Sandy designed head room for mainsail to avoid breaks

By Gordon K. Douglass

The subject of broken main halyards keeps coming up from time to time. The problem is not acute in the sense that it is prevalent throughout the class. Most owners never have broken a halyard. I never have had that experience in all my years of sailing a Scot, and I think I can say that I have raced my boat as hard as any. But the problem is there, and it is experienced mostly by those who do race their boats the hardest.

Let me say at the start that it is not the fault of the halyard cable, which has plenty of strength; and using a heavier cable (which the winch will not accommodate) would merely delay the breakage. The reason for the breakage is in the way the cable is used.

Back in 1957 when I was designing the Scot I had to decide how to measure the mainsail. Some other classes I have known measure the luff and the foot, but in the measuring, how hard should they be stretched? The problem is that some sails are roped more tightly than others, some bolt ropes are more elastic than others, and the problem is how hard to pull to stretch that part of the sail. In many cases it leads to endless arguments and hard feelings. If a sail is thrown out because it is too long on the luff, the owner may claim that the measurer pulled too hard—even though a spring balance may have been used.

It seemed to me at the time that the spars themselves could be used as the limiting factor, and in this I was right. We do not have to measure the luff and foot. A quick exercise in arithmetic will show that I designed the mainsail with an allowance of 3% inches between the head of the sail and the masthead shackle to allow for a headboard shackle and a couple of inches of cable to permit the headboard to swing 180 degrees from side to side.

My mistake was in not taking into account human nature. Some competitive sailors always are looking for the extra "inch" which will give them an advantage (they hope) over their competition. Sailmakers have admitted to me that they realize that the luff should be made to 23-3/4", as shown on the print, when fully stretched. This means that the sail should be made about three inches short of this to allow for stretch. But owners then complain that the sail does not go all the way up.

We often are told that the halyard cable has damaged the sheave and the masthead itself. Nonsense! It is not the halyard which does the damage, it is the halyard sheave which has been cranked up so hard it has been jammed against the sheave. My own FS 1350, after ten seasons' use, shows absolutely no sign of damage—and still has the original halyard. I always have asked my sailmaker to make my sail about 3 inches short.

What is to be done? We have three choices. One is to measure the luffs, using a pre-determined tension such as 35 pounds. A second is to continue as we are going. Human nature being what it is, we will accomplish nothing by suggesting that luffs should be made shorter.

The third choice, which I recommend for serious consideration, is to use a black band at the top of the mast extension as a limit. This need be nothing more that a wrapping of black tape, or a painted band an inch wide. This band would mean nothing at all to the average Joe who just sells, but it would require the sailmaker to trim their sails to specifications. And a grandfather clause of two years would retire all of the really competitive sails. I am sure that Marc Eagan would do just as well with sails a trifle smaller. And I'm no longer in contention with my small sail.

Ehman wins Hoosier-Wolverine regatta

By John Mayer

Clear Lake, located in the northeast corner of Indiana, provided the challenge for thirty-one sailors who hailed from Ohio, Michigan, Indiana, Illinois and Wisconsin, who represented eight fleets and included Flying Scot’s Past Commodore, Ted Glass.

Fleet 34 of Clear Lake ordered perfect sailing weather for this year’s Regatta as we experienced a variety of wind patterns over the five-race series held September 10 and 11, 1977.

Alabama skippers host Punchbowl April 1, 2

Dixie Sailing Club, Montgomery, Alabama, will host the Punchbowl Open Regatta April 1-2.

This regatta leads off the Dixie inland Yacht Racing Association season and is now in its 18th year. Twenty-five Flying Scots have competed the last two years, and Dixie Scot skipper Parker Smith expects a larger turnout this year.

Fleet 85 will host a party for visiting Scots on the Friday night before at the Kowaliga Inn. Details will be furnished by Parkers, 3530 Southview Ave., Montgomery, Alabama, 36111.
Top ten finishers at Clear Lake, Indiana, were [left to right] front row: John Stanley, 10th; David North, 8th; Bob Edwards, 6th; Tom Ehman, 1st; Dan Miller, 3rd. Back row: John Moyer, 4th; Bob Welly, 9th; Jim Horein, 5th; Bob MacKenzie, 7th; and Jack Selfrick, 2nd. [Picture courtesy of Steuben Republican and Angola Herald.]

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Tom Ehman and crew, brother Paul and sister Chris, won first place with a total score of 7 1/4 points. Jack Selfrick was second with 14 3/4 points, and Dan Miller cinched third with 20 points.

