



# Afterdeck

## NEWS



Volume 61  
No. 5

of the **PALM BEACH SAIL & POWER SQUADRON, INC.**<sup>®</sup>

Located at LATITUDE 26° 47.8' N and LONGITUDE 80° 04.9' W  
a unit of the United States Power Squadrons<sup>®</sup> • District 8

May  
2005



*P/R/C Robert Malone, SN waves to the crowd from the Squadron's parade boat in the North Palm Beach Heritage Day Parade last month.*

**This Month's Meeting**  
Tuesday, 10 May  
**OLD PORT YACHT CLUB**

Here's the evening's schedule:

Hospitality	1800 (6 pm)
Dinner	1900 (7 pm)
Program	2000 (8 pm)

**Speakers**

Gary Ferguson and Jim Tedesco, presentation of new events under consideration

**Menu**

Sliced Tomato Salad w/Thousand Island, Garni  
Ground Sirloin Marsala w/baked Potato, or  
Crab & Eggplant Rollatini w/ Spaghetti, or  
Spaghetti and Meatballs Marinara  
Chef's Choice Italian themed dessert and coffee.

For reservations call **Lt Roberta Stephens P at 694-2992 by Friday 06 May**. Price is \$25 per person. Please pay by check payable to Palm Beach Sail & Power Squadron. Members who make reservations are responsible for the cost of the dinner.

Bar drinks include gratuity. House brands and wine are \$6; \$7 call brands, \$3 draft beer/mineral water and \$2 for soft drinks.

UNIFORM of the EVENING will be uniform "C" — Long sleeved white shirt, white slacks (or skirt) and black four-in-hand tie (or crossover tie).

**2 Saturdays, 2 Picnics ... Free**

**May 14: Explore Peanut Island**

Squadron members are invited to enjoy an all-day Family Outing on Peanut Island Saturday, May 14, starting at 9 a.m.

You may bring your boat or take the Water Taxi. We have arranged all day taxi service from Rivera Beach Marina (look for the sign at the dock) to Peanut Island for \$7 per person, round trip. Bring the family and your cooler. There will be free hamburgers and hot dogs all day.

Peanut Island features new, modern rest rooms with showers, as well as outdoor showers by swimming area. You can swim, fish, snorkel, play horseshoes, volleyball and other games.

The squadron will have shelter from the sun in a covered picnic area. This will be the central gathering area for food, and if you want to go off for a swim or walk, your personal items will be safe.

**May 21: Celebrate Safe Boating Week**

We will kick off National Safe Boating Week on Saturday May 21 with a picnic at the Palm Beach Sailing Club on North Flagler Drive, just north of 45th Street.

Everything is free, including parking, drinks and lunch. All you have to do is show up to hear and see a program promoting boating safety.

There will be flare demos, life preserver demos, Sea Scout presentations, West Marine displays of the latest safety equipment, helpful guidelines to follow in preparing our boats for hurricane season, and the liabilities for owners whose boats break loose during a storm.

*Please call Lt Roberta Stephens P at 694-2992 or Lt/C Gary Ferguson, P at 352-8144 if you plan to attend one or both of these events.*

**Bareboat Charter Dates Announced**

For the more adventurous types not going on the cruise, our Squadron is organizing a Moorings' bareboat charter to beautiful Tortola in the British Virgin Islands later this year.

Dates for the memorable event are Nov. 3-10. You can make a choice among sail, catamarans and powerboats. All are available with staterooms for 2, 4, 6 or 8 people for

a week. You decide — pick your boat, friends, and have a good time. The more boats, the greater the savings.

An option is flying to Tortola and staying at a resort the island,

The Squadron's 2005 cruise vessel, Navigator of the Seas, will be in St. Thomas on Nov. 8. Some staterooms are still available (cruise dates are Nov 5-12).

Please call Barbara Patti at 626-6606 or e-mail her at [bpatti@bellsouth.net](mailto:bpatti@bellsouth.net) with your interest in the bareboat charter.

