



# CONNECTIONS

August, 2007

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**PORT ROYAL YACHT CLUB** Redondo Beach, CA

A Friendly, Casual, Fun-loving Group Devoted to Social and Boating Activities

**Port Royal  
Yacht Club**  
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CA 90277  
310-372-3960

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## COMMODORE'S COMMENTS

We may call it our "End of Summer" Bash, but, it's really our "Celebration" Bash. It's Port Royal's turn to participate in the Community by giving to the LA Maritime Institute's Top Sail program that truly promotes the Corinthian Spirit and helps our community of Los Angeles.

We hope that you plan on participating on August 18 by donating an item for the Silent Auction or buying something spectacular at the Silent Auction.

There are still a lot of activities and events ahead of us for this year. We still want to do another cruise to another Club or the Isthmus. But, we haven't quite got that one planned yet. We will have **Officer of the Day** until **September 16**, so plan on coming down and enjoying the good food that your fellow members are cooking up.

We're planning a **wine tasting** in the Fall and a **cruise** to Burton Chase Park in November.

Two new exciting events are happening this Fall. We will be hosting two other Yacht Clubs at our wonderful venue in September and October. **Little Ships Fleet of Long Beach** will have a cruise up to our area on **September 15**. They have chosen Port Royal as their destination for their September cruise and an evening of fun and food.

And, on **October 13**, **Shoreline Yacht Club** will also use us as a destination port for their evening of fun and food. Plan on joining the party and welcoming these two great Yacht Clubs to Port Royal.

We're having a great summer and a good time at the Club. Don't let summer pass you by.....get down here and enjoy everything the Club has to offer. And, if you have any ideas about events or anything at the Club, just let a Director or your Bridge know.

**See you at Port Royal.....**

# THE LAST VOYAGE OF THE S. S. DOMINATOR

BY J. F. HARDISON

*Here's the second excerpt in our three part series about the ill fated vessel off Palos Verdes*

**While waiting for the insurance and the cargo** to be unloaded, I hired a chief engineer, R.A. Jacobsen, with seventeen years experience on ships. Also, I hired two experienced divers, Jackson and Kirlan. The divers made a complete check of the hull but were not able to go under the ship due to the force of the water surging under the hull. The divers reported the ship setting on small rocks from bow to stern. They could not determine if a rock had pierced the hull at number three hold as we suspected. The port side of the ship was resting against a huge rock opposite number four hold and another large rock opposite number one and two hold on the port side. At low tide, we could see the rock near number four hold. It was only about tree feet below the surface. These rocks were preventing the ship from going further onto the beach but were a constant worry that as the ship was lightened they might puncture the side of the hull. It was decided to put the two bow anchors of the ship out to sea on the starboard side as far as possible, and to take the spare five ton anchor carried on the deck and put it out at the stern on the starboard side. This would hold the ship from riding against the rocks on the port side as the swells hit her. We secured the anchors to a tug and dragged them out as far as the anchor chain would go. We then used a large air compressor we had put on board and operated the anchor winches by use of air. Air will operate in place of steam but it takes twice as much air to do so. We took up the slack in the anchor chains checking them every day and taking up any slack we could, thus keeping a constant strain on the ship towards the sea.

We decided to send the divers into the flooded engine room and see if they could discover where the water was coming in. There was a lot of oil on top of the water in the engine room and it was impossible for the divers to see, even with high-powered lights. They made two dives working as a team, feeling their way around without finding anything wrong. We knew there was some damage to the propeller shaft and perhaps the shaft alley hatch in the engine room was left open when the crew departed hurriedly, so the divers felt their way along, stumbling over objects they couldn't see and found the hatch. It was open. It took them thirty minutes to close it to where it would be watertight. The engineer then showed the divers a blueprint of the engine room and where the bilge pumps were and valves to operate them. The divers went down and checked the valves, putting them in the proper position for pumping.

We then hooked our air compressor onto the main steam line and started the pumps. The pumps were twenty feet under water and we kept our fingers crossed that they would work. Within minutes the water level started going down and we clocked it at dropping three feet an hour against the rising tide. In seven hours, the engine room was dry. We found a small leak at the forward engine room bulkhead and around the shaft alley hatch door. After several hours work, we had them caulked and very little water was coming in. We kept the engine room dry for three days and then found the water pressure at high tide from the flooded number three hold caused pressure on the number three hold and engine room bulkhead, causing it to gradually move into the engine room. We decided to re-flood the engine room, relieving the pressure, also with the engine room flooded, it helped keep the ship down hard so that it would not work around on the bottom so much.

The divers then went into number three hold to see if they could determine the amount of damage but the wet grain still in the hold, made it impossible to find where the water was coming in. We decided to forget about trying to seal number three. With all other compartments dry and the engine room sealed, we were very confident we could float her off, when the wheat was removed.

