



PT 658—NEWS FROM THE CREW

*A publication from Save the PT Boat, Inc., PO Box 13422 Portland, OR 97213. 503-286-3083
www.savetheptboatinc.com
Winter 2022*

Message from President Bill Weaver

Thirty years ago, 13 PT Boat Veterans began the journey of restoring historic PT 658. This journey lives on today insuring that this rare PT boat continues to honor those who served aboard them during some of the toughest times of WW II.

The support of our donors and the tireless work of our expert volunteer crew insures that we can continue to offer an educational and authentic PT boat experience. As the only remaining operational PT boat in the world, we are proud to keep this boat sailing as a living museum and tribute to those who served aboard them.

I am happy to report that we have weathered the pandemic in good shape due to the support of over 250 cash donors as well as dozens of local businesses that provide products and perform services for us. During the winter of 2022-2023 we will perform hull maintenance which is needed every five years. We plan to be back in the water in April and ready for our season starting in early June.

Very special thanks to Quest for Truth Foundation, Henry Hillman Foundation, Vigor Industrial, The Peter Marsh Foundation and Samuel S. Johnson Foundation for supporting our mission of historic preservation, education, and service to community and to our Veterans!

We look forward to seeing you next summer! Bill Weaver, President

PT 658 Undergoes Marine Survey, Hull Maintenance and Repairs

Approximately every five years, we must perform critical maintenance and repairs to PT 658 to keep it seaworthy and safe to operate. This work can only be performed while the boat is out of water, and was last completed in 2018.



On September 29, 2022, PT 658 was hauled out for inspection and repairs. With the assistance of Clark Caffall--Combined Forestry and Marine Services, and Vigor Industrial, it was all hands on deck to hoist the boat onto its cradle, and both cradle and boat were then placed on our barge.



Planned work includes repair of damaged wood revealed by visual inspection, and inspection and repairs of rudders, propellers, prop shafts and struts. (See page 4)

Thank you! We are humbled by and grateful for the recent generous grant given by Quest for Truth Foundation! We are so honored to receive their support which is dedicated for PT 658 preservation and education efforts. Their grant received September 2022 will make a tremendous difference in our ability to conduct the essential maintenance and repairs underway to keep PT 658 safe and seaworthy.



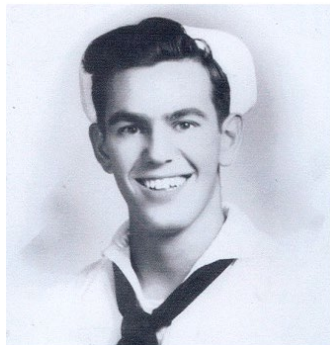
Each week, visitors and volunteers utilize the resources in the Quest for Truth Research Library, using maps, listings about boats and their crew members, photos, and other documents to gather information, especially about family members who served aboard PT Boats. The research collection continues to grow, and items are also used in creating new exhibits for the Museum.

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

Happy Birthday! This year we honor one of our Founders, long-time volunteer, and WWII PT Boater Frank Lesage on his 97th Birthday!

Frank Lesage has been a long-time crew member of PT658, who along with fellow PT Boater Al McCready in 1992, began the restoration of PT 658 and participated in bringing the boat to Portland. Once the boat arrived in Oregon in 1994, Frank performed numerous jobs including constructing work and storage spaces and making repairs to the boat. He was truly a "Jack of all trades" when it came to working on all aspects of the boat.

Frank grew up in Massachusetts just outside of Boston, and joined the Navy at the beginning of WWII with the goal of becoming a PT Boat crewman. He relates that the first time he saw PT Boats "moving at warp speed in New York harbor", he knew those were the boats for him. He went through the training, became a Gunners Mate and was assigned to PT 205 of Squadron (RON) 15. Frank's battle station on the boat was as the Port Side twin 50cal machine gunner. RON 15 was stationed in the Mediterranean at places including Bizerte Tunisia, Bastia Corsica, several ports in Italy, and eventually Cannes and Port Juan, France. Frank's boat suffered battle damage off the coast of Italy and he was then transferred home in 1944. After the war, Frank returned to Portland and began a career with The Oregonian newspaper.



As a member of the original group of WW II PT Boat veterans who worked to restore the boat, Frank also often volunteered to put together gatherings including annual Bull Sessions when PT Boaters remembered their days aboard PT Boats. Frank also served as Board Secretary of Save the PT Boat, Inc., and volunteered countless hours to organizing and filing documents.