Hosting of this annual event rotates among Fleet 20 of Portage Lake Located in Pinckney, Michigan, Fleet 29 of Prairie Creek Reservoir in Muncie, Indiana and Fleet 34 of Clear Lake in Ray, Indiana. Fleet 29, host for 1978, will provided sailing on Prairie Creek Reservoir.

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SCHRECK SAILS

Our sails have taken every Flying Scot North American title since 1969, except three, and have come in no worse than 2nd in those three. This is an unbelievable average.

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OTHER WINS:
The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor’s Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

If you want the best, buy our sails.

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SWAGING - ALL HARDWARE FOR SAILS - COVERS
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Editor finds letters behind the 8-box

Welty recognizes rescuers

Robert Welty, the 1977 North American Championship Chairman writes that our North American Championship article states the "Local rescue boats were not provided but were needed."

Fact 1. The CYC Commodore, Mr. Richard Hodgson was on the lake with a high powered speed boat for each race and rescued several boats after each of the two storms.

2. Hal Marcus was on the lake for each race with a 16 ft. Boston Whaler that was furnished by Dick Moehl, the NAC Race Committee Chairman from HPYC. He also dragged several boats in after each storm.

3. The Irish Boat Shop also furnished a rescue boat (also were active in bringing in swamped Flying Scots.) We received a healthy bill for their service; however the CYC officers did get it reduced substantially.

In spite of the two storms it was a great place to sail and vacation. Let's not forget that only the first five placed win trophies and for the rest of us the emphasis is on "vacation". In the next issue could you give some recognition to Richard Hodgson, the Charlevoix Yacht Club Commodore, to Josh Barnes who was the coordinator between HPYC and CYC. Also to Lou Hollow and Bill Kenifect who also worked hard to make the week a success—Robert Welty

Olympic Clinics

In 1978 The United States Olympic Yachting Committee will sponsor two Olympic development clinics at Squaw Valley, California.

Room and board will be provided at no cost to participants at the Olympic Training Center. Participants will provide their own transportation to Lake Tahoe, and be required to make a $100 deposit against boat damage. Clinics will be held in July and early August.

Sailors (male and female) interested in participating in the Clinics should send a resume of their sailing background with regatta results to: Olympic Development Clinics, United States Olympic Yachting Committee, 820 Davis St., Evanston, IL 60201.

On the Cover

Sailing in from one of the Junior North American Championship races this summer are Bruce Moore, skipper from Mt. Pleasant, Mich., Jim Holmbrecht, midships, of Lakemos, Mich., and Neil Maude, an exchange student from Australia.

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I'm looking forward to offering Flying Scot sails that are cosmetic queens, fast, and easy to use. Call or write if you are interested for the mid-winters. Who Knows, one of us might even win the oid race...

Cheers,

Bruce Goldsmith

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January-February 1978
Fowler wins at Jacksonville

Charlie Fowler of Miami sailed Flying Scot 2068 to a first place in the Sandy Douglass Regatta held at Jacksonville, Fl.a., in November.

Gordon "Sandy" Douglass did not speak to the dinner because he hospitalized himself. He has been released and reports himself in good condition again.

Fowler won the second and third races to beat Ted Glass of Mt. Vernon, Ill., who won the first race, and Floyd Davis of Panama City, Fla., winner of the last four races.

Fifteen Scots entered, compared to eight Thistles and 11 in the open monohull class. John Evans of Orlando won the Thistles, and Todd Andre of Jacksonville sailed a Taser to victory over Charles MacIntosh of Maitland in a Snipe.

Jacksonville boating columnist Lawrence Dennis reported that "the winds, which are often less than needed for best sailing in the river, were a little too much—the last race Sunday was canceled and the results were tabulated on the basis of the first four runs." Winds broke a boom on a Force 5 and dissatisfied a cruiser with spectators.

This second Sandy Douglass Monohull regatta sponsored by the Rudder Club marked the completion of a Flying Scot fleet organization led by David Mayfield. Fleet members are Raymond L. Buiard, FS 2429, Harold Newman, FS 1831, C. Davis Whelchel, FS 2124, Michael J. O'Brien, FS 3058, and Howard F. Randall, Jr., FS 2711.

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ADVERTISING RATES: Following are the advertising rates for Scots n' Water. CAVEAT EMPTOR (Maximum 50 words) $5. FULL PAGE—One time, $85; three issues in one year, $70; five issues in one year, $100. HALF PAGE—One time, $45; three issues, $35; nine issues, $30. QUARTER PAGE—one time, $25; three times or more, $20. SIGNATURE ADS—(Maximum size, 3/4 inches by 2 inches; 30 word limit) $15. COLOR AND BACK PAGE, EXTRA.

