

# Buckeye Lake Yacht Club



# LOG

Put in BLYC Log Book

## FROM THE BRIDGE ☆ ☆ ☆

wind sock  
Jock Brown  
Bar Bar Mable

May 1980

Last Minute Reminder: The first Sunday of May (May 4) is the date for our semi-annual meeting at 1500 hours (3 P.M.). Please plan to attend.

This is the month our sailors start doing their thing. If any of you are interested in crew jobs, come around. I'm sure there will be a skipper looking for you.

Saturday, May 24, you all are invited to attend our annual Commodores Ball - to dine, dance, and honor our past commodores. Believe it or not, this date is on the Memorial Day week-end. The following Saturday, we hope to have a fun fund-raising dinner for our Junior program. Details of this will follow.

On a cool, brisk April day, we had 50 plus members, first mates and juniors show up for Work Day. They not only consumed some 25 pounds of ground beef plus 20 pounds of potatoes, but really did a lot of work. The ladies gave the club a good spring house cleaning. (None were interested in hiring out however.) The men helped the ladies with some of the heavier work plus doing a super job of yard and dock clean-up. It is impossible to list all who helped, but Govs. Bateman and Ballenger plus the whole Board is appreciative of the fine turnout. Special thanks have to be given to Mac Wood, who furnished a dump truck plus a driver to haul away two loads of trash which had accumulated on the island. We only had one member fall in the cold waters of the lake. I won't embarrass him by name, but P.C. Mike Hein is feeling fine.

We now have the funds to complete the covered slips and the dining room addition. Both these projects are on "go" and should be completed as we enter the season. Don't forget to advise Gov. Rogers if you have any additions or corrections for the directory. Also, if you have not paid your dues, you are now past due.

Gale Roshon  
Commodore

# DID YOU KNOW ? ? ?

H.W. Limes

The End of an Era . . .

At 1815 hours on October 26 1974 an Era came to an end at Buckeye Lake.

Commodore Kyle armstrong and his Lyman sailboat left Buckeye Lake and Buckeye Lake Yacht Club.

The reader will say "What is so strange about a man and his boat leaving the Yacht Club?"

This was not just another man and his boat, it was Commodore Kyle Armstrong and his sailboat "Josy".

Kyle Armstrong joined Buckeye Lake Yacht Club in 1920.

In 1941 he was elected to the Board of Governors. He became Rear Commodore in 1945.

During his tour of duty as Vice Commadore in 1946, Comm. Armstrong in his own words, "had never seen a copy of the Constitution and By-Laws of Buckeye Lake Yacht Club". The last published edition was in 1933, and, since then, both had been amended several times. As a result few of the members and the Officers were familiar with the Club's operating laws. This, to say the least, created problems in solving any difficult situation that might arise, which needed Constitutional and By-Laws rulings.

With this in mind, V.Comm. Armstrong took it upon himself to research and assemble the articles of the two documents which would be up to date.

The result was published in the Constitution and By-Laws of B.L.Y.C. as amended to March 8, 1946.

Since then several amendments have been made in both the "By-Laws" and the "Constitution". The latest being in 1969 in the Constitution and in 1971 in the By-Laws.

Kyle Armstrong was elected Commodore of B.L.Y.C. in 1947.

Commodore Armstrong was awarded the Heber Award in 1954.

In 1939, while Kyle Armstrong was just an active member of the Club, a new fleet of 5 small sailboats was added to the sailing fleet of B.L.Y.C.. This small sailboat was known as the Lyman Cat. The specifications were, 15 ft. long X 6 ft. beam, displaced about 450 pounds and carried 143 sq. ft. of sail. A far cry from the big K Cats which displaced 2000 pounds and carried 270 sq. ft. of sail.

Kyle Armstrong purchased one of the small sailboats, christened it "Josy" and launched her in July 1939. "Josy" and her skipper became the sixth member of the fleet, which grew to seven members and competed amongst themselves until 1945 when the Lyman class fleet for one reason or another finally disbanded. "Josy" and her skipper stayed at Buckeye Lake.

Now let me tell you about "Josy".

For many years, those years that the writer has known of, a common expression around B.L.Y.C. was, "The sailing season is open. Kyle Armstrong is refinishing "Josy".

In a short while, one would see "Josy" in her slip in the back basin, along side the bridge, swaying to and fro in her mooring. Like an anxious child wanting to play. Her Cat boat rig was a familiar sight on Buckeye Lake.