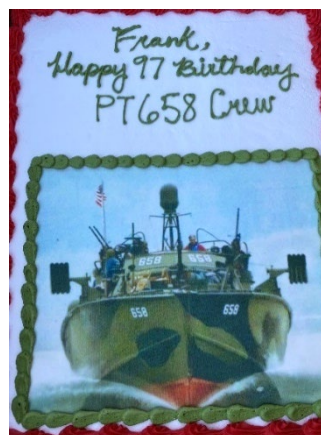
Deeply committed to engaging school children with the history of PT Boats, Frank would also host annual high school history class field trips to PT658.



Above: Frank enjoying birthday cake at the PT Boat Museum.



Frank was also instrumental in building a wonderful relationship with Brad Henke, President of Quest for Truth Foundation. Frank would meet with and personally report on our restoration progress to Mr. Henke and answer his questions about the boat's restoration.



Frank has had a huge effect on ensuring that our organization thrives to this day. Thank you Frank, for your 30-year commitment to help save our boat! And Happy 97th Birthday!

(Lesage bio provided by Jerry Gilmartin)

In preparation for the haul-out, an inspection was conducted by Marine Surveyor Alison Mazon in the spring of this year while the boat was in the water.



While fewer areas of concern were identified compared to the visual inspection in 2018, approximately 6-8 deteriorated planks were identified along with additional deterioration in areas of the starboard chine.

In the engine room, leakage was found due to deterioration in the inner planking near the port side chine. Leakage is also occurring in several locations including muffler, aft crews' quarters, and steering gear room near transom.

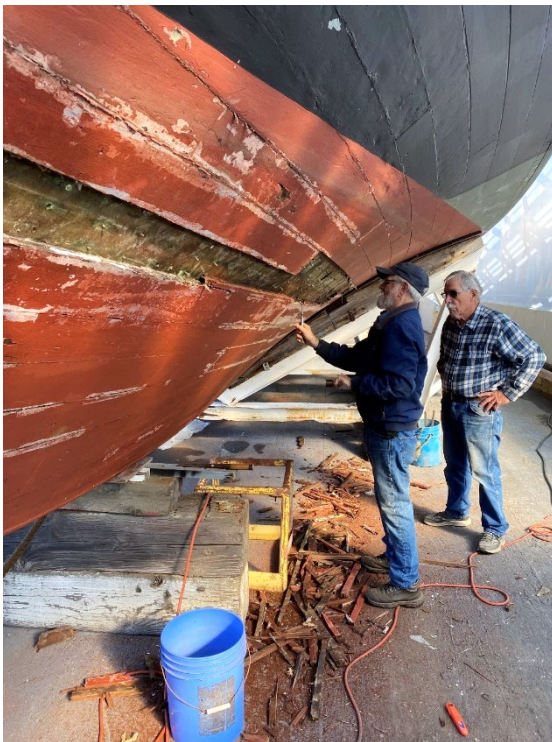
To further inspect the boat below the waterline and make necessary repairs, the boat was hauled out of the water on September 29 and placed on its cradle.



To insure that repairs are performed properly, we have contracted with Jim Lyons, a former owner of Port Townsend Shipwrights, Port Townsend. Jim is an expert in restoring wooden vessels of similar construction and this will be the third time Jim has supported us, with the last haul-out occurring in 2018.

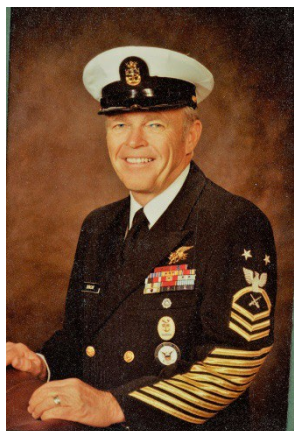
In October, the areas of the boat that were previously below the waterline were surveyed by a team including the Marine Surveyor, the Shipwright and PT 658 crew members. The hull, rudders, propellers, shafting and struts were visually inspected and/or physically sounded to identify any areas of deterioration that will require repair or replacement.

With the boat securely placed on the barge, the crew started their work by tarping the hull with heavy duty plastic to allow work to proceed during the winter's inclement weather. Removal of deteriorated planks has begun along with initial planning for repairs to interior hull frames. Mahogany timber has been acquired.