**Afterdeck**  
NEWS

Published by the Palm Beach Sail & Power Squadron

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The Afterdeck News is the official publication of the Palm Beach Sail & Power Squadron, chartered November 1944 as an affiliate of the United States Power Squadrons. Your Editors request that articles be submitted by the 5th of the month, directly to them. Afterdeck News and the Palm Beach Sail & Power Squadron are not responsible in any way for mishaps from the use of any product or service mentioned or advertised herein.

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CDR BARBARA ROEMMELE, JN  
COMMANDER'S MESSAGE



*Value of education doesn't diminish*



Back in the 1960s the Power Squadron was offering a "Safe Boating" course in our local high school. My husband and I took that course, and when he joined the squadron I became a "Woman's Certificate" holder. My primary objective was to learn navigational skills for operating our 16 ft. outboard on the waters of Barnegat Bay. Subsequently we hired babysitters so that we could continue on with the 4 month "Advanced Piloting" Course which whetted our appetite for additional Power Squadron Courses, and which kept us coming back for more. Our instructors were devoted to their mission and equipped with excellent course material.



Today these high standards are preserved in our educational department under our outstanding SEO Lt/C Bill Eldridge, SN, where knowledgeable and dedicated instructors have

access to the very latest in teaching techniques and materials. Every effort is made to update course material and to present lucid and relevant classes to students.

At the April Membership Meeting a wonderful tribute was presented to a beloved teacher, P/St/C Joseph Rawlins, SN, a teacher who through 38 years of teaching motivated scores of students to achieve their "JN" and

"N" grades. These students showed their appreciation for a man with outstanding devotion to his classes. Thank you to our P/C Rafael Aybar, SN and his committee — Les McDermott, N; Doreen Baxter-Lipp, N; and Lt. Hans Heynau, SN, whose efforts produced this wonderful program.

Palm Beach Sail and Power Squadron's educational program which encompasses the education of the general public in safe boating techniques, along with self-education of our own members in a variety of courses, is a superb offering. It is my hope that you all take the opportunity to take some of the advanced courses offered by our squadron. All courses were offered this year, and while we had over 60 students taking courses our instructors would be delighted to welcome many more students. When you sign to take or teach a course you not only exercise you intellectual capacity, you also open yourself to a great opportunity for fellowship.

*Barbara C. Roemmele*

## New Members

**Richard S. Lodico** (Wanda); 2001 Marina Isle Way #104, Jupiter

**TRANSFER: Robert Gural** (Cheryl Ann); 100 Lehane Ter #6, N. Palm Beach.

**REINSTATEMENT: Martin A. Berman, Aime Lerner;** 112 Lakeshore Dr, North Palm Beach

**Howard B. Kravets** (Julie); PO Box 590338, Newton Center, Mass.

## Palm Beach Sail & Power Squadron

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### Address changes

*Please report changes in address, telephone or e-mail, or birthday corrections, to the secretary.*

# From the Editor: *Looking for an extra margin of safety*

Elsewhere in this issue of the Afterdeck are some excellent stories, reprinted from the publications of other Squadrons, having to do with safe boats and boating safety. I hope you will read them and think about them.

One highlight of this month is Boating Safety Week, a fine occasion to stuff ourselves with greasy food cooked outdoors and piled up on Styrofoam platters. But when we leave the picnic, what's on our minds — ways to stay safe, or acid reflux?

Personally, the worst boating accident I ever had was not on the busy Intracoastal but at the dock. I tried to leap aboard and ripped my right Achilles.



I hope that doesn't happen to any of you, but something just as unlikely probably will, if you just give it a chance. Because it's something you don't expect, rather than something you truly fear, that always seems to bite.

Throughout our lifetimes we have at times been told to fear spiders, snakes, mad dogs, foreign spies, mosquitoes and auditors. That fear is healthy if it makes us figure our taxes honestly and apply Deet, but misdirected if we run from every tail-wagging pooch or suspect that anyone we meet with a strange accent is a provocateur.

After sitting through a hundred or more preflight demonstrations on airplanes, I still wonder if anyone has ever been saved by an underseat cushion. But I'm glad it's there.

*Lt. Harry Lloyd, AP, Afterdeck Editor*



## Transom Notes

... about Squadron people and events

At the District 8 Spring Conference, held the weekend of 15-17 April, members of Palm Beach Sail and Power Squadron won several awards. P/C Rafael Aybar achieved Senior Navigator grade, having passed all courses including Navigation.

