



PT 658 NEWS FROM THE CREW

*A publication from Save the PT Boat, Inc., PO Box 13422
Portland, OR 97213 ~ www.savetheptboatinc.com ~ 503-286-3083
Winter 2020*

Message from our President

To all of our friends who support PT 658 with your interest and donations, thank you for your support!

2020 has been our most challenging year ever. Like nearly every other history museum, we have been significantly impacted by COVID-19.

In early March, we ceased daily operations for many months and canceled our touring and revenue generation season,

In spite of the obstacles imposed by the virus, we continue our mission of preserving and restoring PT 658. Each week our core volunteers (masked and socially distanced) work on boat and education projects and maintenance tasks. We look forward to a better 2021--only time will tell if this is the case.

We also offer a huge thank you to Quest for Truth Foundation for their continued strong support of our mission again this year. Their impactful and generous support truly makes a difference in our mission to educate and preserve history!

Wishing you all the best stay healthy and be well!

Bill Weaver, President

PT 658 Receives Oregon Heritage Grant to Offer New Educational Tools

We are grateful to the Oregon State Historic Preservation Office for awarding PT 658 a grant to help utilize our one-of-a-kind artifacts, and oral and video histories in new formats that enhance the visitor's educational experience. Three touch screen kiosks with audio are being mounted along the walkway that overlooks PT 658 and are programmed to deliver content (photos, narrative, sound) that covers three major program areas:

- History of how and where PT Boats were built, hull design, Packard engines, armaments, and deck structures;
- Video walkaround of various compartments of PT 658; and,
- Oral and video histories recorded from our WW II PT Boat Veterans on their service during the war.



Kiosks are positioned to overlook PT 658, and to provide an introduction to the artifacts they will see upon entering the PT Boat Museum. The kiosks will support larger groups who can spread out among the three information stations, and are designed to serve visitors who are unable to get onto the boat (our ramps to the museum are accessible but those in wheelchairs are not able to easily reach the boat) and younger visitors.

(Fred Juras, PT 658 Board Secretary and Chair, Kiosk Committee)

After notification of the grant, from December 2019 through March 2020, volunteers reached out to other museums to learn from their experiences regarding software and equipment products that worked well for them, refine the costs, and obtain advice on processes and next steps to take. After much research, and speaking with programmers and educators at other museums, we made the decision to use the same system used by Paul Allen's Flying Heritage & Combat Armor Museum in Seattle for their displays. We purchased a BrightSign XD 1034 software controller with extensive options for growth and future applications. We selected a larger monitor with a 27" Acer touch screen and a resolution of 1920 x 1080 as a better choice to see from the side at 130-160 degree angles, especially for our students and our mobility challenged visitors. We also modified our walkway above PT 658 in the boathouse by building an enlarged triangle floor space to improve wheelchair accommodation.



Per Oregon Governor Brown's orders in March, our on-site work was shut down due to COVID-19. Mid-summer, the Kiosk Committee volunteers were able to return to work, using recommended COVID-19 precautions with mask wearing and social distancing. Since then, much progress has been made by our volunteers! Bill Holeman, Marc Lacy, Mark Wolf and Jack Coulter have all worked on programs and presentations. Wally Boerger, Steve Dietz, and Fred Juras have identified photos of equipment on PT 658 and prepared detailed content script explanations for each item. We also have completed storyboards on the flow and sequence for the touch screens. (Photo left: Marc Lacy, Jack Coulter, Fred Juras)

(Photo below: touch screen with information tabs)



Dave Mackay and Jude Graham have spent hundreds of hours going through interviews of the Veterans and marking the timed starts and ends. Jude Graham is digitizing the interviews and selecting exceptional stories for our visiting audiences.

Bob Alton has engineered attachment of the screen to the walkway railing. Tom Cates has insured that the electrical hookups under the walkway have a clean installation. Bill Holeman and Marc Lacy have formatted the BrightSign controllers and completed a central computer server to save the programs. We now have a working model with photos and text running on the BOW monitor. First run photos and complete content text for all equipment is written. Our goal is to have everything up and running for our hoped-for spring season and school visitations.