Under the steady hand and skillful sailing of Comm. Armstrong, "Josy" probably sailed into more "bays", "inlets" and "channels" than any other one boat. In all probability it was from the cockpit of "Josy" that Comm. Armstrong made his notes, soundings and measurements of the lake from which he made the chart of the lake, a copy of which hangs on the wall of the "Gobs Mess" at B.L.Y.C..

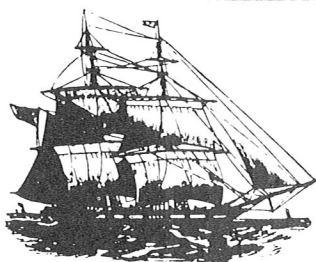
Time has a positive way of overtaking things, boats and humans alike. The sailing season of 1972 was the last year that "Josy" and her familiar skipper plied the waters of Buckeye Lake. During the next two seasons "Josy" did not sail.

In a short talk with Comm. Armstrong on 26 October 1974, he intimated, with tears in his eyes, to the writer, that his hearing had worsened, his eyesight had failed to the extent that he could no longer read newsprint and that his memory was not what it should be.

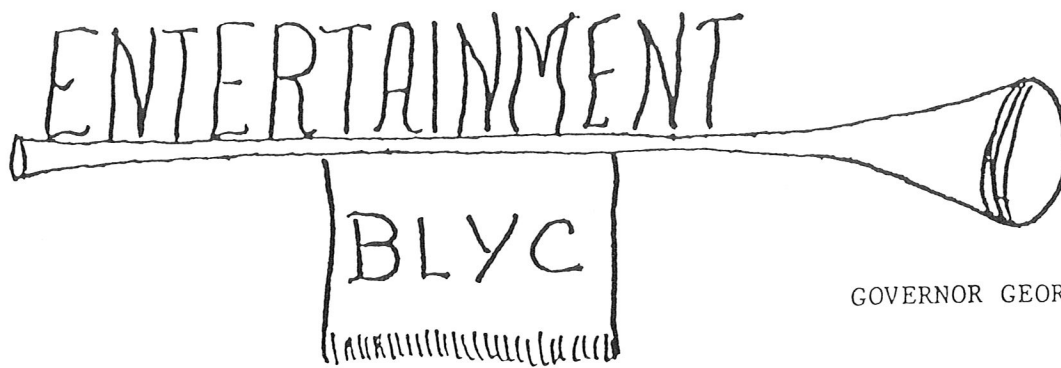
What has become of "Josy" is not known. She was to be refinished during the winter months of 1974-75. If she is still afloat, let us hope she is still the proud little Lyman Cat she was at Buckeye Lake. No parent ever fondled a child with more loving hands than Comm Kyle Armstrong with "Josy".

Comm. Kyle Armstrong passed away on 7 March 1976.

The above are just a few thoughts that occurred to a sentimental old fool, who, when he saw Comm. Armstrong and "Josy" leave Buckeye Lake, likes to believe that old sailors never die, they just sail over the horizon into the sunset.







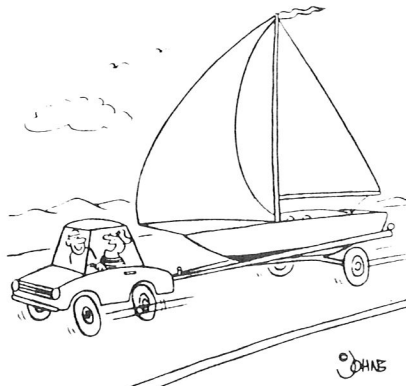
GOVERNOR GEORGE RISING

The Heber Award Dance turned out to be a really fine party. The food was extremely good, the band played well and everyone had a good time. Whitey Limes introduced all of the Heber Award winners who were present and the applause given them showed the members' appreciation of their accomplishments that earned them the highest award given by BLYC. Many thanks to Whitey and Helen Limes for a memorable evening.

Many sailors are getting their boats ready and some have even put them in the water. The power boats are being readied for the season. However, before the sailing season even begins there is an entertainment event that is hard to beat (literally!) - namely, Las Vegas Night on Saturday, April 26th. The Golden Fleece Casino with its glittering lights and golden decorations will have opened once again. Since the log deadline is April 20th, there can be no report on this exclusive casino opening until the next issue. However, with "Big Six" Haggard and Arthelda in charge it's bound to be a great party.