P/R/C Bill Eldridge, SN was awarded a plaque for serving three years as the D-8 Elective Courses Chair. That work was carried on in addition to his many other responsibilities as our squadron's SEO.

D/Lt. William R. Money, P is D-8 Chairman of Boating Safety. Bill was awarded Honor Roll status for his work in prompting all squadrons in the district to submit reports of their achievements.

Lt. James A. Tedesco, P was awarded the USPS Infor-



*P/C Rafael L. Aybar, SN receives his Senior Navigator plaque from National representative P/C/C Ted Smith, N, and District Commander Nigel Hargreaves, SN, at District 8's Spring Conference. Rafael joined USPS in 1976 but has graduated from Piloting and all subsequent USPS courses all since 2001.*

mation Technology Committee's "Website Award" for his outstanding website.

Lt. Harry W. Lloyd, P was awarded National Publications Committee "Distinction in Journalism" Award for our Afterdeck publication.

## *Squadron member Van B. Phillips, AP passes at 87*

Squadron member Van B. Phillips, AP of Palm Beach Gardens passed away on March 26 after a short battle with cancer.

Mr. Phillips, 87, who recently received his 25th merit mark, was a former Eastman Kodak salesman who rose to be executive vice president of the company. A self-made man, he was the only top executive of Kodak who did not attend college. In 1975 he was honored for distinguished service to the microfilm industry.

Van and Genevieve Lee were married in 1939 in his native Oklahoma. After her death in 1989 in Maryland, where they were living in retirement, he moved to Florida in 1991 and became active in the Palm Beach Squadron, where he met another boater and member, Millie. They

were married in 1994 and enjoyed cruising and traveling throughout the world, most often as captain and mate on his motor yacht *Vango*.

Van was a lieutenant in the Navy during World War II and taught flying in New Orleans and Pensacola. A 32nd Degree Mason, he was also active with the Amara Shrine in Palm Beach Gardens. He enjoyed golf and played to a five handicap.

Besides his wife Millie, he is survived by a daughter, Brenda Arno; a son, Randall; a stepson, Thomas Glover, and five grandchildren.

A memorial service was held Thursday, March 31 at the First Presbyterian Church in North Palm Beach.

# Boat safety starts with sensible design

By Thomas Mestrits

*in The Compass, Cutler Cove Squadron*

As USPS members we spend lot of effort learning about proper seamanship and teaching others about safe boating. I find it strange that the subject of unsafe and ecologically unfriendly boat designs is not part of the curriculum and discussion. With all the proper safety precautions it is still dangerous to go to sea with a vessel that has major design flaws. Furthermore, if we continue using boat designs that are destroying our marine environment, then we are hypocrites.

Have you wondered how safe present boat designs are and how they affect the environment around us? Well, I have! The more I studied this matter, the worse it looked.

To learn more about boat designs, I took a course from Westlawn Institute of Marine Technology. I came to the conclusion that designers are still using 19th century hull shapes with only cosmetic and styling improvements. In reality, present boat designs are simply driven by tradition, over-consumption, and ignorance. I am very emphatic about this point: All boat designs over 30 feet long with a cabin should be able to handle offshore adverse conditions. If the boat is used for cruising, sooner or later it will encounter adverse conditions, and an unsafe design could lead to disaster. Going offshore with a single-engine design is playing Russian roulette. I do not care how well the boat is maintained, you could pick up bad fuel, engine problems, run over some floating object which bends your prop and so on. There are just too many ways that you could end up dead in the water in the middle of the Gulf Stream and out of range of your radio.

**Boats sink because of poor design that could be avoided in most cases.** These losses endanger lives, create ecological and financial problems and increase the cost of boat insurance. All production sailboats and powerboats have a big problem. If there is a through-hull failure or the bottom of the boat is holed, the boat can sink. Recently I was working on a friend's-34 foot trawler and I counted nine through-hull fittings under water and 11 plastic through-hull fittings one foot above the water. That is 20 potential failure points, with a bilge that runs through the whole boat, this boat has a high potential for sinking. With proper design this can be avoided by eliminating a lot of the through-hull fittings, using sealed compartments where the through-hull fittings enter the hull and having multiple sealed-buoyancy compartments built into the hull.

