



CONNECTIONS

October 2007

www.pryc.us

PORT ROYAL YACHT CLUB Redondo Beach, CA
A Friendly, Casual, Fun-loving Group Devoted to Social and Boating Activities

COMMODORE'S COMMENTS



Summer is a ways behind us and Fall has begun. Looking back, we had beautiful summer days and nights at our Club and a lot of good times on the water.

I hope that you took the time to enjoy your boat and some time at the Club and that your summer at Port Royal was an enjoyable one.

I want to comment on the Officer of the Day program that we had this year. Thanks for giving us the best year we've had so far. So many of you went out of your way to provide wonderful food and memorable days at the Club. So many new members participated and it was so enjoyable getting to meet everyone. I had many "old timers" come up to me to tell me that they too thought it was the best so far. Thanks to Rear Commodore Shawn for managing the program.

Our Summer Bash was a success. Everyone enjoyed the music, the Home Port Regatta, the Silent Auction and the food. We raised enough money to double our donation to the Top Sail program. Thanks to everyone who spent time putting together baskets and getting donations from a lot of different businesses to give us plenty of good stuff to auction off. We couldn't have done it without you. But, I want to especially thank Junior Staff Commodore Sue Meyer for not only soliciting a lot of the local businesses for donations but organizing and putting together the whole auction. It is a tremendous amount of work. Thanks Sue.

Mark your calendars.....

Wine Tasting on October 20

Halloween Party on October 28

Fish Festival and Cruise to Burton Chase Park in Marina del Rey,

November 17

Port Royal Yacht Club

555 N. Harbor Drive
Redondo Beach
CA 90277
310-372-3960

PRYC OFFICERS

Commodore
Penny Towne Vowles

Vice Commodore
Pat Paxson

Rear Commodore
Shawn Milligan

Secretary
Jan Pokk

Fleet Captain
Mike Williams

Junior Staff Commodore
Sue Meyer

Quartermasters
Jack Laisure

PRYC DIRECTORS
Andy Davidson
Mike Williams
Kevin Herink
Jack Laisure

Judge Advocate
Tree Curtis

Treasurer
Chris Dalziel

Race Captain
Dave Coleman

Newsletter Editor
Amy Myers

Website Manager
Cathy Mueller

Historian
Lou Toth

MESSAGE BOARD



To Jan Pok- Hope your ankle is healing nicely and you'll be back at the club ASAP



Thanks to all the Officers of the Day that provided us with such yummy goodies over the summer



Thanks to Andy, Jack and Gordon for keeping us supplied with grilled meat and seafood all summer long

Thanks to Shawn for overseeing the bathroom renovation and Chris for getting the giant TV and cash register



UPCOMING EVENTS: MARK YOUR CALENDARS!!

October 20 - Wine Tasting @ 4 p.m. \$10/person for 5 tickets and a chance to win your favorite pick-of-the-day wine PLUS you can purchase a Port Royal Yacht Club wine glass (real glass) for \$5 - and a special surprise at the end!!

October 27 - Annual Halloween Party - Prizes will be given away for the most....well, whatever, we haven't decided yet. Plus a chance to be in the conga line through the Cheesecake Factory!! How can you beat that?

november 17 - fish festival at burton chase park in marina del rey. some lobster may show up also.....details later.



When we left off, in Part II, the crew was attempting to remove the grain off the ship without before the hull breaks apart on the rocksand finally the thrilling conclusion to the tragic tale of

THE DOMINATOR

Wheat removal started the day following our attempt to re-float the ship, and it seemed to go slower than usual, with a lot of breakdowns with the conveyor equipment. The steel straps we had welded to the side of the hull were breaking a little at a time. Cargo owners would not completely remove grain from any compartment so that additional flooding could be done. The ship was working more and more as each ton was removed. It was evident the ship was not going to stay in one piece much longer and that the cargo owners were trying to time their operation so that when they had their wheat off, the ship would be too far gone to come off.

I decided that on the coming high tide, July 9th, we would make a second attempt to re-float the ship. I was told by an employee of the cargo owners that they were going to use force to keep us from making another attempt as long as they had dry wheat on her. To back this up, they hired four of the biggest, roughest, toughest looking guys I had ever seen to stay on board and keep us from using the equipment. I called them goons and in my opinion that is all they were. They assaulted my engineer on two occasions and made it almost impossible to do any work. I decided to proceed with the attempt of re-floating on the 9th of July, irregardless of the cargo owner's attitude. It was my ship and I felt I had every right to attempt to save it. Our agreement of thirty days was months past and I had cooperated in every way possible. Their delays had been very costly to me, not only in money but on my nervous system. The attorneys could not be of much help as the courts move far too slow for this type of thing. I made the decision to take the ship over by force, if necessary.