Thanks to Quest for Truth Foundation!

We extend our deepest appreciation to the directors of the Quest for Truth Foundation for their generous grant to our organization in September 2020. We are so honored to receive their support to be used for PT 658 preservation and education efforts.



The Quest for Truth Research Library is one of the most used resources in our museum, serving historians, visitors and family members of PT Boaters. The collection is growing with new acquisitions received over the past year.

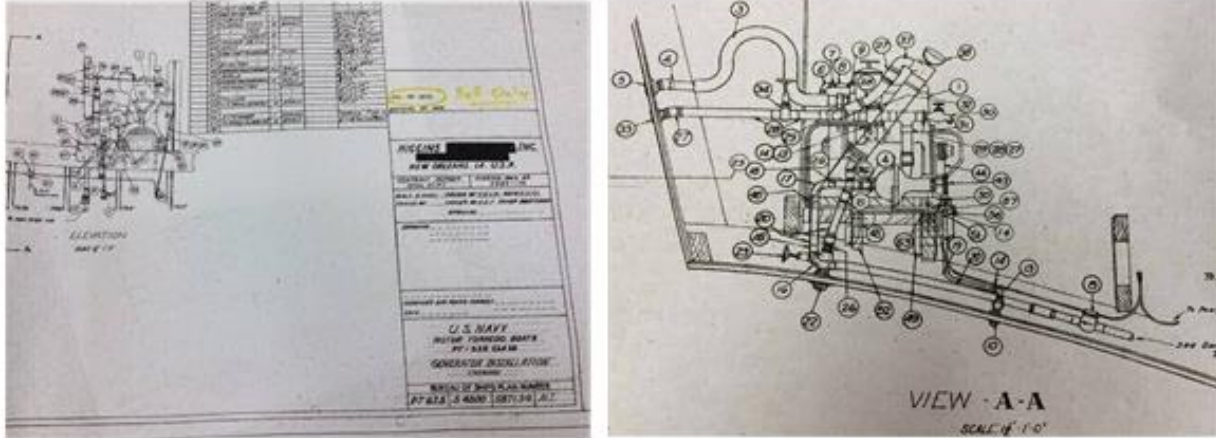
We also remember and honor Quest for Truth’s late President, Bradley F. Henke.

PT 658 Featured on the Smithsonian Channel

Last summer we were contacted by Woodcut Media, Eastleigh, UK which was working under contract with Smithsonian to film the series “Combat Ships.” They asked to film PT 658, and include us in the series episode “Stealth.” Their film crew rode with us on 9/27/19, and the Portland Fire Dept provided the camera boat used to film us while underway. The chase boat service was donated by Willamette Jetboats, a local river excursion company. The series and our episode aired on U.S. television on 6/29/20. Some of the PT 658 footage has now been incorporated into the introduction of every episode of “Combat Ships.” We appreciate the recognition that this program has brought to our organization!



Bilge Pump System Rebuild: With funding from *Quest for Truth Foundation*, and many volunteer hours from our PT 658 crew, we have made significant progress on restoring PT 658 s bilge pumping system to its original configuration. As a first step, volunteers found the Navy STBD generator installation drawing S4800 587134 online (below) at Louisiana State Digital Library.



We then obtained the correct engine, a Waukesha Model ICK, from a collector in Northern CA. We believe this is the original engine installed aboard PT 658, as the donor (John York) originally acquired it in Oakland, CA from the business operated by the previous PT 658 owner (Earl Brown). When received, the engine was partially disassembled but the donation included a footlocker containing parts needed to reassemble the engine including the cylinder head, original distributor and ignition spark suppression equipment, and even a broken piece of the aluminum engine mounting base. (Photos below.) The items received, however, did not include the electrical starter/generator or a carburetor.



Next, we placed a “part wanted” notice on our website which resulted in locating the correct Bendix Corp. “Eclipse” starter/generator from Vintage Aircraft in Stockton CA. We purchased it and our volunteers disassembled, cleaned, repaired and re-assembled it. An equivalent downdraft carburetor, Zenith Model TU3 was purchased online and, after fabricating an adaptor plate, has been installed. A Spark arrestor for the carburetor is still needed.