I know of three boats locally that sank this past year. One had a toilet located below the water line, which flooded and sank the boat. Another one had an engine raw water intake strainer failure, and the third one was hit by lightning, the speedometer transducer exploded and flooded the hull. All three of these vessels would have stayed afloat if they had been designed properly.

When the weight of the propulsion systems (engines and fuel) account for more than 50 percent of the total displacement of the vessel, then it is an ecological disaster in more than one way. These vessels usually are not seaworthy and when they sink, they go down fast. When they do sink the huge amount of fuel they have to carry in

proportion to the size of the vessel, means a large oil spill.

Use of lead or cast iron for ballast to stabilize boats always baffled me. According to my calculations, they are heavier than water and will sink. Why would you want to incorporate that into a boat design that is supposed to float? Contrary to popular belief built heavy with deep draft does not mean a boat is strong and seaworthy.

Another big problem is the trend to stuff as many accommodations into the vessel as possible. Designers are creating floating houses not boats. They are creating double and triple-level deck plans while keeping the beam narrow enough to fit into a standard slip. In other words, these over-stuffed barges have poor stability, improper weight distribution, excessive windage, and are totally unsafe in adverse conditions. The other day the news reported that a boat rolled over at the fuel dock. They blamed the owner for poor weight distribution. I say it was an unsafe design! If you need flopper-stoppers and stabilizers to control the motion of the vessel, or need ballast to level a boat on its water line, then you have a hull design problem!

On a lot of cabin cruisers and trawlers, the rudders are too small, and steering relies on prop wash over the rudder. On I/Os, outboards, surface piercing props, or jet drive, are even worse. There is no steerage at all if the motor is not pushing the boat or loses power. If you are coming off a large wave and back off the throttle, the boat will lose steerage and broach. I could go on and on about similar design flaws that are simply accepted by the marine community. No! These are design flaws that need to be corrected!

Now I want to cover another aspect of boating that seems to be totally ignored.

There is a lack of public awareness of the ecological damage caused by present trends in boat designs. Gas-guzzling dinosaurs are wasting our natural resources and at the same time pollutants are emitted in massive amounts. Large wakes created by outdated, designs cause millions of dollars of damage in shore and seawall erosion. Heavy deep-draft vessels stir up the silt in shallow bays and waterways, which settles on coral and underwater-plant life, blocking the sunlight needed to flourish. I believe this is a major cause of our troubled underwater ecosystem. When a boat is creating a large wake, it demonstrates its gross inefficiency. It takes lots of energy to move all that water and that is totally wasted energy that converts into big dollars at the fuel pump.

Did you know that the amount of fuel a boat uses is directly proportional to how much pollution is dumped into the air and water? The sad fact is that most twenty-five to thirty-foot powerboats get less than **2 miles per gallon!** Boats in the 40- to 50-foot range consume gallons per mile. For example, the "Cabo 48 Sportfish" fuel consumption is **108.6 gallons an hour!**

When my boat was docked at Dinner Key Marina in Coconut Grove, my neighbor had a 76-foot powerboat, built in Germany in 1926. She was a beautiful boat, long and slender, similar to the Presidential yacht Sequoia. Ibis boat was built with heavy double-planked mahogany,

Continued on page 6

copper sheeting on the bottom, lead stained glass windows, fireplace and massive bronze deck fittings. She weighed 40+ tons. *Dawn* was powered by one huge eight-cylinder diesel. At 800 rpm she would cruise at 12-14 knots and consume 5 gallons of fuel an hour. A modern boat design displacing the same amount of weight consumes 10 times that amount. Is this progress? This is a sad commentary on the technology of modern boat designs.

We have the technology to do better, but we need to get the message out to the boating public, so they are knowledgeable about proper boat design. The United State Power Squadron has the resources and means to make a change and make boating truly safe. Only the educated consumer can force the marine industry to take more responsibility in producing safer and more efficient designs.

