headlines in 1949, crossing from Nova Scotia through some of the worst Atlantic gales in living memory, in a boat 16 feet on the waterline. They had designed her on the voyage out, and built and equipped her to sail home on a very exiguous budget indeed. She was really a half-decker with no more shelter than an upturned dinghy clamped to the forward end of the cockpit: the *Nova Espero* (Esperanto for 'New Hope'). And to prove that it was no fluke Stanley sailed her back again as part of the Festival of Britain celebrations.

All of which sounds spectacular; almost brash. In reality Stanley Smith is the quietest, most unassuming of men, and the tales of his voyages have to be prised out of him almost by twisting his arm. His little boat is unassuming, too, and I do not mind confessing that it gave me the surprise (pleasant variety) of my sailing life.

Surprise, surprise . . .

To be as astonished as I was you would have to know Yarmouth harbour, Isle of Wight, pretty well. Out of it the ebb tide, especially on springs, sluices fast enough to grind the corn, and it is well known that you do not attempt to get into it under sail against the south-west wind, until the tide has slacked right off.

Secondly, you would have to be anticipating—as I was—a design in which sailing qualities and indeed everything else have been sacrificed to the requirement for two full-length berths on a 14-ft. overall length. (You *cannot* have a 14-ft. sailing cruiser, your preconceived ideas tell you. There ain't no such bird.)

Stand by for an attack on your convictions, then; because you can. Three of us went creaming out of Yarmouth in one, wind and tide behind us, and I told myself we were out for the rest of the day, because we had no motor with us, nor even a pair of oars. Mr. Smith, noting some remark I made to this effect, put his helm down and sailed back in—in two rapid tacks.

Ah I thought! The hand of genius! The designer can perform miracles with his—boat—rather like the test pilots with those weird aeroplanes nowadays. I said this as well. After all, had I not seen fast catamarans and exotic

racing keel boats fail to make Yarmouth against the ebb!

Spinning her round, he sailed out again, and I took over. You sail her like a dinghy of course, because she is unbalanced except for her centre-plate, or lifting keel. A squall hit us and I let some sheet go and also pointed her up into the wind a bit. The sheet did not run—because the third member of the crew was standing on its trailing end. Over went the Potter and I prepared for a swim, throwing myself to windward in best dinghy-racing style. The designer meanwhile sat on the centre-board case, looking mildly interested, and I suspect smiling inwardly while the Potter gently righted herself, correcting our mistake.

I began to respect the boat. But she was still an absurdly small week-ender, which could not possibly *really* sail, I felt. We stayed out until the ebb had got the bone in its teeth and then pointed for home once more, just to prove it could not be done—not by me at any rate.

Five minutes later we were inside the harbour again. I felt chagrin because my own boat will not do that and fascination because Mr. Smith's will. Boats, like cars, have 'feel' of course; and the Potter felt good. Being so small and with so little sail area, one felt she ought to be reluctant to go, to have that 'little boat trying to get nowhere' feel. In fact, she seemed long-legged and quite a mile-eater: definitely thoroughbred.

Accommodation and other details

I then gave up, nonplussed, and went 'below'. Here I was certain that I would find the snags. After all, a friend whose boat is 36 ft. long claims he cannot sleep aboard in comfort. But the Potter fooled me again, for I could prostrate my 6 feet 2 inches at full stretch. I lay there in the warmth (it was that day the sun shone, in April!) wondering why we run our 'exotic' racing sloop, of the type so neatly described by the same friend's definition of a yacht—a hole in the water, lined with wood, for you to pour money into. The water chuckled close by my ear. I sat up, and did not bang my head!

The lockable door to the cabin converts with one deft movement into a table round which three or four people can sit in comfort, and it fits in the cabin or in the cockpit.

Sails can be handled from the cockpit, the sliding gunter rig allowing a very low mast for passing under bridges.