About four weeks from the day I purchased the ship, cargo owners started their first attempt at removing the wheat. I felt since the insurance delay was unexpected, I would grant them more time than the original thirty days. Their first attempt to tie a barge on the ocean side of the ship and by use of grain conveyors to the barge, ended in failure when the barge could not be held away from the ship because of the heavy swells. It was damaged severely and had to be towed back to Long Beach in a sinking condition. This was tried several times over a period of a couple weeks but no wheat was removed.

After numerous attempts to remove the wheat by barges, it was decided to try to tie small one hundred and fifty foot freighters to the Dominator and with the freighters keeping power on, they could hold themselves away from the Dominator but this too ended in failure. It was necessary to get the boats within thirty feet of the ship so the conveyor would reach and again the large swells were too much for them. One of the freighters suffered severe

## *DOMINATOR cont.*

damage to its stern when it was carried into the side of the Dominator by a swell, this was enough for them, so they all pulled out, leaving the cargo people with no apparent method of getting the wheat off and only ninety tons of wheat at the terminal and eight thousand tons to go.

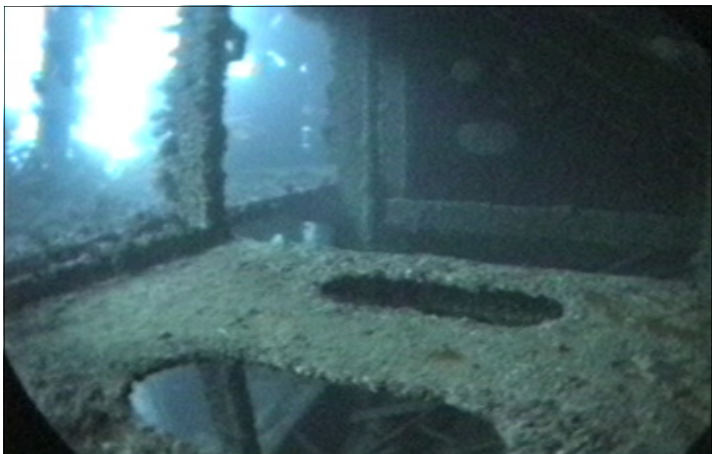
I had heard rumors that the Garvin Tug Boat Company on Terminal Island felt they could put a barge on the shore side of the ship but that the fee they wanted was more than the cargo owners would spend. The water on the shore side of the Dominator was very calm, as the ship acted as a breakwater but the shore was so close, there was hardly any room to maneuver and certainly required perfect timing to get in between large swells. If for any reason the line to the barge was not attached to the Dominator immediately, the barge and possibly a tug would be aground on the rock beach. However, the barge being tied up to the shore side of the Dominator seemed like the only answer as the water on the other side was just too rough to work. I decided to contact the Garvin Tow Boat Co. and find out for myself how they would go about it and what the charge per ton of wheat removed would be. I met Captain George Garvin, one of the owners of the company, and was surprised to find he had been operating tugs in this area for over fifty years and was still going strong. He told me with the use of two tugs, one on the stern of the barge and one on the bow, he could deliver the barge along side number five hold on the shore side and hold it there indefinitely. It was estimated to take about six to eight hours to load the barge, carrying a load of four hundred tons of wheat per trip. At that rate a trip a day could be made, since the unloading of the barge could be done at night at the grain terminal. I asked Captain Garvin what his charge per ton would be for this work and was amazed to find it was exactly the same price as the cargo owners had offered the small freighters and the barge could carry three times as much wheat.

I contacted a Marine Admiralty lawyer and presented my problem to him. I had a ship which had to be unloaded before I could float her and I did not own the cargo. Furthermore, I felt the ship could not hold

together much longer. I explained the cargo owner's haphazard methods of trying to unload their wheat and my conversation with Captain Garvin. The lawyer advised me as owner of the ship, that I controlled the cargo and could enter into a contract with Garvin and unload the ship. The wheat would still be owned by the cargo owners but I would be reimbursed for all expenses incurred in unloading it.

I called a meeting of the cargo owners and my lawyer. We gave them an ultimatum...hire Garvin and get the wheat unloaded immediately or I would take over the entire operation. They were not about to let me gamble with their seventy-five thousand dollars worth of wheat and run up whatever costs I wanted to against them, so they agreed to use the Garvin Tow Boat Co. From this time on the relationship between the cargo owners and myself were very strained and I really couldn't understand why I actually did them a favor.