## Don't rely on cell phone for offshore connection

By P/C George W. Shaw, JN  
St. Lucie River Power Squadron

Recently a small outboard motor rig about 20 miles off Florida's east coast began taking on water. Their only communication device was a cell phone. They dialed what they thought was the USCG. That failed to connect so they dialed 911. This was answered, but because of low batteries was useless. Fortunately a nearby sailboat understood the situation so there was no loss of life. Loss of materiel was not as fortunate.

The boat sank to the gunwales destroying the twin engines and losing all the equipment on board. A vessel was dispatched to bring in the menace to navigation incurring a rather large towing bill and a possible fine. They also claimed salvage rights, an issue that will certainly go before an Admiralty Court, creating legal expenses.

Why no VHF, the owner was queried? "I thought the phone adequate and wanted to save money" was her pathetic answer. That logic certainly did not correlate with the expensive radar and thousand dollar rods and reels that now nestle at the bottom of the Florida Current's canyon.

All of the many search-and-rescue people and knowledgeable prudent boaters I talk with are of one mind in discouraging the use of cellular phones as a boating safety device. They all point out the disadvantages that make relying on cell phones dangerous:

- **Radio Direction Finder** cannot determine callers' location. The local Coast Guard facilities **do** have equipment to triangulate VHF radio transmissions.
- Cellular phone calls **cannot** be heard by other boaters and **are not** monitored by the USCG.
- 911 calls are frequently misdirected to fire or police departments, delaying water response.
- Area geography may limit or block cell phone signals.
- Communication with rescue boats or aircraft is made difficult.

The authorities all agree that VHF radio Channel 16 which is monitored by the Coast Guard and commercial vessels (by law) is the most efficient and safest way to call for help. Knowing this and you still stubbornly choose to rely on a cell phone as your primary safety instrument, at least:

- Make sure the battery is fully charged.
- Keep the phone in a waterproof bag.
- Tape the USCG and other water rescue phone numbers to the phone.
- When your call is answered immediately give your number and ask that it be repeated to be certain it is understood.

An even better way to assure the safety and comfort of your passengers, crew, and yourself is by prevention. If you know enough about boating safety and maintenance and practice what you know, you may never need to make that call for help.

An excellent way to keep your safety awareness strong is by taking USPS courses with your squadron friends, or even better, volunteer to proctor one of the public safe boating classes. Your SEO will be delighted to hear from you. He must get very lonely sitting by the phone waiting for volunteers to call.

—Reprinted from the *Crossroads*

## Board Minutes 05 April 2005

**MEMBERS PRESENT:** Cdr. Barbara Roemmele, JN; Lt/C Lesly McWhorter, S; Lt/C (P/R/C) Wm. Eldridge, SN; Lt/C Gary Ferguson, P; Lt/C Herb Hoffstein, SN; Lt/C Alan Patti, N; P/C Mary Dodd, SN; 1stLt Alan Konzelman, S. **Guests:** P/C Rafaael Aybar, SN; P/D/Lt/C Sally Williams, AP; P/Stf/C Rod Landsman, AP; 1stLt Jeanne Kirch, AP; Lt Jim Tedesco, P; 1st Lt Ralph Morse, JN

Minutes of March meeting approved with one exception, regarding transfer of funds. Lt/C McWhorter moved that \$7,500-8,000 (the cost of the post-hurricane air conditioning repair) be moved from reserves to the operating fund since it was a capital expense). Passed unanimously.

Lt/C Eldridge moved that Barbara Galen be made an honorary member. unanimously passed

Executive Officer McWhorter reported: Co-op charting — District 8 ranked 11th; PBSPS ranked 1st; over 1,000 geodetic markers noted; 65 marinas surveyed; 14 and 37 corrections to charts. Recognition and applause for Al Shemo's committee.

Education Officer Eldridge, SN report that Gene Berman, JN will teach IABC class in Boynton.

Administrative Officer Ferguson reported: Duffy's contributed \$300.

Secretary Hoffstein reported: Active Members 387; Grand Total 496.

Treasurer Patti reported St. Patrick's party a success. Total Current Assets - \$59,110.

P/D/Lt/C Williams reported that 44 have signed up for the cruise.