The following tasks will be accomplished over the next six months; completion is expected in April 2023.

- Remove damaged/deteriorated planking frames and prep hull for new planks.
- Template, fabricate and fit replacement planking, frames and other needed components.
- Install planking.
- Caulk and seal hull seams.
- Inspect/service propellers and propeller shafts and replace cathodic protection anodes, rudder and propeller shafts.
- Scrape, sand, caulk, prime and paint hull.
- Re-launch PT 658 and return the boat to its boathouse.
- Reinstall torpedoes and 40 mm cannon.



Seventy-eight years ago my 77-foot Elco motor torpedo boat was put out of action by Father Time and King Neptune with an assist from the Japanese artillerymen manning the 6-inch gun on Kavieng's waterfront. Kavieng is the capital at the northern tip of the island of New Ireland in Papua New Guinea, South Pacific.

PT-62 was the oldest boat assigned to MTB Squadron 5 and as the saying goes, "She'd been rode hard and put away wet." PT 62 was following the Elco 80-foot PT 319 of the same squadron off New Ireland. In Navy lingo, "Squadron" is shortened to "RON." Both were replacement boats to bring RON 5 up to full strength when casualties and transfers had depleted the squadron's original 12 boats down to 6. As the sky was lightened with the approaching dawn, the two tiny mahogany craft-of-war were looking to bloody some enemy noses after a long night of patrolling with negative results in rough seas. The fabled PT-109 had been transferred to MTB RON 2.

To be honest, none of the crew manning the 62 boat had spotted it, but those on the 319 had – a 47-foot Japanese Navy Type A barge. It was a supply craft similar in size and function to the famed LCM of the US Navy with one exception. The Type A barges were made of all-wood construction and usually heavily armed.

As the 18-year-old torpedoman on the 62-boat, my task was to care for her four Mark 13 torpedoes, her two depth charges and the bottle of Elco Smoke to provide a smoke screen behind which to hide. The date was June 7, 1944. On the other side of the world it was June 6, D-Day, in the English Channel, marking the event in many minds.

Suddenly, that 6-inch gun took umbrage at the puny PTs knocking on their front door and began firing. We turned and fled out of range running out into the open ocean with its 20-foot swells. Just a hair faster than the 319, we on the 62 led the retreat out of range. Running at full throttle in those seas, the 319 reported by radio that we were coming clear out of the water at some 42 knots with our flatter bottom than the 319.

When Skipper Roger Nelson wasn't getting an answer to his buzzer from Motor Mac Blicke, he sent me aft to find out why. I'd been hanging onto the railing around the cockpit, knees bent to absorb the shock of the bouncing boat. Blicke was in his seat atop the starboard Packard engine, bracing himself to keep from being battered. He pointed to the plywood floor boards afloat in the flooded engine room.

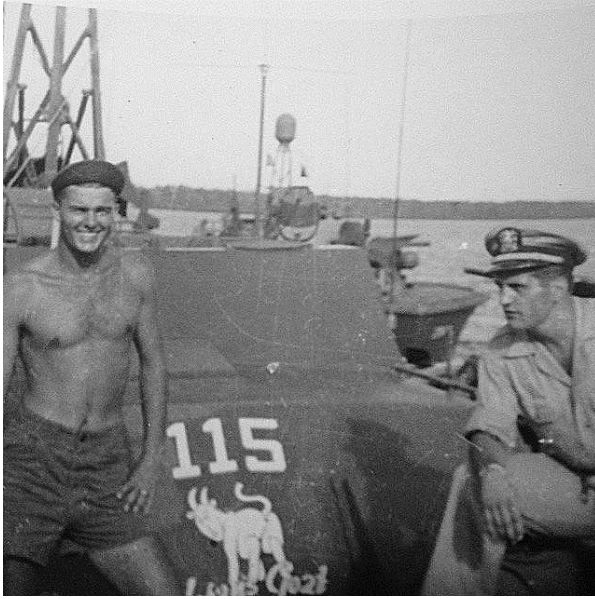
Executive Officer Vince Marin went aft to verify my report, that the self-bailers were holding the flooding steady, but flooding she was. Throttling back to the cruising speed of 28 knots, the two boats headed for the PT Boat Base 16 on Emirau Island, just 2 degrees south of the Equator.