So far, engine restoration has included removal and lapping the valves, weld repair to the mounting base, adapting the new carburetor and replacing head gasket spark plugs and wires. New ignition wires and spark plugs were sourced from local suppliers. The TIG welding to repair the engine mount and new head gasket were donated. It has been reassembled and is now ready for final test and installation.

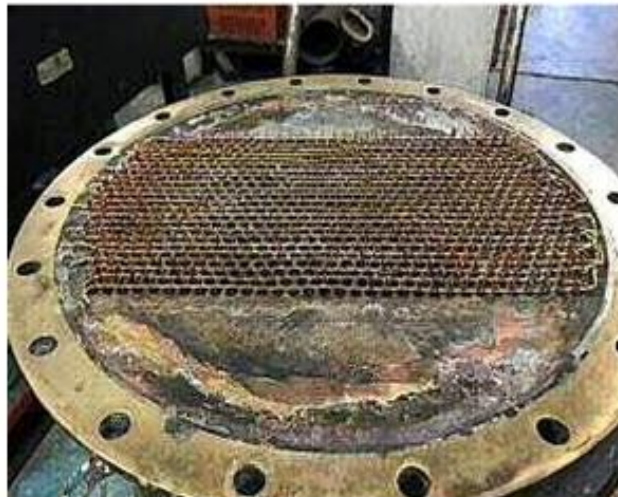
To date, we have not been able to locate the correct Higgins pump. However, we have an equivalent pedestal mounted belt driven gear pump from the period manufactured by the Sherwood Brass Works, of Detroit, MI. During the winter of 2021, we will attempt to adapt the Sherwood pump for installation.



Completed Waukesha Model ICK engine with Eclipse Starter/Generator ready for test run (left). Sherwood pedestal mounted pump (below).



Heat Exchanger Restoration: PT 658 was faced with a significant problem when one of its heat exchangers failed. Each of the three Packard engines have two heat exchangers, which are radiators that cool the oil and engine coolant. These units were originally designed and built during WW II by the Harrison Radiator Division of General Motors. PT heat exchangers were designed to be discarded when they became unusable, a condition faced by PT 658. No overhaul or repair instructions were available so we worked with an engineer from General Motors Harrison in Lockport, NY on the concept and then with two manufacturing companies to produce a functional unit. The modified restored heat exchanger works perfectly. During 2021 we will overhaul three additional units using this new manufacturing technique.



Unserviceable Heat Exchanger with Plugged Tubes, and Restored Heat Exchanger above

Torpedo Director: Over the past year, work on reproducing a high fidelity Mk 31 Torpedo Director resulted in two very high quality replicas. Torpedo Directors were used on PT boats during WW II to direct torpedo fire. Today Torpedo Directors are extremely rare. In fact only two originals are still known to exist. Since the primary mission of PT 658 is preserving PT boat history and to teach the public about it, our Board decided to build a replica. We were fortunate to borrow one from PT Boats Inc. from their collection in Fall River, MA as an example to copy. We were also able to obtain original manufacturing drawings to reference.



Two examples were built, one installed on the boat's helm (left, with Skipper Dick Ackroyd at the helm in September 2020) and the other for use in our museum for STEM education. Our thanks to Barry Haythornthwaite (below) for building these, and to the *Quest for Truth Foundation* for funding this part of history for future generations to enjoy!



Replica Torpedo Director reproduced for PT 658 and the PT 658 Museum (right)





TORPEDOMEN ARRANGE SWAP

It happened on Stirling Island in the Treasuries off the southwest coast of Bougainville Island to set the stage. March or probably April of 1944. We had pulled in there after invading Green Island to repair our Squadron 5 boats.

Stirling was just some 12 miles from the Japanese-occupied Shortland Islands. Once a major rallying harbor and air strips for supply and raids to the rest of the Solomon Islands to the south and east, such as Guadalcanal, Vella Lavella, Kolombangara and New Georgia, the Shortlands were bypassed and starved by PTs serviced by MTB Base 9.