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SCOTS N' WATER
Fred Trask to chair Riverside NAC

Fred (Fritz) Trask II will be chairman of the 1978 North American Champions.

Trask heads a regatta committee for Riverside Yacht Club, Greenwich, Connecticut, that has already begun committee meetings in preparation for the championship.

The NAC will be sailed on Long Island Sound Aug. 7-11. The North American Junior Championships will be Aug. 5-6.

Steering committee for the regatta is three guys named

Robert: Bob Brady, Bob Heliandale, and Bob Vance, the Flying Scot president.

Leonard (Lynn) Saari serves as publicity chairman. Saari reports that preliminary decisions include limiting the number of sailors from the Riverside fleet, limiting entries to 90, and wet-sailing the fleet.

Information on chartering will be furnished in the March issue of Scots n' Water.

New active Flying Scot members

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Cruising the Great Lakes

Exploring bays, inlets, islands in a Scot for 4

By Richard J. Hall

Someone asked for cruising articles to offset emphasis on racing. Having cruised our Scot more than any sane family should, I will describe some of the longer sails my wife, two sons, and I have taken. But the kind of open water we have cruised should only be undertaken by someone who knows how to sail pretty well, and one way to learn how to sail pretty well is by—you guessed it—racing.

One of our favorite cruises is along the islands that run up the northeast shore of Lake Michigan—South Manitou, the Fox Islands, Beaver, and High Islands. We launch at either Charlevoix or Leeland. The islands are mostly sandy and don’t have many good, protected harbors, so we’ve found air rollers useful.

Air rollers are like air mattresses; when blown up they are round, 4’ long by 1’ in diameter. With two air rollers, two adults can pull a Scot up a sandy beach if the incline isn’t too sharp, and the boat bottom need never touch the sand. (We purchased our air rollers from Land’s End in Chicago.)

Sometimes, however, beaching the boat isn’t necessary, either because you’re on the island’s lee side and confident the wind won’t change over night, or because you can get behind a shallow sand bar that effectively breaks big waves. When we cruise these islands we usually take a tent and sleep on shore.

A lot of open water lies between these Lake Michigan islands (20 to 30 miles in some cases). One might think that the main danger sailing a Scot across open water would be capsizing. I’m fairly convinced, however, that swamping is much more of a possibility. It’s hard to capsize a Scot, at least without a spinnaker up. (Remember, that in open water you don’t get unexpected puffs of wind that you do in inland lakes or close to shore.) If the wind really comes up (over 30 mph or so) you can sail with just the jib or with severely reefed main, or you can even run under bare pole. Swamping worries me more. When waves can get big, and with wind over 30 mph there will be white caps big enough to break into the cockpit.

The worst wave experience I have had was downwind in the North Channel. The wind was 40 to 45 mph, and at first we ran with a main and no jib. But with this much sail we went too fast, and continually plowed into the backs of waves, with the result that we actually took water over the bow into the cockpit (the boat was fairly loaded down, with four people and all their gear and food for two weeks). We took down the main and ran under bare pole. Then we were
Lake Michigan islands swamp more than capsizing... with wind over 20 knots, caps big enough to bring our little Hall Scot into a breakwater on the lee side, where we are graywatering and petting our cat and reading about people who are more dedicated than us.

But the waves were not to be denied. They would have been about right, maybe with a bucket or life jacket trailing behind as a sea anchor to slow us down. However, we were too close to port, and we just bailed until we got in. (Don't forget to take bailing buckets if you go cruising.)

A note on reefing: spread some sail bags or towels or something along the middle part of the boom when you start roller reefing to take up the fullness of the sail's middle part; with some practice, you can get a nice looking reef that doesn't put too much strain on the sail.

One thing worries me more than swamping, and that's lightning. Thunderstorms are not infrequent on the Great Lakes, and if you're not close to shore you might have to ride one out. Taking down sails and putting on wet weather suits will usually handle the wind and rain, but lightning is another story.

After corresponding with editors of various yachting magazines and talking with physicist acquaintances, I've arrived at the following unsolved dilemma: If lightning hits our mast and you haven't grounded the mast, say by wrapping one end of a large diameter copper wire around the bottom of the mast and dangling the other end in the water, then a lot of damage could be done to the hull (to say nothing of the crew). But by grounding the mast, you increase the probability of being hit by lightning. So the dilemma is that if you ground the mast you increase the chances of being hit but decrease the amount of damage when hit. At present my inclination is not to ground the mast. I hope that fiberglass hull provides a good enough insulator between the mast and the water (sort of like the tires of a car) to "discourage" the lightning. But it can be pretty scary when lightning hits the water within a mile or two around you.