Towed into drydock, the 62-boat's chine had broken, she was through as a boat of war; her valiant and long service done. The chine is where the bottom meets the side. Skipper Roger Nelson's period of duty over, he was sent home. X.O. Vince Marin was appointed as Skipper of the PT-318 and took me with him as his torpedoman. There was still a lot of war to fight.

#

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 was sent to Manila where he was assigned as a Navy policeman after the war ended. He served on active duty and in the 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.

Ensign James Teale served as Skipper of PT 115 (Hogan's Goat), RON 25, Advanced Base 4 (Morotai). Jim joined the Navy two years after Pearl Harbor and earned two battle stars in the invasion of islands in the South Pacific in September and October 1944 (Battle of Morotai and the Battle of Leyte Gulf) which paved the way for the invasion and liberation of the Philippines from the Japanese later that year by General Douglas MacArthur.



Left above: On June 19, 2022, his 100th birthday, Jim Teale received this beautiful picture inscribed, "The crew of PT 658 salutes Jim Teale, skipper of PT 115, 'Hogan's Goat'. It was an honor to have you take the wheel." (Jim drove PT 658 in 2006, shortly after it was relaunched.) Jim has resided in Puerto Rico since 1949, and remains active and engaged. His birthday party had close to 150 attendees and included fireworks. For the occasion, he broke out his original uniform hat and ribbons (*photo above, right*).

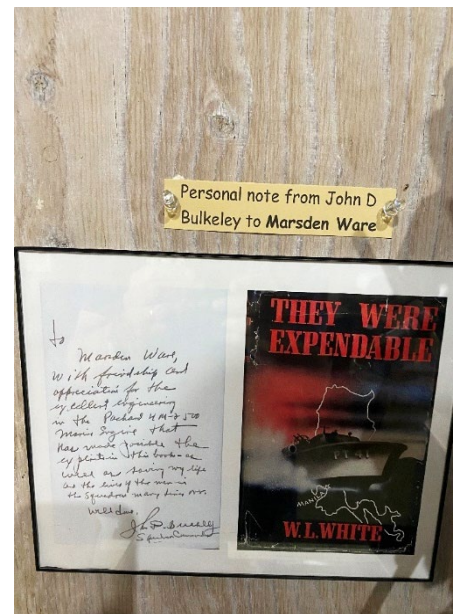
We are proud that our museum collects not only historic and rare artifacts from PT Boats and bases, but also focuses on the stories and memories from PT Boat Veterans and their families, and those who played an integral role in the development of PT Boats and their engines.

Marsden Ware Exhibit: During Spring of 2022, our volunteers created a special museum display to honor Marsden Ware, father of long-time supporter Liz Ware. Marsden Ware was the Chief Engineer of the Packard Marine Engine Division during WW II. He held 22 patents related to the Packard engines which were used in all PT boats. PT 658 has three V-12 Packard engines.

Liz (below) visited PT 658 in 2012, and we were honored that she provided us copies of her late father's files and papers, which are very helpful in the authentic restoration of our V-12 Packard engines.