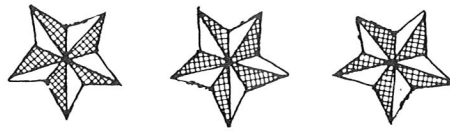
In May we will have an exciting Memorial Day weekend. George and Marty Fisher are chairing the Commodores Ball on Saturday, May the 24th. Be sure to make your reservations early. There will be cocktails, dinner and then dancing to the music of Gene Snelling and the New Image. In addition, The Edward C. Metzger Long Distance Race is scheduled for Monday, May 26th to be followed by a special lunch.

I will have an updated calendar of events ready for the June Log so you will have a chance to make plans to attend the BLYC functions coming up.



I'm all ready for the  
BLYC racing season.





# **Plan Now To Attend The Annual Commodore's Ball Saturday, May 24th.**

**Cocktails 6:30 Dinner 7:30**

**DANCING FROM 9pm. to 1 am. Music By- "THE NEW IMAGE"**

**Featuring - Veal Cordon Bleu Vegetable, Potato,  
Salad, Rolls and Dessert - - \$7.50 Per Person**

**Reservations By May 22, PLEASE  
(Limited to 150 Persons)**

**FOR RESERVATIONS CALL :**

**Marty Fisher .. 876-4370**

**Helen Limes ... 928-8852**

**Donna Preston ... 237-1210**

RACE

and

REGATTA

GOV. FRANK FOSTER

RACING BEGINS MAY 11 FOR VENTURES AND HIGHLANDERS AND MAY 25 FOR LIGHTNINGS, LIDOS AND LASERS.

Forget the winter and welcome the summer breezes in your sailboat at the first race of your fleet. Whether you consider yourself a weak or a strong sailor, racing is the way to improve and test your skills in sailing and boat handling.

By my count BLYC has approximately 25 Venture owners, at least 11 Laser owners, 10 Lightning owners, 8 Highlander owners and 5 Lido owners. I hope all are there on the first racing day to greet their fellow sailors and revel in the wind and sun.

A committee will be appointed to evaluate and recommend any changes in the club racing rules. Every fleet should be represented. Please let me know if you are interested in serving on this committee. Published in this Log are the rules as I have been able to unearth them from a variety of sources. These will be reviewed and updated by the committee so that we all will be aware of and racing under the same rules.

The entire race schedule is republished in this Log. A major effort will be made to adhere to the announced starting times.

I urge you to cut out this schedule and the racing rules from the Log and pin it up in a handy, available place.

#### HOLIDAY WEEKEND SERIES

##### Lightnings, Highlanders, Lasers, Lidos and Ventures

Each long weekend is a five race series. The Long Distance Race, which is for all sailboats and for which a separate trophy is given, also counts as a race in the five race holiday series. The first Sunday race for Ventures and both Sunday races for all others in the holiday series also counts towards your regular summer series.

##### Memorial Day Weekend

Saturday, May 24

Two races

Sunday, May 25

Two races

Monday, May 26

Fifth and Comm. Metzger Long Distance Race

##### Independence Day Weekend

Friday, July 4

First and Comm. Williams Long Distance Race

Saturday, July 5

Two races

Sunday, July 6

Two races

##### Labor Day Weekend

Saturday, August 30

Two races

Sunday, August 31

Two races

Monday, Sept. 1

Fifth and Comm. Haggard Long Distance Race

MASTER'S SERIES, September 27, 28

REGULAR SUMMER SERIES  
Lightnings, Lidos, Lasers

First Summer Sunday Series, May 25, June 1,8,15,22,29. 12 races, 3 throw outs.  
Second Summer Series, July 6,13 (except Lightnings), 20,27, Aug. 3,10,17,24-  
16 races 5 throw outs.  
September Series, Aug. 31, Sept. 7,14,21. 8 races, 3 throw outs.  
Wednesday Series, June 4,11,18,25, July 2,9 (second series on request of fleet).

Highlanders

First Summer Sunday Series, May 11,18,25, June 1,8,15,22,29. 16 races, 5 throw outs.  
Second Summer Series, July 6,13,20,27, Aug. 3,10,17,24. 16 races, 5 throw outs.  
September Series, Aug. 31, Sept. 7,14,21. 8 races, 3 throw outs.  
Wednesday Series, June 4, 11,18,25, July 2,9 (more on request).