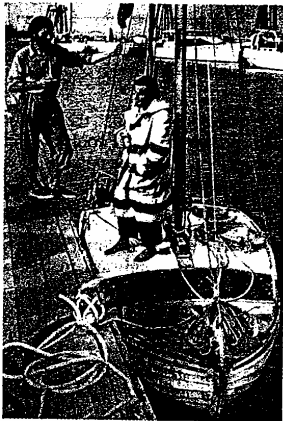
Inside the cabin your floor is several inches off the bottom of the boat, so that a few pints of water will not slosh all over your gear, as it does in most miniature cruisers.

The latest model has a removable cabin-top developed directly from that upturned-dinghy-shelter on the famous *Nova Espero*. Thus equipped, with detachable hard-top, you can take advantage of day-sailing or fishing trips. It also facilitates maintenance.

The boat has a number of semi-bulkheads, so that a sea shipped over the stern should not penetrate the cabin.

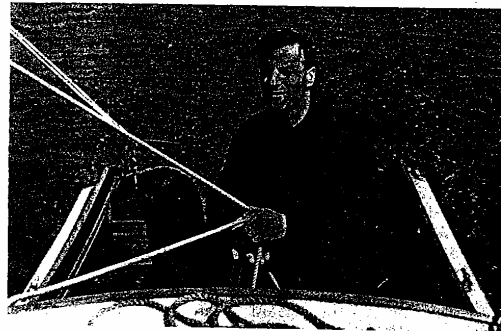
Oh, and you can use it as a caravan when you are trailing it behind the car—down to St. Tropez or up to Scotland, for instance. A Mini will pull it easily. It draws three feet with the keel down and a few inches with it retracted, so it can be sailed right up on to the beach.

FIRST BORN OF 2 ATLANTIC CROSSINGS



Mr. Stanley Smith, the brilliant designer and talented builder of the West Wight POTTER in England is known the world over for his authoritative knowledge of traditional shipbuilding. His father, his grandfather, and his great grandfather were accomplished ship builders on the same Isle of Wight. In 1949, Mr. Smith and his brother sailed the 16 ft. W. L. Nova Espero from Nova Scotia to England, one of the smallest ships ever to cross the Atlantic. In 1951, the publishers Robert Ross and Co., Ltd. published the 189 page book "The Wind Calls the Tune" narrating the arduous 1951 crossing of the Nova Espero from England to New York as part of the Festival of Britain celebrations.

From these voyages, Mr. Smith documented historic facts and data to lead him to produce his dream "What makes a dry boat". Another book is available, relating Mr. Smith's most recent history making accomplishment. On Oct. 12, 1965, he sailed a West Wight POTTER 780 miles across the wind swept North Seas, arriving in Sweden on November 17. The British photo here shows the actual departure from Wight of the POTTER delivered after one of the most daring sea adventures ever recorded.



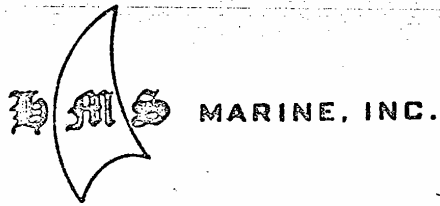
Stanley Smith: F.R.G.S. A.F.B.I.S. - American Inst. S.O.



From these vast and incomparable experiences, Mr. Smith has created the most amazing small ship of our time. It is seaworthy beyond any boat its' size; roomier, yet as compact as possible. The POTTER has charm, beauty, a rare and striking personality that pops her out of a crowd. Besides this heritage, we quote Mr. Smith's engineering concern for the sailer:

"To explain one feature, the strong S sheerline; the high shoulders forward give the boat those few important inches of freeboard just where they are needed to discourage the bow wave from getting carried up by the wind when sailing close-hauled. The lower freeboard in the waist; it is at this point, where we most frequently get in and out of the boat, where the natural form of the surface of the sea dips down when the boat is moving, and a green sea seldom finds its way on board here. The "kick-up" towards the transom; it is very reassuring, when contending with awkward following seas, to have more freeboard aft. The result is a small craft which feels bigger, more compatible and safer than any other 14 ft. boat".