I was enamored by the sleek lines of the Elco 77-footer, PT 62, while serving as the torpedoman of the PT 103.

Most of the original crew whom I cherished had rotated Stateside, leaving me with almost wholly a new bunch of guys. I was only 18 but had been a Torpedoman Third Class since I was a punk of 17. Ransom Widner, torpedoman on the 62-boat, and I were shooting the breeze one day and we decided to swap boats. The squadron X.O. arranged it for us. Deal done.



While at Treasury, the new Packard 4M2500 engines arrived and were installed with 1550 hp replacing our 1350 hp Packards. Over the measured mile off Stirling, the 62-boat as

reported by the motor macs turned up about 48 knots; too fast for the flat bottomed, hard chine boat, so we reverted to the lesser engines for an old boat.

On June 7, D-Day in Europe, the PT 62 some 550 miles farther northward toward the Equator met her demise when she broke her chine while running at an estimated 45 knots in 20-foot waves to escape a shore battery. The X.O, Vince Marin, was transferred as skipper of the PT 318 and took me along with him as the senior torpedoman. I was now at the ripe, old age of 19. And that's how one kid torpedoman ended up serving on three boats of RON 5.

###

Written by **Master Chief Gunner's Mate Jack Duncan, ret.** Jack Duncan (1985 photo above) is a PT 658 Docent along with his wife Marlene. Master Chief Jack Duncan, U.S. Navy Reserve retired, enlisted in 1942 as soon as he turned 17 after graduating from high school at 16. He retired at age 60 as Pacific Fleet Subject Matter Expert in Counter-Terrorism while on his 5th recall to active duty in 1985. Jack served on PT-103 and other boats of PT Squadron 5 during the Solomon Islands and New Guinea Campaigns of 1943 to 1945. Returning Stateside he completed Underwater Demolition Training in Florida, then he was sent to Manila where he was assigned as a Navy policeman after the war ended. He served on active duty and in Reserve for 43 years during World War II, the Korean War, Vietnam and the early years of the War on Terror. After retiring he went on to coach Navy college and high school rifle teams for another 13 years, wearing a Navy uniform for a total of 56 years.

Through a generous sponsorship provided by Peter Marsh and his non-profit *Peter R. Marsh Foundation*, we were honored to have WW II Veterans and First Responders on board for a late September ride on PT 658!

From the organization *Remembering America's Heroes*, several Veterans from WW II, Korea and Vietnam wars joined PT 658 crew members for a memorable ride.



A special guest was WW II Veteran and long-time PT 658 supporter Tudor Davis who is one of two surviving crew members who served aboard the USS Halibut SS-232, the Gato-class submarine which was damaged beyond repair during its 10th patrol off the coast of the Philippines, Nov. 14, 1944.

Davis enlisted in the Navy in 1941 as a young torpedo man. He was put on a wait list when he tried to join in October 1941. But the 17-year-old was immediately called in when the attack on Pearl Harbor happened two months later. Davis came aboard Halibut for her fourth war patrol in 1943, sinking freighters off the coast of Japan.

Remembering America's Heroes:
Front row left to right - Tudor Davis, Fred Davis. Middle row left to right - Paul Henderson, Jim Gadberry. Back row - Ken Buckles, Don Anderson



Forward Assist is a non-profit founded by combat-injured Veterans and patriots to serve fellow Veterans, First Responders and their families. Their mission is to assist our country's heroes in finding their purpose and moving forward into the next chapter of their lives. We were honored to have members of Oregon Special Forces Alumni, Chapter 47 aboard!

Forward Assist: Left to right - Jamie Allen, John Steinbaugh, Don Haase, Weldon Burton, Gene Rappe, Sid Macken and Mike Ward.



PT 658 Crew Members Tom Cates (left, below), John Kihlstrum and Mark Wolf have spearheaded a unique way to raise funds for PT 658 which is making a huge impact on our mission!

Over the last 2 years, crew members recognized that by recycling bottles and cans, funds for our non-profit can add up fast! So far, ***their efforts have generated \$4,483.50 to support our work***, helping to pay for the 100 octane avgas that the Packard engines run on. And along the way, they've recruited countless other PT 658 volunteers who now routinely bring in their recyclables to be turned in for cash.