Ventures

First Sunday Series, May 11,18,25, June 1,8,15,22.  
Mini Cruise, June 29  
Second Sunday Series, July 6(2 races), 13(2 races), Aug.10(2 races) Aug.17(1 race).  
Cruise break (no races) July 19-August 3.  
Both Sunday races of Independence Weekend also count in this series.  
Powder Puff, 3 race series, Aug. 23(2 races), Aug. 24(1 race).  
Third Sunday Series, Aug.30,31, Sept.1,7(2 races), 14,21. The race closest to  
regular series starting time on Saturday, Sunday and Monday of Labor Day Weekend  
all count as part of the third Sunday Series.  
Wednesday Series, June 4,11,18,25, July 2,9. 6 races, 1 throw out.

STARTING TIMES

Saturdays

Skipper's Meeting: 12:30. Starts begin 1:00 P.M. at staggered five  
minute intervals. Second race starts after all boats in fleet finish the  
first race. If enough Lasers request, they can instead race after the  
Lightnings.

Sundays

Lightnings

Skipper's Meeting: 10:30A.M.

Start of races: 11:00A.M. and 1:30P.M.

Highlanders

Skipper's Meeting: 1:30P.M.

Start of First Race: 2:00P.M.

Lasers

Skipper's Meeting: 2:30P.M. or immediately after Lightnings finish, whichever  
is later.

Start of First Race: 3:00P.M. or 15 minutes after skipper's meeting, whichever  
is later.

Lidos

Skipper's Meeting: 1:30P.M.

Start of First Race: 2:05P.M.

Ventures

Skipper's Meeting: 1:30P.M.

Start of First Race: 2:10P.M.

Wednesday Races

Skipper's Meeting: 6:30 P.M.

Staggered starts begin 7:00P.M.

Long Distance Races (Fridays and Mondays)

Skipper's Meeting: 10:30A.M.

Start: 11:00A.M.



BLYC  
Sailboat Racing Rules

1. All races shall be in accordance with the USYRU Yacht Racing Rules, Class Racing Rules, BLYC fleet rules and the following rules.
  2. Only boats operated by BLYC members in good standing or their immediate family may officially participate in a race.
  3. At least three boats must be in the starting area for a race to be started. If a fleet is late in getting three boats to the starting area their start will be postponed until the other fleets have an opportunity to start.
  4. A long distance race must be abandoned, postponed or cancelled if no boat which is racing makes it to the first mark within one hour after the start if the first mark is West of the Club and within 45 minutes if the first mark is to the East of the Club.
  5. A race must be abandoned, postponed or cancelled if no boat finishes within two hours except that the time limit is three and one half hours for a long distance race.
  6. Fouls may be exonerated by 720 degree turns unless fleet or class rules are otherwise.
  7. Protests must be filed within one hour of the finish by the protesting boat unless the race committee instructs otherwise in writing before the race by fair notice.
  8. Scoring will be as follows except for the Long Distance Races or where written racing instructions provide otherwise:

First Place	3/4 point
Other places	points equal to finish position
Disqualified (DSQ)	points equal to 1 plus the number of boats finishing
Did Not Finish (DNF)	points equal to the number of boats starting
Did Not Start (DNS)	same as DNF
- In the event of a point tie for a series, the boat which beat the other the most times is given the higher position. If that doesn't resolve the tie, the boat with the best finish for the series will be given the high position. If that does not resolve the tie, the race committee will award positions as it deems fair.
9. Protests will be heard after the race if a protest committee can be assembled. All such protests may be appealed to the BLYC Protest/Appeals Committee which will also hear original appeals when a protest committee can not be assembled after a race.

The Jinx is Broken  
St. Pete and The Circuit (March 8-21, 1980)  
By V.C. Jim Dressel



As I think back on the past two weeks of sailing the 1980 Southern Circuit, the long wait to win a major championship was definitely as exciting as I had always dreamed it would be! If someone were to have asked me if I was ever going to win a Mid-winter Championship, or any major championship for that fact, I would have been a true pessimist and said probably not. We have been close so many times in the last decade to winning the North Americans and/or St. Pete, that I felt that now, at 40 years old, my time had past. As I sit here writing this article, John Wooden's (UCLA Basketball coach who won 10 NCAA tournaments) recent comment on national TV comes to mind. His statement was "The most difficult championship is always the first because we wanted to win too badly". I can say, without reservation, that the above statement is true in my case.. I was so up-tight going into the last race at Rehoboth in the 1978 North Americans with an 11 or so point lead, that we choked away the regatta. After that experience, I vowed that I would not make myself that unhappy again.