Mr. Stanley Smith is Director of the prominent West Wight Plycraft, Ltd. producers of the plywood West Wight POTTER in England. The American version under license to HMS Marine, Inc. is produced in fiberglass, duplicate molds of which are in England. At the present time, there is a backlog of 6,000 inquirers whose needs for this incredible ship can only be satisfied through our associated, combined efforts and production molding of fiberglass parts.



15 October 1977

MISCELLANEOUS PRICING

Boom:
 Section only \$26.00
 Complete w/goosneck.. 52.50

Mast:
 Section only.....\$85.00
 Complete.....\$165.00

RUDDER:
 Blade.....\$ 15.00
 Tiller.....\$ 13.50
 Upper Rudder.....\$ 49.00

Companionway Door.....\$ 27.50

Mast Collar.....\$ 3.50

Hatch.....\$ 42.50

Handrails WWP.....\$ 11.00 pr

Shackle.....\$ 2.00

Bow Light.....\$ 11.95

Pulley.....\$ 4.00

Mahogany Centerboard cap..\$ 10.00

Keel.....\$125.00

Outboard bracket.....\$ 32.00

Main:
 Old style.....\$145.00
 Mark II.....\$170.00
 Color.....\$ 40.00 extra

Jib.....\$ 60.00

Jiffy or Slab Reefing.....\$ 57.50
 (includes reefing tabs,
 grommets, cleats, cheet
 blocks and all line)

Pintles & Gudgeons....\$ 9.00 pr.

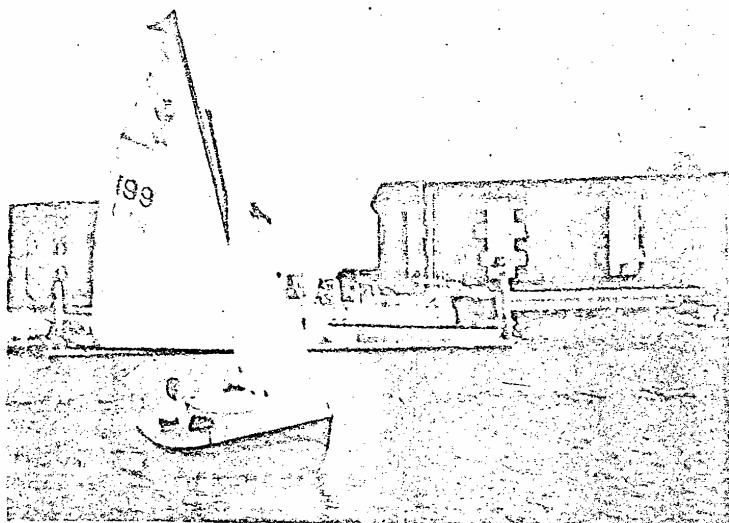
COCKPIT TENTS:

Full cabin, windows both sides
 end closure
 \$175.00

Tent over boom, end closure
 \$135.00

DOCSTEPS:

18" 2 step.....\$ 95.00
 27" 3 step.....\$115.00
 Handrail each.....\$ 26.00



Pottering around — John Hart and Pahi Iki

The West Wight Potter Story

by John B. Hart

"What about your little boat," other sailors ask, "Where's it from, and how did it get its name?"

"From the west end of the Isle of Wight," we answer, "and on the English Channel, 'potter' means 'putter'. No doubt you've noticed Potters puttering. We're never in any big hurry."

The shiny new Potters seen at Marina del Rey aren't actually from England nowadays though. Manufactured under license for the U.S. market, they come from nearby Inglewood.

Only the original Potter design, the early one shaped from marine plywood, was imported from across the Atlantic. That was many years ago, of course, before they became a "class boat" in America.

The Potters presently sailing in the British Isles are but minor members of the modern fiberglass fleet. Sort of "poor relations", one might say. Over here, some 800 of their American "cousins" are on the water (or in somebody's garage) from California to Alaska, from Texas to Florida, and from the Great Lakes to New England.