— Lt/C Herbert Hoffstein, SN, secretary



*P/C Sally Williams, S (left), Cdr Barbara Roemmele, JN and other squadron members enjoy a combined "Lunch Bunch" with the St. Lucie Squadron.*

## Some cold, hard numbers on boating fatalities

On average, approximately 700 recreational boaters will die this year due to a boating mishap. The vast majority of boating mishaps are caused by operator controllable factors and not by the boat, equipment, or environmental factors.

1. The majority of fatalities (about 79%) occur on inland waters, such as rivers, streams, lakes, and ponds.

2. Drowning continues to be the No. 1 cause of deaths in boating accidents. Approximately 80 percent of drowning victims were not wearing life jackets. Less than 23 percent of boaters in all boating groups wear life jackets. More than 60 percent of boating fatalities result from capsizing, falling overboard, or flooding/swamping.

3. Fatalities rates decrease significantly when a boater has some boater education. 88 percent of fatalities oc-

curred on boats where the operator had not taken a boating course.

4. Open motorboats have the highest overall number of fatalities (approximately half).

5. Canoes and kayaks have high numbers of fatalities due to drowning. Personal watercraft have a relatively high fatality rate due to trauma.

6. One-third of recreational fatalities occur while boaters are engaged in fishing activities. A smaller number die while hunting from a boat.

7. About 79 percent of fatalities occur on inland waters, such as rivers, streams, lakes, and ponds.

8. Drowning continues to be the No. 1 cause of deaths in boating accidents. Approximately 80 percent of drowning victims were not wearing life jackets. Less than 23 percent of boaters in all boating groups wear life jackets. More than 60 percent of

boating fatalities result from capsizing, falling overboard, or flooding/swamping.

9. Fatalities rates decrease significantly when a boater has some boater education. 88 percent of fatalities occurred on boats where the operator had not taken a boater education course.

10. Open motorboats have the highest overall number of fatalities (approximately half).

11. Canoes and kayaks have high numbers of fatalities due to drowning. Personal watercraft (PWCs) have a relatively high fatality rate due to trauma.

12. Roughly one-third of recreational fatalities occur while boaters are engaged in fishing activities. A smaller number die while hunting from a boat.

—National Safe Boating Council

### Squadron Membership Status As of 1 April 2005

	Apr 04	Mar 05	Apr 05				
Active members	329	306	310	Family members	83	83	86
Act. sustaining members	2	2	2	Junior family members	7	4	4
Addl active members	62	56	57	Associate members	16	19	19
Life members	20	18	8	<b>Total other members</b>	<b>106</b>	<b>106</b>	<b>109</b>
<b>TOTAL ACTIVE MEMBERS</b>	<b>413</b>	<b>382</b>	<b>387</b>	<b>Grand total of members</b>	<b>519</b>	<b>488</b>	<b>496</b>
				Honorary members	2	2	2

# May 2005

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Ben Swanka Kevin Clarke	2 Jane Merritt	3 Bridge Meeting Leslie Zenga	4 Donald Cates Christina Eisenberg Dorice Walford	5 Lunch Bunch, Duffy's Restaurant	6 James McGee Alan Konzelman	7
8	9 Dennis Lipp Robert Reiner	10 Dinner Meeting, OPYC Floy Carmichael Gail Nelson	11 Kay Earle	12 Lunch Bunch Raymond Rutkowski	13 Reva Berman	14 Family Outing at Peanut Island Rocco Sainato Dorothea Talik
15	16 Lauren Petersen	17 ABC	18 Ann Marie DiPentima	19 Lunch Bunch ABC	20 Elaine Finn	21 Boating Safety Picnic at Palm Beach Yacht Club
22 Alfred Leonard Ann Lewis Cruz	23 Ann Hagelstein	24 ABC Harold Zitter	25 Joe Mapes	26 Lunch Bunch' ABC Jutta Laukien Grant Green	27 Barry Frankel Beverly Galvin	28
29	30 Robert Gural	31	<b>June 2005</b>			

5	6	7 Bridge Meeting Headquarters	8	9 Lunch Bunch	10	11
12	13	14 Dinner Meeting, OPYC	15	16 Lunch Bunch	17	18
19	20	21 ABC	22	23 Lunch Bunch ABC	24	25
26	27	28 ABC	29	30 Lunch Bunch ABC		