Another place we like to sail is the North Channel, an entirely different kind of cruising from Lake Michigan. There are bays, inlets, islands, harbors, nooks and crannies—neat places for a small center boarder. We usually put in at Little Current, Ontario, and from there one can find nice cruising either to the west or to the east. The

Continued on page 10
To keep supplies dry:
plywood 'floorboards' in the bow
plug holes in bow plate
pack clothes in waterproof bags
put food in plastic waste baskets

Continued from page 9
North Channel is mostly rocky, so you want to find a
protected spot for the night. When we've found such a spot,
we usually anchor the bow off shore and pull the stern to
within a foot of some rock ledge of the right height and
make her fast there. Then we can just step off and on. (The
harbors are usually deep enough so that there's no trouble
about hitting bottom.) In the North Channel we often sleep
on the boat. This means air mattresses and sleeping bags
spread out on the floor. I wouldn't advise this kind of
cruising if you've got stiff joints. We put a boat cover over
the boom to keep the dew or rain off, and if there are
mosquitoes about, we put a piece of mosquito netting, cut to
size, over the back opening of the boat cover. Incidentally,
to add to our head room inside when the boat cover is on,

we have raised our boom by drilling a new, higher hole in
the plate on the mast that the boom snaps into. This raises
the boom about six inches, and although it's not legal for
racing, it is extremely convenient for cruising.

We have done several things to keep our supplies dry.
We've put plywood 'floor boards' up in the bow. These
boards hold supplies off the low part where water will be if
you've taken any spray. To avoid spray on long sails we also
plug the two holes in the bow plate where the jib stay and
jib tack wire run through the bow plate to the toggle
underneath. We pack bedding and clothes in water proof
bags and throw them on the bow plywood floor boards. We
put food in plastic waste baskets which sit under the stern.

We naturally take life jackets, an anchor (with a lot of
line), several long extra lines for mooring (the trees you tie
to on shore are not always close to the water), charts, and a
compass. We also take a radio to hear weather forecasts, a
small freeway horn (for no use except to get bridges to open),
paddles (a must even for cruising), a first aid kit with lots of
sun burn cream, flashlight, and flares (orange smoke day
flares as well as night flares). Also for calm days, a deck of
cards, a good book for reading aloud, and no motor.

So that you'll realize how fanatical a sailor I am, let me
mention a cruise my wife and I made last summer—along
the north shore of Lake Superior. We put in at Thunder Bay
and sailed northeast along the shore 40 or 50 miles. There
are a lot of rocky islands with nice harbors, sort of like the
North Channel. But in two respects it's more dangerous.
One is that there are few other boats around, so that if you
need help, you're not going to get it. The other is that the
water is an order of magnitude colder (my wife says "two
orders of magnitude"), so that if you accidentally get in it
(e.g. by swimming, capsizing, or just falling overboard),
you've got to get out and get dry quick. But we had a good
cruise up there and enjoyed the solitude. In fact, we plan to
take our Scot back up there again someday for a more
extended cruise.

Boon set higher on mast to make more head room for late
sleepers on a calm morning in the North Channel.

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January-February 1978
BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS

Here's a sample of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

The overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the knowledge gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinnaker provides a suit of winning sails for all Flying Scots.

(Competitors, take note): The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.

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<th>MAIN</th>
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<td>All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag</td>
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<td>JIB</td>
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<td>SPINNAKER</td>
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<td>Two claw brummels</td>
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Allen Lindsey wins Florida Juniors

Allen Lindsey, 15, and his crew of two sailed to the 1977 Florida State Flying Scot Junior Championships December 26.

Coconut Grove Sailing Club hosted the three race regatta. Races were sailed in 15—20 mile winds. All races were close for the top four places. No more than 50 seconds elapsed between first and fourth place finishes in all three races.

Flee t 90 sponsored the championship. The results:

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P.O. Box 218
Davidson, NC 28036
704/862-1297
27—HENDRICKS, NC—Kear Lake Reservoir
49—CHARLOTTE, NC—Lake Norman
71—ROANOKE, VA—Smith Mountain Lake
83—MOREHEAD, NC—Mermaid Sound
108—SOUTH CAROLINA, NC—High Rock Lake
126—HIGH POINT, NC—Oak Hollow Lake

January-February 1978

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Secretary reports Scot in Jaws, renewals up, and a ladder plan

By Hal Marcus

Look for FS 1432 in Jaws II

Class Treasurer Mike Johnson reports that daughter Marilyn and son Michael, Jr. went to the casting lot for Jaws II filmed in Florida Gulf Coast. They were hired as extras to sail FS 1432, earning $150 for three days’ sailing. Can’t wait to see the movie.