Tom has also involved Vancouver's Chapter 99 of ***40 et 8*** in this effort as well, which is just the latest way they are supporting PT 658 to help pay for fuel costs to operate the boat.

The ***40 et 8*** was established in 1920 by members of the American Legion as a fun and honor society, and to take care of others. Based on their military experiences in WW I France, the box car of the French railways, which carried 40 men or 8 horses to the front lines, is the symbol of the organization. They have a long legacy of charity--in the 1930s they led a national effort to inoculate every child against diphtheria. Today, they support programs for childhood diabetes and cystic fibrosis research, nurses training programs, youth sports, supplying wheelchairs for Veterans, and volunteering at the VA. Membership is for honorably discharged veterans and active duty personnel.



THANK YOU TO TOM, JOHN AND MARK, AND THE *40 et 8*!

We offer our deepest appreciation to the following contributors who provided generous grants to Save the PT Boat, Inc. during the past year. (For a complete list, please see Donor Listing)

Quest for Truth Foundation
FG Charitable Fund, Mr. Gary Hiatt and Mr. Fred Ross
The Hanson Family Charitable Fund
Jerome R. Hertel Fund, a Donor Advised Fund of The U.S. Charitable Gift Trust
Peter R. Marsh Foundation
Russell Fellows Family Fund
State of Oregon Heritage Grant Program

We also thank the following contributors of In-Kind donations:
Alison Mazon, AMS, A. Mazon & Associates, who has been instrumental in surveying PT 658, and identifying areas of the wood frames and planking that need replacing

Barry Haythornthwaite -- for building two high quality replica Mk31 Torpedo Directors

Rob Ianucci -- loan of two heat exchangers for 18 months

Kenneth Estes -- donation of an original 20mm gun sight

Dale Martin -- donation of a Japanese Arisaka Type 99 rifle and bayonet

Joe Schreiner -- subscription to WW II magazine

Sheffield Marine Propeller Inc. -- for making bushings for us to repair the port engine supercharger

Paul Sturges -- for making us a wonderful mount for the new Torpedo Director

Huser Fire Fighting Equipment (fire extinguisher inspection, servicing)

Vigor -- for providing significant moorage services to PT 658



Items (*right*) belonged to **Frederick P. Millard** who served aboard PT 75, Six Bits, Ron 13, donated by his family: Mr. Gail C. Millard, Lydia Millard Miller and Mary Millard. Frederick P. Millard (deceased 9/20/2019 at age 94) was inducted into the NY State Veterans Hall of Fame. The box is imprinted with the name D.J. Malak who served with Mr. Millard, and we are interested in locating his family members. We are honored to display these items in our Museum thank you to the Frederick Millard Family!



Eugene Mossberger donated a Japanese Nambu 14 pistol with holster plus collection of service records and documents from his father Eugene Samuel Mossberger, PT Boat Veteran. (*Photo Left*)

In memory of Bud Case: We lost one of our long-time volunteers, Milford "Bud" Case who passed away on January 31, 2020. Bud served in the Navy (1944-46) as a Motor Machinist 2nd Class on board PT 168 in the Philippines and New Guinea. Bud cared deeply about our historic PT Boat and we will miss his service and commitment to restoring PT 658. (*Photo of Bud and Bob Alton above, right*)



THANK YOU! We deeply appreciate the support provided between November 1, 2019-November 15, 2020 by our generous friends to support our mission of PT 658 restoration and education!