After a mediocre 9th place finish at Savannah, (we had to count a 34th the first race), we were anxious to sail on Tampa Bay and open water. After Savannah, it seemed as if we were falling into our same old pattern, working toward our usual 4th place finish at St. Pete. How wrong we were! Our psych was super-after all -- I had one of the best crews in the country sailing with me - Bonnie Shore. She lent stability to my racing tattics upwind and outstanding chute work for excellent off-wind speed. With this combination and lady luck on our side, we felt we could compete with all the class heavies (which also included two Soling class champions). Warm weather and sunshine with lots of wind seem to have been our forte at St. Pete.

Race #1 - Winds North 18-22 mph. It was a beautiful morning with lots of wind and sun. In my mind this race was a carbon copy of the first race at St. Pete in 1978. Same wind, wave and current. Our game plan was to start at the leeward end of the starting line and work our way to the left, (shore side) of the weather leg. We knew there was a definite wind line closer to the shore. Our immediate worry was whether the wind would veer right as the day progressed. Jim Crane rounded the weather mark first followed by Dave Curtis. We rounded about 6th or 7th - immediately sailed high - popped our chute and rolled over Peter Isler, the Savannah Champion and 2 or 3 other boats. We were fast approaching Dave Curtis. My decision was to take him to windward - my mistake - our spinnaker hit his rigging -- so we had to do a 360° turn. After a poor rounding at the jibe mark, Bill Shore and then Jay Lutz, rolled over us. We weren't the only boat to have problems. After rounding the leeward mark Jim Crane broke his forestay, then capsized and Bill Shore keelhailed his spinnaker. Curtis fired into first place, followed by Lutz, then us! What a break! Shore dropped to 10th but did a super job recovering and eventually finished 4th. This race proved Crane's demise in the series as he finished 20th. The positions changed little the rest of the race with Curtis winning, followed by Lutz, Dressel, Shore and Bryant.

Race #2 - Same relative conditions - winds have moderated to 14-18 mph., same direction - wind was not veering right as predicted. Our game plan was the same as in the first race since we felt the conditions were almost identical. We started at the leeward end of the line, working ourselves left. We were amazed more people didn't favor the left side because of the definite advantage it offered in the first race. Most skippers must have felt the mean wind was going to veer right later in the day, but in our mind, the wind was strong with the puffs coming from the north. We guessed correctly. Actually, the weather mark was moved 15° left for the second weather leg - which the leader, Lutz, didn't realize. Even though Lutz had a huge lead, he rounded 3rd behind Shore and Bryant. We were able to round 4th, followed by McIntosh and Mueller. Curtis finished this race with a 21st, which temporarily put him out of contention. On the last weather leg, Shore let Lutz go and Jay went on to win the race, followed by Shore, McIntosh, Dressel and Bryant. Great day of sailing! We all had a few beers at the famous St. Pete Bar thinking only of the next days races.

Race #3 - Wind NE 16-20mph - The wind veered right from the day before to NE. The wind was strong with much more chop than the day before. We were the first boat to leave the harbor Saturday morning. This proved to be a great advantage for us since we were able to sail almost the complete first weather leg of the course before the bulk of the fleet reached the starting line. It became apparent to us that the strong puffs favored the NE (right side) backing a little in the lulls. Our game plan was to start at the committee boat and tack to port as soon as possible. Our guess was perfect as we were able to round the weather mark 2nd, close behind Crane. From this point on Jim and I changed positions several times with Crane eventually winning the race. We were second, with Bryant, Curtis and Regan respectively.

Race #4 - Same direction and velocity as the morning race. We figured why change a good thing so kept our same game plan. After a couple of recalls, we started at the weather end, tacked to port as soon as we could clear the other boats. After the smoke cleared, we were again by ourselves with Curtis on port tack to our leeward. I decided to consolidate and tack to starboard to cover the fleet, whereby Curtis went further right and eventually went around the weather mark first, followed by Dressel and Crane. Curtis sailed fast on the freed up reaches and went on to win the race. Jim Crane and I again seemed to be glued together, changing positions many times. On the last leg we managed to stay ahead of Crane to finish 2nd in the race with Crane 3rd. Mark Bryant broke a rudder pinnel and dropped from contention. After four races the standing were: Dressel 11, Lutz 18, Shore 26, Curtis 27, and Crane 30. Shades of Rehoboth were starting to come to my mind. I can't blow the lead this time!