We knew the cargo people left the ship every night with the exception of two or three men left on board to transfer wheat, and returned early in the morning. I decided the best time to take over the ship was at night when we would have less people to deal with and the goons would not be there. We let the word out that we were going to take over on July 10th, when actually we were going to board her on the night

We had planned a boarding around ten o'clock at night, but somehow the cargo owners got wind of our plan and at nine o'clock I received a phone call from a cargo employee (actually for the past several day, I had been giving this man ten dollars a day to inform me of the cargo owners plans), telling me they were sending a man out to the Dominator in their boat to warn their men and pull up the gangway so that we could not board her. I immediately got my men together, five in all, and with guns and rifles, we left the dock at Redondo Beach at 9:30 PM and headed for the ship.

When we were about one-half mile from the Dominator, one of the men saw a small boat that appeared to be in trouble very near the shore, almost in the breakers. I felt it was a trap set by the cargo people and wanted to go on, but my men said you could not leave a boat to go onto those rock beaches, where a man probably would not survive, so we headed for the small boat. It was the cargo owner's boat and it had engine trouble and with no anchor, it would have been just a matter of minutes and he would have been in the breakers. We attached a line to the boat and got it out of danger, and then I had two of my men go on board her and hold the employee captive, while we towed her towards the Dominator. When we arrived at the ship, we found the gangway pulled up and it was forty-five feet up the side of her. The tree men on board came to the side and told us they would not lower the gangway. We told them we had the cargo boat and one of their key men and we would hold him and their boat until they would let us on board. They finally lowered the gangplank, and we went on board, forcing the cargo men to go into the galley. I told them to shut their conveyor system down and prepare to go ashore as soon as their boat could be repaired. With the guns we had, they decided they had better do as they were told and we soon had them in their boat and on their way back to Redondo Beach.

We kept two guards on duty all night, thinking they might get their goons and come back. Morning came with no sign of them but we noticed several police cars watching us through field glasses from the nearby cliff, also our Fish and Game friends. About 10:00 AM, the cargo owners boat was sighted and in it were the cargo owners foreman and eight goons. They tied up to our boat and my men and I all gathered at the gangway, which we had pulled up out of their reach, and we told them they were not coming aboard. We laid our guns on the rail of the ship and I said the first man that attempted to come aboard would get it. There was a lot of arguing and swearing back and forth and after about a half-hour, they headed back to Redondo Beach. In the meantime, we proceeded to pump the compartments and prepare for the high tide coming in the early evening.

Shortly after noon, the same group of cargo owners came back and made several attempts to get a rope attached to the rail of the ship but we kept throwing it off as they got it hooked. Finally, they tried to rush us and I fired a shot into the air and they backed down. I suggested the foreman come aboard and discuss our problems, after which we would give him safe conduct back to his boat. Over the objections of his goons, he came aboard and I told him I had every right in the world to try and save my ship and use the equipment which we were sharing the cost on. I finally convinced him and he went back to his boat and ashore and apparently convinced his bosses, as we saw no more of them. We still had a lot of police cars, about eight, on the cliff and a sheriff's helicopter circling overhead, keeping an eye on us. I did not know what they would do to us for using the guns, but that was a chance we had to take.

Shortly after the cargo boat left, a Coast Guard cutter appeared and anchored about five hundred yards from the Dominator. They lowered a whale boat and started towards our ship. I thought, well this is it, I can't fight them. The boat came along side and in it were about ten seamen and two officers and a chief, all fully armed. I talked with the officer in charge and invited him aboard. I actually was very happy to have them there and would have liked to have them on board in case of more trouble. But when I told him I thought things were settled, he said they would just stand by while we continued our work.

I found out later the cargo owners had gone to every law enforcement agency there was, but none would help them when they heard the story. They had even attempted to rent a helicopter to land their goons on board, but the owner of the 'copter refused, fearing we might shoot at his ship, causing it to crash. Believe me, there were some very anxious moments and perhaps I was not far from serious trouble, but I felt I had every right and I had no other way of enforcing my convictions.

We decided against using the derrick barge on this attempt as we felt the ship was much lighter and we could raise her more and pull her off with the tugs only, when she was floating free. There was also a matter of a four thousand dollar charge for the use of the barge for a twenty-four hour period and by then, money was a very scarce item.

After we settled back down to re-floating the ship, everything seemed to be under control and the tugs arrived, but we found as the ship raised, she would hang in the middle, where the crack was and we couldn't get her up as far as we did on the first attempt. We worked on it until midnight and then gave up, re-flooding the ship again.

A few days later, we inspected the ship and the crack was all the way up the sides and the deck was buckling. It was only a matter of time before she would be in two pieces. I decided that she would have to be scrapped right there where she was, because if we did succeed in floating her and she broke in two while under tow, we would without a doubt lose the entire ship.

The wheat owners removed the rest of the dry grain, getting a total of almost eight thousand five hundred tons of dry grain off, grossing them almost four hundred thousand dollars. They made a clear profit of well over one hundred thousand dollars and it took them just three days short of four months, a far cry from the original thirty days they had agreed to. One of these days, the courts will tell them if they caused the loss of the ship and how much their actions caused me to lose.