Anonymous
David Baird, memory of Ken Austin, "my Webb Brother"
Edward L. Barnes, memory of Jennings Junior Barnes,
Navy
Ed Bennett
John Blair
Barbara J. Blubaugh
Wally & Eileen Boerger
Thelma Bourbonnais, memory of Jim Bourbonnais, PT
247-238 Ron 20
Joan Breed, memory of Dr. Robert T. Breed, skipper, PT 283
and 288 Ron 23
Cherie & John Briggs
David W. Brown, honor of Robert Ray Taylor
Kenneth W. Buckles
Joseph & Kathleen Burger
Weldon T. Burton
James Burwell
Sandy Carter
Wing M. Choy
Patricia A. Corkill, honor of Bob Herbst
Tudor Davis, memory of Capt. Harry Wiedmaier
Jack & Marlene Duncan
Wayne & Patty Evans
Bill & Ellen Farr, memory of Chuck Kellogg
Suzy Kellogg Ferrario, memory of Chuck Kellogg
Brian Finn
Chuck Fowler, honor of Bob Alton
Peggy Frazier, memory of W.W. "Tag" Frazier, PT 230 Ron
17
Jim & Mary Ann Gabriel
Steven Gigax
Tod R. Hamachek, memory of Russell E. Hamachek
Gerald Good
Henry Grass
Donald Greaves
Douglas R. Grim
Frank Gruber
Dale C. Hahn
Richard & Joy Hanson, honor of Bob Alton
Robert & Linda Hart
Erik R. Hauge
Stephen M. Hayden, memory of Norman G. Hayden, father
Thomas Hayden, honor of PT 658 Crew
Dave & Lisa Haymond
Michael R. Heilpern
Roger C. Henderson
Gary Hiatt, honor of Frank Lesage
Phyllis Hopkins, honor of Bill Weaver
John H. Imlay Jr., honor of John H. Imlay Sr., USN
Scot & Jennie Joiner, memory of Val G. Joiner,
1944, USS Winden Bay
Patrick A. Kagi
Judy & Mike Keane, memory of Chuck Kellogg
Aaron & Judy Koelsch, memory of Maury Hooper
David Kookan
Scott C. Kuesel, memory of Arthur "Buck" R. Kuesel
LTJG, PT 505 Ron 34 and PT 188 Ron 8
Todd Landwehr, memory of Donald
Landwehr, QM3, USS Oakland CL-95
Kathy Larson, memory of Eugene Eaton
Vincentia Lesko, memory of Steve Lesko, MM- PT
Boat
Brian Lester, Vortec Tooling Solutions, Inc.
Kay Mackay
Peter & Barbara Marsh
Mike Massimini
Martha McCready, memory of Al & Connie McCready
Thomas McCusker
Gail C. Millard, memory of Frederick Putnam Millard,
WW II PT 75 Ron 13
Lydia A. Millard Miller, memory of Frederick Putnam
Millard, WW II PT 75 Ron 13
Mary A. Millard, memory of Frederick Putnam Millard,
WW II PT 75 Ron 13
Don & Doris Miller, memory of Vern Miller
Wade & Patsy Miller
Jerry Mills
Andrew Nelson
William G. Nelson
Lloyd Ness, memory of USS Oyster Bay AGP-6
Network for Good (anonymous donor)
Patrick O Connor
Wilma Jean Odonnell
Brian O Mara
Ryan Paris, memory of Max Lamont
Neal Patton
Andrew Petersen
Terrence G. Popravak Jr., memory of James Curran,
honor of Dalia Morariu
Doug Prentice
Doug Price, memory of LT A.E. Price, PT Boat Skipper
Ken Ramsay
Frank Ray
Dale Rembold
Stephen N. Richie, DMD, memory of Harry W Richie,
MOMM1, PT 84 Ron 13
Audrey Robinson, memory of Joseph T. Robinson,
TM2C, PT 254 Ron 20
Thad & Mary "Billie" Robinson, honor of Frank Lesage
Patty Skade Rogers, memory of William Bill Skade Fred
Ross, honor of Frank Lesage
John Russell & Mary Fellows