Race #5 - Wind ENE 16-22 mph - Our kind of condition, we hope! After 3 recalls - I started to get more nervous. It seemed everyone wanted to start at the weather end and sail to the right side of the course as soon as possible. The committee regrouped after the third recall and changed the starting line. This time they slightly favored the leeward end. Our close competitors seemed to take the bait and all of them started in the leeward  $\frac{1}{2}$  to  $\frac{1}{3}$  of the starting line. This was a super break for us. We started at the committee boat, tacked immediately to port and found ourselves with a huge lead at the weather mark. Paul Gelanitis was on the right side with us and was 2nd at the weather pin.



Positions 3-8 were very tight with many boats arriving at the weather pin at the same time. Lutz had tough luck getting off the starting line and subsequently finished 12th in this last race. We opened our lead to 2½ minutes going into the last weather leg before we noticed our boom was cracked in the middle where the main sheet exits toward the cleat on the centerboard trunk. Oh, No! The jinx is still with us. We then braced our paddle handle under the crack and limped into the finish line beating Gelanitis by just a couple of boat lengths. After the shock of the broken boom and then winning the last race - we realized we had just won the St. Pete Mid-Winter Championship! What a thrill! We finally won a big one. The jinx was broken! The final standings were Dressel 12, Lutz 30, Curtis 32, Shore 32 and Crane 34.

That evening we savored and shared our win at the Winner's banquet, which was outstanding as usual. The people at St. Pete Yacht Club are unsurpassed at hosting a regatta. From registration to this wonderful closing banquet, everything is first class. Bruce Watters and his committee did their usual capable job as Race Committee. The party on Saturday night, complete with skits and belly dancing was a great success.

On to our unplanned trip to Miami to complete the circuit.

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MAY LOG.....R.C. ED BALLENGER

#### SLIPS

THE UP TO DATE SLIP ASSIGNMENTS ARE POSTED ON THE FRONT PORCH OF THE CLUB. MOST MEMBERS THAT WERE ON THE WAITING LIST HAVE BEEN ASSIGNED SLIPS.

#### DOCKS

THANKS TO ALL THE MEMBERS AND THE LADIES AUXILIARY MEMBERS THAT PARTICIPATED IN CLUB WORK DAY, SUNDAY, APRIL 13. MUCH WAS ACCOMPLISHED INSIDE AND OUTSIDE THE CLUB. SINCE I AM IN CHARGE OF THE DOCKS, I WILL DISCUSS THE THINGS ACCOMPLISHED IN THIS AREA.

FIVE ABANDONED DRY SAILERS WERE REMOVED, THE AREA 8 BUBBLER SYSTEM WAS REMOVED, AND MUCH OUTSIDE TRASH WAS TAKEN OFF THE ISLAND. A SPECIAL THANKS TO MAC WOOD FOR HIS EFFORTS AND FOR BRINGING THE DUMP TRUCK TO HAUL EVERYTHING AWAY! WITHOUT THE TRUCK IT WOULD HAVE BEEN VERY DIFFICULT TO GET RID OF ALL THE OLD LUMBER AND TRASH.

THANKS TO EVERYONE'S EFFORTS ON THE DOCKS I AM NOW ABLE TO ASSIGN FOUR PADLY NEEDED SLIPS TO WAITING MEMBERS.

TIME TO PUT THE BOATS IN!!

# LADIES AUXILIARY



## BUCKEYE LAKE YACHT CLUB LADIES AUXILIARY

\* \* \*

The Ladies had their monthly meeting on April 8, 1980 with a surprising attendance what with the terrible rain storm we were having.

Silent pray was held for Georgiana Jones and Kay Leach who both are in the hospital.

Please be reminded there are lots and lots of very nice items in the Show Case for sale that would make great gifts for every occasion. Please be reminded that Lou, the manager, has a key to the Show Case and would be more than happy to give it to you if someone should be interested in any of the items in the case. Please don't hesitate to ask him for it.