Captain Garvin started work immediately and for the first time in over two months, wheat was coming off, and he had no difficulty holding the barge right in place so that the conveyor worked perfectly. However, the barge could only be placed along side number five hold due to the large rocks opposite the other holds. This created another problem, the wheat had to be transferred from all the other holds to number five, which was used as a reservoir. This turned out to be a slow process as it was over three hundred and fifty feet from number one hold to number five and the equipment was not heavy enough to carry it that distance with speed. They were loading about two barge loads a week as an average, much slower than I had hoped for. I requested the cargo owners to remove grain from number five and then from number one so that I could keep the ship in balance. They refused to do



## *DOMINATOR cont.*

do this, taking all the wheat from number five and then from number four. This meant the whole aft part of the ship was empty. When they had all but about four hundred tons of wheat from the number four hold, the ship started moving around, the stern moving more than the bow section. This meant we were breaking in half, right at the ruptured number three cargo hold. Soon cracks on the port and starboard side appeared, coming up from the bottom of the ship. Each day the cracks came up the side of the ship a little more. Fortunately for me, the stern section worked itself against the rock on the side of number four hold and soon punctured the hull, causing the hold to flood and this held the stern down and stopped the crack from going further. In the flooding of number four, about one hundred and fifty tons of grain were ruined. At a cost of thirty-five hundred dollars, I had three heavy steel straps welded over the crack that we had on the port and starboard side, hoping to prevent the crack from reaching the deck.

With all the movement we were getting from the ship and her cargo about half unloaded, we decided to attempt to float her on the next high tide, which was June 9th at 8:00 at night. The cargo owners did not want us to attempt it, fearing we might get the ship in deep water and sink it, but I was so deeply concerned about losing the ship on the beach that I was going ahead anyway. We were sharing the costs of the equipment we had put on board, but when it came time for our preparation to re-float the ship, they denied us the use of it. We finally forced them to let us use it, only to find that on the day we were ready, they removed some of the vital parts of the air compressor and diesel generator, but after several hours of searching, we found the parts and got the equipment operating.

On the morning of June 9th, ten hours before high tide, we started the pumps in the engine room and some pumps we had put in number four hold. We hooked up air to the ship's double bottoms in order to blow the water out and give us a little extra lift. We would use four tugs and a huge derrick barge to assist us in getting off the reef. The derrick barge would drop its three ten ton anchors about one half mile out from the ship and then put cables on the ship and start pulling in with its big winches...either the anchors would drag or the ship could come off, one of the two had to happen. One hour before high tide, the ship appeared to be floating and by taking up the bow anchors, we could pull the

bow out to sea about seventy five feet, but when we took up the stern anchor, it would pull the bow right back in, dragging the ship's bow anchors. This meant we were held right in the middle, probably by a pinnacle or rock in the number three hold. The ship was moving all over and we felt sure when the tide was high and the derrick barge hooked onto us, we would come off the reef. When the derrick barge started pulling, we moved around like we were a compass but the high tide came and she wouldn't come off. I was very discouraged but we had done all we could. The engine room and number four hold were dry, the air was forcing the water out of the bilges and the derrick barge was dragging its anchors. About two hours after high tide, we sent the tugs and derrick barge back to Long Beach and re-flooded the ship to await more wheat removal.

When we had forced air into the double bottoms, to force the water out, a small amount of fuel oil was forced out, probably about one hundred gallons, and this covered quite an area on the water around the ship. We had been warned not to dump oil in the ocean by the California Fish and Game Department, and I was concerned about this, knowing that they had an officer on the cliff watching our salvage attempt. I had not known any fuel oil was in the double bottoms, having been told when I purchased the ship that all the fuel oil had been pumped to the settler tanks above the water line when the ship first grounded. This apparently was oil the pumps couldn't pick up as the tanks were emptied. The current carried the oil onto the beaches of the Redondo Beach and Hermosa Beach recreational area, making quite a mess. My doubts were soon confirmed when my engineer and I were arrested and taken to jail by two officers of the Fish and Game Dept. We immediately got out on bail and were quite disturbed over this new development. At the trial, all of the cargo owners testified we pumped oil overboard to lighten the ship. This was their way of getting back at me. I was found not guilty and my engineer was found guilty and fined three hundred dollars plus the cost of cleaning up the beaches and put on three years probation. I have never figured out why they found me not guilty, but it has something to do with my being the owner of the ship and not the one that directly carried out the operation. I did not want to argue the matter as I felt I was very fortunate. I paid the engineer's fine and costs and all was peaceful again for the moment.