Though tiny as cruising sailboats go, just 14 feet overall, Potters are well known for the many unusual uses being made of them in various parts of the world. For example: One carries a missionary on his rounds in Micronesia, another serves on a National Park lake under the shadow of Mt. McKinley, a third plies the muddy Missouri River back in the midwest, and so on.

Though they now are nearly half a world apart, the little sloops all began their adventurous careers right here in the Los Angeles area.

A few of the unusual salt-water voyages credited to Potters over the past two decades are

- Marina del Rey south to Puerto Vallarta
- England to Sweden across the North Sea
- New York to Florida via the inland waterway
- L.A. Harbor to La Paz, and "uphill" return
- Seattle to Skagway north through the inside passage, and
- Mexico to Hawaii across the broad Pacific. Amazing feats, you must agree. And more have been documented.

So, fellow mariners, whenever you see a West Wight Potter, wave in recognition. Despite her small size, such a remarkable seafaring heritage has earned your friendly approval.

And, like ripples on a pond, Potter fame is still spreading. It radiates continuously outward into the world from our own Marina del Rey.

'Alegria' wins Cor 25 trophy in SBYRC One Design races

Four One Design classes turned out for the November 26th-27th One Design Keel Boat Regatta sponsored by South Bay Yacht Racing Club.

The Coronado 25 Ladies' National Championship was part of the regatta, and Lois Newberg sailed *Alegria* to first place, winning the national title. In second place was Marjoly Simms sailing *Sunny*, and Nancy Veits took home the third place trophy sailing *Innishfree*. Linda Weber's *Kalani* placed fourth and Laura Heaton's *Our Moon* fifth.

Hilyard Brown won the PC Fleet trophy, and Craig and Tom Lewerk sailed *Lollipop* to first place in the Cal 25 Fleet with Tom Pollack's *Ballyhoo* in second place.

Kas Kastner won the Santana 20 Fleet trophy with *Assassin*.

Coast Guard issues recall list for boats and engines

The U.S. Coast Guard has issued another in its series of Consumer Advisories, telling boatowners of problems with certain boats and engines.

The November Consumer Advisory lists 101 boat models and eight engine models with what the Coast Guard calls "safety problems."

Owners of boats and engines listed are asked to contact their dealers for information on solving the problems.

Copies of the list of boats and engines are available from the U.S. Coast Guard (G-BBT), Washington, D.C. 20590.

Owners of the following boats and engines will want to obtain a copy of the list, which describes the "safety problems":

1977 American Skier, 1976 and 1977 Paceship 26 with diesel engine; Baja models 19TC, 19BR and 180BR for 1976 and 1977; Bassmaster Boats B16 Trihull outboard Bass Boat, 1977;

28 and 30 foot Cutter by Cargile built 1972 through 1976; 1977 Chris Craft 25 and 28 foot Express Cruiser; 1976 Chrysler Boat Corp. Pro Bass 15, 16 and 17 and Bass Runner 105;

Coast Catamaran's Hobie 18s with serial #s CCMH0001M77E through CCMH0285M77J; the 15 foot Glasco from Elite Boats in 1977; the Glastron V-202 and V-208 with serial #s 64411 through 77157; the 1977 Jay Bee 679; the Litton 1500, 1976 model; Lobell's Industries' Cajun Special Model 154 for 1977;

Master Marine's Masterline 15 and 18 for 1977; the Delhi 4.7 and 5.2 Meter for 1977; the 1976 New Englander by Dreamboat Co.; the Glas Craft Angler 141 for 1976;

Glastron V-184, V-187, V-195 and V-212 for 1976 and Glastron Carlson's CV-16 Super and CV-16 Deluxe, CV 16-SS, CV-16 V8, CV-19, CVX-20 and CV-23, 1976;