The hostesses for the coming months are as follows: May - Fran Baughman and Marie Doneff; June - Jan Kerr (which will begin the noon luncheons at the Club); July - Shirley White and Diane Koman; August - Joan Hein and Pat Ottenwiler; and of course the month of September is the Election.

The annual Card Party will be held on June 13, 1980 and there will be another style show. All gals of the Auxiliary are asked to make a donation for door prizes to be given away at the party, if not, a \$3.00 donation would be appreciated.

Marie Doneff announced there were numerous pictures that had been taken by John for the Log that were extras and that if anyone was interested they could be purchased for a minimal fee. Please contact John or Marie if you would be interested.

There will not be a Porch Sale held this year by the Ladies so if you have some items that you had intended on donating, perhaps you can find a worthy cause to donate them to.

Debbie Bope, Secretary





### LADIES ANNUAL CARD PARTY

A party is being planned for all the ladies at B.L.Y.C. and their guests. Diane Koman, chairman, and her committee will present a delightful luncheon and style show on Wednesday, June 18th. This is your opportunity to enjoy a day at the club, entertain guests, play cards and just socialize.

Please plan your favorite item to exhibit and sell at the Kountry Korner such as baked goods, jellies, home-made goodies, hand-made specialty gifts and plants. Door prizes are also needed. Donna Preston will be collecting your donations of new gifts and/or a \$3. contribution.

We are asking every lady to sell her raffle tickets and pick up more. The \$100., \$50., \$25. Cash shopping spree is incentive enough to sell all your tickets and ask for MORE!

Let's make this a real party -- and a great money raiser for B.L.Y.C.

Marian Petersilge, President  
Ladies Auxiliary, B.L.Y.C.





## KITCHEN NEWS

Well, it's looks like the season is off to a flying start, if the weekend of 18 & 19 of April were any indication. Thanks for the support!

We've got some good specials coming this month, if you'll check the calendar. The Surf 'n' Turf and Crab Legs dinners have been doing well, as indicated by the fact, that I sold 30 lbs. of Crab Legs in 2 weekends.

The special lunch on the 26th of May, will consist of various salads and the longest Sub sandwich ever seen at Buckeye Lake.

Don't forget to bring MOM out for a treat on Mother's Day. Dinner will consist of Baked Stuffed Chicken Breast or Steamship Round, along with everything else I can fit on a buffet table. Price will be \$5.95, including tax. Tips not included. Mom will also receive a complimentary flower. Reservations for this, will be greatly appreciated. Serving time will be 12:30 p.m. till 4:30 p.m.

See you in the Club!

**Lew**

### Calendar of Specials

#### FRIDAY, MAY 2

Whiting Fish.....\$3.25  
Chicken Kiev.....\$4.50

#### SATURDAY, MAY 3

Fried Chicken.....\$3.50

#### FRIDAY, MAY 9

Seafood Platter.....\$6.00  
Pork Chops.....\$3.95

#### SATURDAY, MAY 10

Oriental Nite.....\$4.95

#### SUNDAY, MAY 11

Mother's Day.....\$5.95

#### FRIDAY, MAY 16

Scallops.....\$4.95  
London Broil.....\$5.25

#### SATURDAY, MAY 17

.....CLOSED.....

#### FRIDAY, MAY 23

Broiled Trout.....\$5.75  
Baked Ham.....\$3.95

#### SATURDAY, MAY 24

.....COMMODORE BALL.....

#### MONDAY, MAY 26

Special Buffet.....

#### FRIDAY, MAY 30

Stuffed Shrimp.....\$5.95  
Roast Beef.....\$3.95





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Annette Lawler



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Buckeye Lake

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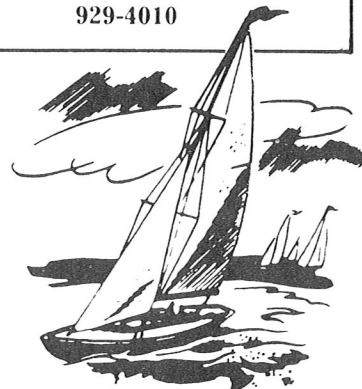
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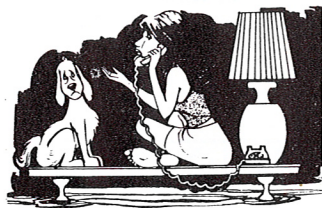
## IMPORTANT DATES

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