*NEXT ISSUE: THE THRILLING CONCLUSION TO THIS TRAGIC TALE OF THE DOOMED SHIP!!*

# GET TO KNOW YOUR REAR COMMODORE SHAWN MILLIGAN

For those of you who haven't had the opportunity to learn more about Shawn, he modestly suggested I do an in depth interview with him. Just who is this fascinating man with the cigar???.ed



*We have some fabulous chefs at the club. Jack Laisure has been a live aboard for some time, but before he moved to the marina he lived with some Filipinos and they gave him this traditional recipe which he served when he was OD. It was so popular he wanted to share the recipe*

## COOK'S CORNER



### Dinagaun

#### Ingredients

- 3 cups boneless pork or intestine belly
- 1/2 cup vinegar mixed with 1 cup water
- 1 Tablespoon Salt
- 1 medium onion peeled and sliced
- 1 1/2 cups pork blood
- 3 cloves garlic crushed
- 2 hot jalapeno peppers seeded & chopped

Put pork in 4 qt. covered stove top casserole and add vinegar mixture

Bring to boil then reduce heat

Cook covered until pork is tender (approx 1 hr.) meat should remain moist, add water if needed

Puree pork blood in food processor

Slowly add blood to pork while stirring and bring to a low boil. Do not burn

Add chopped peppers and simmer uncovered to reduce moisture

Serve over rice

#### What attracted you to sailing?

I've been sailing with my Dad since I was 5 years old so I could get beer for him while we were sailing. My Dad originally needed someone who could shove off the dock and not fall in the water.

#### What are some of your pet peeves? What really ticks you off?

Unpaid bar tabs, not picking up after yourself. I don't like plate tectonics.

#### How can we get in good graces with the Rear Commodore?

Bring me a good Havana cigar.

#### What do you like to do in your spare time?

Play with illegal fireworks.

#### Do your students know about that?

They do ,because Mr. Milligan's middle name is "Danger" and they all know that!

#### Who is your favorite musician?

Don Ho

#### You must have been very sad when he died this year.

Yeah I have a picture with me and him in '94.

#### Do you play the ukulele?

I had one made but learning to play it is still on the "to do" list.

#### You're an eligible sought after bachelor, what are some of your favorite dates?

Long rides in the dinghy and short romantic walks on the beach....not!

#### If you could be a car, what kind of car would you be?

A '74 AMC Gremlin

#### That booger green?

Yeah that green color's my favorite.



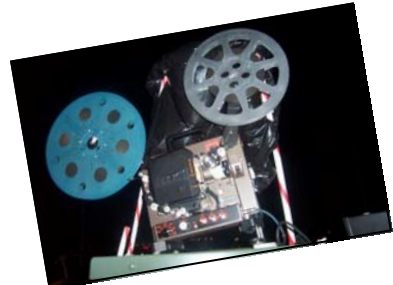
Arriving by limo to the Yacht Club



**7-7-7**



It was Vegas-by-the-Sea at the PRYC for that once in a century event. Beach rats turned into Rat Packs ,all glammed up, switching from beers to martinis and heading to the lounge for fabulous dining (London broil, salmon), cabaret, cards and movie viewing on the patio. Thank you to everyone who attended and put the swinging affair together. Let's do it again for 7-7-8!



Rat Pack Girls of PRYC





# Lets Keep It Clean (Our Harbor)

## Water Quality Tips

Beginning this issue, we will present water quality tips. These will be simple things that you can do to help improve the water quality in the harbor and the beaches of Redondo. This issue we will tell you how to become a Red Tide Fish Kill clean-up volunteer and what to do if you see an obvious water quality violation, such as a leaking garbage truck or a restaurant polluting the water.

## You Can Help - Red Tide Volunteers Needed

Help keep King Harbor Marina clean by becoming a Red Tide Volunteer. During a Red Tide occurrence there is a significant rise in algae blooms that change the color of our marina waters and also lessens the oxygen level which result in large quantities of fish kill that become unsightly and emit extremely foul odors. If you would like to assist us with our clean-up efforts and become a Red Tide Volunteer, please contact Lauren Mahakian, City of Redondo Beach Public Works Department at (310) 318-0686. Red tide volunteer information can be found on the City website using this link:

<http://www.redondo.org/news/displaynews.asp?NewsID=898>

## Water Quality Violation Hotline

You can help here too. Many of us come across water quality violations in our daily travels, but do not know to best way to report them. Here is a guide on how to do it:

- 1) Identify the property or storm drain location with a street address or street intersection.
- 2) Write a description of the violation in process.
- 3) Note the time of day and duration of the activity.
- 4) Identify who is involved in the activity.
- 5) Take down any other documentation or shoot a photo.

The more info you provide the better the response can be. Once you have this information compiled, call **1-888-CLEAN LA** and report it. They will in turn refer the matter to local city officials. To make a direct report in the City of Redondo Beach, call it in to Mike Shay in the Engineering Department at (310) 318-0661.

If you observe any leakage from any refuse truck you may report it to the Public Works Department at (310) 318-0686. Public Works staff members Jon Emerson or Grace Huizar are the contacts. It can also be reported to Consolidated Disposal directly at (562) 663-3400. The Route Supervisor's name is Danny Franco.

*Thanks to Don Mueller for the update....ed*