ANOTHER NEW FLEET

H.G. Henderson (FS 3041) is the Charter Captain for new Fleet 132, associated with the Abilene Sailing Association and sailing on Ft. Phantom Lake. Henderson reports that the Fleet’s name is “Big Country Flying Scots.”

Robert C. Ivey (FS 1520) serves as the Charter Secretary. Other Charter members are Richard Fourment (FS 1749), C.D. Anderson (FS 3042) and Dan Garrett (FS 2578).

MEMBERSHIP AT RECORD HIGH

As of mid-December, our active membership renewals are running 200 ahead of the same period last year. This response represents real strength in the class’s growth because last year was a rooster year and this year is a Handbook year.

Evidently, you like the separate order form that we are enclosing with your membership renewal form, because orders for different items are pouring in. With each item, we have tried to give you the very best value possible and are offering only quality products.

We have received a brand new item since the order form was printed—very attractive entrance mats that measure 18” x 27”. These mats are made of royal blue continuous-filament nylon, firmly bonded to a skid-proof vinyl backing. The “F/S” logo is beautifully flocked in white on the royal blue mat. This mat is an attractive item that becomes a useful doormat or working mat on your boat. These mats are available through your Association’s office at $10.00 each.

‘IDEA OF THE MONTH’ CONTEST WINNER

Here is our first Hints and Kinks that is a very practical “idea of the month” for you. This month’s winning idea is a boarding ladder for a Flying Scot, specifically in response to Dr. Doug Brady’s problem reported earlier.

The boarding ladder pictured here (in next column with the accompanying drawing, was submitted by Howard Nudd (FS 139). Howard says he has “used this rig successfully for ten years, and although it is designed to fit on boats with jib sheet snubbing winches, I am sure that using a little resourcefulness, it could be adapted for use on boats with harken blocks.

“That it works well enough is said by the fact that I do my ‘gunk holeing’ most y in Casco Bay, Maine, and anyone who has taken a dip in those waters will gladly attest that a reliable, rapid means of egress is an absolute necessity.

“The bracket that I have drawn here is used with a ladder 13” wide with 12” hooks. I have noted dimensions that could be altered to fit other sizes of ladders. The rectangular cut out was made to fit accurately around three sides of the wood blocks, supporting the winch, and this fit is important to prevent the bracket from twisting and sliding. As all blocks may not be the same size, the dimensions of them should be checked.

“I found that a strip of anti-skid tape along the edge of both the fore and aft decks makes a wonderful launching pad. Using these, from my boat we have fired three human cannons balls broadside on numerous occasions yet hardly rocked the boat at all. (Well, at least it didn’t take on water.)"

For his prize, Mr. Nudd wins $5 worth of Flying Scot items of his choice.
'Bama, Florida Host Mid-Winter Champs

Championship sailing in the south gets underway Jan. 14-15 at Fairhope, Ala., the Junior Mid-Winters, moves to Ft. Walton Beach, Fla., Feb. 25-26, for the Mid-Winter Warmups, and then the next week Mid-Winter Championships will be sailed at St. Andrews Bay Yacht Club in Panama City, Fla.

The Junior Championship will go to a sailor meeting the Sears age requirement, of 17 years or under. A series for juniors above 17 is also scheduled as an addition.

Scot sailors are invited to Ft. Walton Beach the week before the Mid-Winters.

The next week at Panama City, three races will be sailed to qualify, and then the fleet divided to start again for championship and Challenger honors.

This year, in addition to the free cocktail party and the dance, St. Andrews Bay Yacht Club will host a raw oyster bar and beer on the lawn and award a grand door prize for all registrants. Prize is a set of Flying Scot sails donated by Schurr Sails of Pensacola, Fla.

All sails will be measured. 1977 NAC and 1977 GYA Lipson measurement stamp will be accepted, and Alfred Schurr will have a sewing machine available to alter sails if needed. Flying Scot must be registered with FSSA, and skipper must have 1978 dues paid. FSSA secretary will be present to accept dues.

Entrance fee is $25.00; $20.00 if you pre-register by 25 February.

Local motels readily available to the club are:

- Holiday Inn Downtown
  711 W. Beach Drive
  Panama City, Florida 32401
  Tel: (904) 763-4622

- Ramada Inn
  3001 W. 10th Street
  Panama City, Fla. 32401
  Tel: (904) 785-0561

- Howard Johnson Motel
  4601 W. Highway 98
  Panama City, Fla. 32401
  Tel: (904) 785-0222

Send Form 3579 to:
P.O. Box 2488
Pensacola, Fla. 32503