My backers and I have put over forty-eight thousand dollars into the Dominator, our loss will be high as our costs far exceeded what the scrap will bring. I have had my life-long dream come true, at least in part. Now that it is over and I look back, there are no regrets. From this costly experience, I have learned one thing for myself, and possibly good advice for any prospective ship salvager, "Don't buy a ship to salvage unless you buy the cargo, too."

On August 11th, we started scrapping the ship and to date we have removed several hundred tons of steel and brass. The ship finally gave up and broke into two parts in a store, early in November. She was a well built ship to take the punishment the sea gave her for eight long months on that rock reef, but the cutting torches are doing their job and soon the S.S. Dominator will be only a memory.



SHARK WITH LEGS CAUGHT OFF THE COAST OF MALAYSIA- TRUTH OR PHOTOSHOP? YOU BE THE JUDGE

*I found this story in www.underwatertimes.com
Their Wetlines subscription service delivers daily news of the deep. Too bad she threw it back, Shawn could have put it in his aquarium!...ed.*



Penang, [Malaysia](#) (Mar 14, 2007 14:28 EST)

Has anyone ever seen a baby shark with webbed feet? A worker of the Malaysian Fisheries Development Board in Penang, made this unusual find when she was given the 1.7kg fish by a fisherman at the jetty recently. Mary Looi, 48, said she only realized the shark was different when she wanted to cook the fish for lunch. "It was only when I was about to cut the shark the day after I received it that I found two webbed feet sticking out from the lower part of the body.

"The shark is one-metre long," she said. Looi said she dared not cook the fish after consulting her husband Gooi Man Kaw, 57, who told her that according to Chinese belief, eating fish with unusual features could bring disaster or ill luck.

"Immediately, I returned the fish to the fisherman that night at about 10pm "He threw it back into the sea," said Looi. Looi, has been working at LKIM for 10 years yet this was the first time she had stumbled upon such an unusual find. When contacted, Universiti Sains Malaysia (USM) Muka Head marine research station head Prof Dr Zulfigar Yasin said this is the first time he had heard of fish with legs found in the Malaysian waters. "There is a possibility that the fish could have swum from other waters into Malaysian waters.

"As far as I am concerned, fish species with legs or bony fins can only be discovered in the waters of North Sulawesi in Indonesia or South Africa," he said.

source: <http://thestar.com.my>

DON & CATHY'S UNDERSEAS ADVENTURES



These are the photos by Cathy Mueller of the rare monk seal who befriended her off the coast of Oahu. It had been re-located here from the NW preserve. He lost his GPS, that had been stitched to his back, Cathy reported her encounter with the perky pinniped to NOAA

ALERTING ALL FISH SCOOPERS!!

One of the goals of the Redondo Beach Water Quality Task Force was to establish a program to handle the effects of Red Tides in King Harbor. The last Red Tide fish kill event, in 2005, required over 40 volunteers to help remove more than 13,000 pounds of dead fish from the harbor. Our recommendations have led to the City establishing a volunteer program for dealing with fish kills when they occur. We are now ready to solicit for volunteers to be on call and assist when the next Red Tide occurs. Would you like to help? If so, please go to the link below to find out how to sign up.

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

At the site, there is a Red Tide Volunteer form that you can download; just click on the link. If it doesn't work, let me know and I will email it to you.

Please fill it out and send it to

Chris Cagle

ccagle@southland1.com

(310) 318-3161

WE'RE EXPECTING!!!!

Congratulations to Rear Commodore Shawn and his 8th grade class! Under water "storks" delivered a swell shark egg case to his aquarium. The ultrasound shows the baby to be developing nicely.. They couldn't be more thrilled! Read more about swell sharks below. Shawn and baby are registered at West Marine and Shark Babies 'R' Us. We'll keep you informed



Photo by Don Mueller

Swell sharks lay rubbery egg cases with wiry tendrils at the corners. The tendrils catch on rocks and seaweed, anchoring the egg cases and preventing them from being washed to shore. Depending on water temperature, the eggs hatch in nine to 12 months. The newborn have two rows of enlarged denticles down their back that catch on the egg case and aid the shark in pushing itself into its new life in the sea. Ancient legends named the empty egg cases that wash to shore "mermaids' purses."



Monterey Aquarium website



Monterey Aquarium website.....



HEY DOG!! LET'S PARTY

One of the highlights of the summer was Skippy's Bark Mitzvah. All the marina dogs had an opportunity to enjoy some food and drink and camaraderie. We'd like to have an annual Dog Day of Summer from now on. Thanks for all the donations to the rescue, too!!



Hey why wasn't I invited?



Top row: Pogey, Skippy
Middle row: Bella, Morgan, Misty
Bottom row: Ginger, Patron, Missy

NOTE FROM ED.- We had a great season lots of fun events, 7-7-7, Plastic Classic, Summer Bash Luau to name a few and there are some terrific shots. I'll be publishing them as well, but Skippy only turns 13 once. Thanks to Lou Toth and Susan Edwards for the fantastic puppy portraits.