Little Jack, 1974 model from John Dory; Layson Marine's Sea Craft SF 20 for 1971 through 1976; the Lucraft 17 foot Center Console, 1976; Mel Hart Products' MH-152-RO for 1976 and 1977; Mercury Marine's 233 HP Sterndrive units with serial #s 4493231 through 4494605;

Moore Enterprises' 158 Gator, 1976 and 1977; Myers' 19 foot Phantom Jet Boat, 1974-1976; the Charger from Newman Industries for 1974-1976; the Tri Hull for 1975 and 1976 from Omega;

Mercury Marine's Mercruiser 898, 228, 250 and 260 model sterndrives with serial #s MCM 898: 4876492-4921067; MCM 228: 4902422-4903164 and 4877810-4879209; MCM 250: 4879742-4880259; MCM 260: 4908914-4909217;

The V-174 Bay Craft, 1977 model from San Augustine Fiberglass Products; Silverline's 19 foot Nantucket Deep V inboard/outboard for 1977; Starcraft's 1977 Holiday 22 foot outboards with stern bench seats.

Continued in next issue

(reprinted courtesy of author Hart and The Dinghy)

Note: The information below was originally printed in the June newsletter, so I don't know if Ron can still ship to us in 7 days, or in time for Christmas presents. If that's important to you, let me know and I'll contact Ron.

T-SHIRTS: Our T-shirts will be ordered from "Shirtales", 34 Pier Ave., Hermosa Beach, CA 90254. This store is owned & operated by Ron Iacopucci. The S. Cal. WWP group has ordered from Ron before and suggested we do the same. They also graciously offered to let us use their art design (it was pictured in the last newsletter), which represents a savings to us of the about \$20/hr artist fee we'd pay locally. Thanks to Chuck Holden for all his assistance!

1. Sizes: Ron says he uses only top quality fabrics so all sizes run 'true to size'; he says don't buy a much larger size thinking it will shrink.

Mens' sizes: Small, Medium, Large, Extra-Large

Ladies' sizes: Small, Medium, Large, Extra-Large

Childrens' sizes: Extra-small, Small, Medium, Large (Or specify 2-4, 6-8, 10-12, 14-16.)

2. Prices:

Hooded sweatshirt, zip front, 50% polyester/50% cotton: \$10.98



T-shirts, 100% heavy cotton, pre-shrunk: Mens' & childrens': \$4.98

Ladies' cap sleeve T-shirt, 50% poly/50% cot: \$6.98

Ladies' long sleeve T-shirt, 50/50: \$8.98

Tank shirt: Mens': \$4.98 Ladies': \$5.98

These are some of the items Ron carries; he says he can supply most of the garments you would normally find in a T-shirt shop, including cowl neck tops, etc. So if there's something you want, either write it down and we'll try ordering it, or call Ron and see if he has it. (213) 379-1073. Ladies: if you want just a 'regular' T-shirt (not cap sleeve), Ron suggested ordering a Mens' Small.

3. The design printed on the T-shirt will be the same as S. Cal. (see May newsletter). Each garment can have whatever sail # desired, and either the  logo or the  logo. The design can be printed in any color, but all garments in our group order must be printed with the design in that one color. Ron said it's better to pick a dark design color--blue, black--then the shirt can be most any color--red, yellow, lt. blue, white, etc., to match your boat. Therefore, we arbitrarily selected black for the design color; the design (boat, sail #, logo, and words 'West Wight Potter') will appear in black, so select your shirt color accordingly.

4. Ron says the order can be processed in about 7 days from the day they receive it. Order will be shipped in one bulk, C.O.D. by U.P.S. Even though the order will arrive C.O.D., we're requesting money now, because members indicated interest in purchasing a total of more than 40 T-shirts, so the bill will probably exceed \$200--that's a hefty strain on most of our checking accounts! If there is a mailing cost deficit or excess, we'll work it out later.

5. Dory Taylor will mail our group order to Ron on **DEC. 1** so your order must be in Dory's hands by then.