Janis Sabatula, memory of Bud Case on his birthday,
February 11
Joseph R. Schreiner
Paul K. Scripps
G. M. Shuford
Dale Siefert, memory of Those Who Served: We Will Not
Forget
Dick & Margie Sleeter, honor of the volunteers who keep PT
658 afloat
William Smallshaw
James B. Smith, memory of uncle SGT John P. Dane Jr., B-
17 bombardier over Europe
Scott Smith, memory of GM2C John W. Smith, PT 453 Ron
31
John Steinbaugh
Randy Stephenson
Page Stockwell
Gary B. Streets
Paul Sturges
Lucy Allen Sullivan
David Tondreau
Richard J. Valot
John A. Van Huyck, honor of FCC Alec Van Huyck,
USN
Edd Vinci, memory of Paul Vinci & Dick Lowe, Ron
21
Mike Ward
Elizabeth Ware, memory of Marsden Ware
Wilfred D. Wells, M.D., honor of Jack Duncan
James L. West
Chuck Weswig
Gene White
Roger Whiting, Memory of Richard N. Whiting, WWII, USS
Copahee, AMM 1st Class
Carol Wilson
Jean Winsor
Dr. David & Susan Wisdom, memory of Chuck Kellogg
Ronald B. Wolflick
Ernestine Bebe Zimmerman, memory of Harvey
Zimmerman, PT Base II, Bau Island

*We have made every attempt to compile an accurate list
and appreciate learning of omissions or corrections.
Please email updates to: pt.barb.1@gmail.com, or send
to: Save the PT Boat, Inc., PO Box 13422, Portland, OR
97213.*

***Foundations, Corporations, Non-Profit and Government
Agencies:***

Quest for Truth Foundation

Amphibious Forces Memorial Museum LCI 713

Austin Industries

FG Charitable Fund, recommended by Mr. Gary Hiatt & Mr. Fred
Ross, in honor of Frank Lesage, in appreciation of the work he has
done to restore the only functional PT Boat from WW II

The Hanson Family Charitable Fund, in honor of Bob Alton

Jerome R. Hertel Fund, a Donor Advised Fund of The U.S.
Charitable Gift Trust

Peter R. Marsh Foundation

Military Vehicle Collectors Club of Oregon

Oregon Beverage Recycling Cooperative

Russell Fellows Family Fund

State of Oregon Heritage Grant Program

In-Kind Donations:

Alison Mazon, AMS, A. Mazon & Associates, for marine
surveying work

Kenneth Estes donation of an original 20mm gun sight

Barry Haythornthwaite for building two high quality
replica Mk31 Torpedo Directors

Huser Fire Fighting Equipment (fire extinguisher inspection,
servicing)

Rob Ianucci -- loan of two heat exchangers for 18 months **Dale
Martin** donation of a Japanese Arisaka Type 99 rifle and
bayonet

Gail C. Millard, Lydia Millard Miller and Mary Millard
who donated items belonging to their father Frederick P.
Millard who served aboard PT 75, Six Bits, Ron 13.

Eugene Mossberger who donated a Japanese Nambu 14 pistol
with holster plus collection of service records and
documents from his father Eugene Samuel Mossberger, PT
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Joe Schreiner -- subscription to WW II magazine

Sheffield Marine Propeller Inc. -- for making bushings for us to
repair the port engine supercharger

Paul Sturges -- for making us a wonderful mount for the new
Torpedo Director

Vigor for providing significant moorage services to PT 658

DONATE TODAY TO PRESERVE PT 658 FOR FUTURE GENERATIONS!

We need your help! Your contributions are needed to help preserve and restore PT 658, and maintain artifacts in our museum! Your donations assure that the restoration and preservation of our wooden PT boat (built in 1945) are conducted according to as-built condition, and meet today's operational codes and standards.

Please complete and return this form with your gift!

Gift Amount: \$ _____

Giving Levels:

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____ Captain (\$25,000 - \$99,999)	____ Chief (\$500-\$999)
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In Honor/Memory (please circle) of: _____
(Please provide contact information so that we may send a note to the individual honored or to the family of the individual memorialized.) _____

Newsletter preference: ____ via US Mail ____ via E-Mail

Please send your check, payable to: **Save The PT Boat, Inc. PO Box 13422, Portland, OR 97213**
Or go to our website (www.savetheptboatinc.com) and click on the "Donation" tab

We are a non-profit organization (EIN #93-1162295), and your gift is tax deductible to the extent permitted by law. For additional information, contact us at 503-286-3083, or at www.savetheptboatinc.com ~ www.pt658heritage.org

THANK YOU!