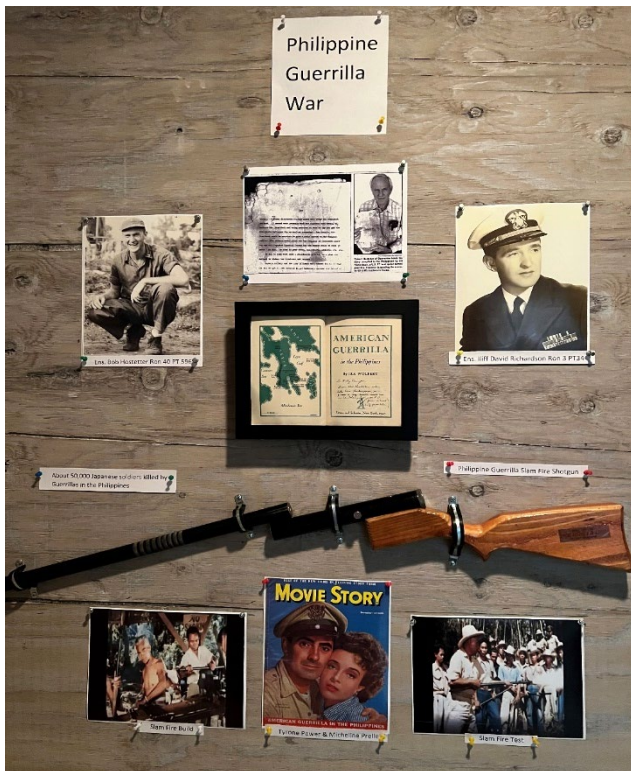


Liz also sent us photos of her personal copy of "They Were Expendable" which was inscribed to her father by Medal of Honor awardee John Bulkeley. As commander of Motor Torpedo Boat Squadron Three, Bulkeley planned and executed the mission to rescue General Douglas MacArthur and his family from Corregidor as it fell to the Japanese at the war's beginning. Bulkeley served in the Navy for 55 years, retiring as an Admiral.



Left: Marsden Ware exhibit. Above: Copy signed by John Bulkeley of "They Were Expendable" by W.L. White.

A new exhibit in the Museum’s theater highlights the Philippine guerrilla movement, and Bob Hostetter's role in retrieving a manuscript of the book “An American Guerrilla in the Philippines.” The guerrilla in the book is PT officer Iliff Richardson from PT 34, RON 3. During WW II, Bob Hostetter was Exec Officer RON 25, PT 350 and 348, and Exec Officer RON 40, PT 596, and was Assistant Captain of the Yard, Manicani Ship Repair Base in the Philippines. He was given a copy of the book’s manuscript by a Catholic Priest who had buried it for safe keeping while the Japanese were in control of the country. Our exhibit (photo below) also displays a copy of a Philippine guerrilla slam fire shotgun as shown in the movie “An American Guerrilla in the Philippines” which is based on the book. The movie depicts an American officer who stayed behind after Bataan fell, and while massive battles were being fought, he quietly organized Filipino resistance. The movie stars Tyrone Power (who plays PT Officer Iliff Richardson) and Micheline Prelle, and was directed by Fritz Lang.



Bob Hostetter (photos below) was extensively involved in the early days of Save the PT Boat, Inc. and in the restoration of PT 658. As a former PT Boat Exec Officer, he was the first ‘skipper’ to operate the boat when it first went underway in 2005.



PT 658 was taken for short trips on the Willamette River on three occasions during 2004 -- on August 30, September 21, and on October 23 -- with Lt. (j.g.) Bob Hostetter at the helm. Others will share that role in the future



VisualLightBox.com



Bob Hostetter building the ammunition box for 40 mm. shells, similar to two others built for 20 mm. shells and installed just ahead of the charthouse on the bow.

VisualLightBox.com



Bob Hostetter and Ron Reichardt begin fastening two layers of 2" by 6" Douglas-fir planks to provide gunwale rub rails the full length of the boat on both sides.

Bob was also instrumental in working on the wooden parts of the boat, whether it was building ammunition boxes or replacing exterior planks. Bob died in 2007, but his legacy lives on.

While Covid-19 still has some impact on our operations, we have been able to resume a more normal annual schedule of activities.

In late February, we hosted a group of Sea Scouts, both male and female Scouts who are ages 13 to 20. (*Photos below.*) They listened intently to our docents, and asked great questions as they toured every corner of the boat. They all commented repeatedly during their visit that the hands-on guided tour gave them new knowledge and perspective about the role of PT Boats in WWII, and inspired them to learn more about the history of that time period and those who served.



The Sea Scout curriculum requires that they follow their handbooks and a path that leads from the ranks of Apprentice through Ordinary, Able and finally to Quartermaster, which takes 3-4 years to accomplish. Maximizing the number of youth to achieve the highest rank is not the goal but instead the focus is on having fun, team and character building, and learning about the "Way of the Sea."

Course study includes knots, small boat handling (from untying the boat to starting and managing the operation of the engine, correct signaling of intent to move, establishing proper lookouts, communications by radio and radio etiquette), chart usage, engine maintenance, crew management, celestial navigation, first aid, food handling and storage/preparation, and safety of self and fellow crew.



Older youth earn a high level of oversight of the younger Sea Scouts under the close supervision of adult mentors. They learn leadership skills quickly. The program supports leadership and self-management from the start. Youth receive guidance in building character and a start toward becoming confident adults.

The Sea Scout boat *Deja Vu* (SSS-202) has trained approximately 40 youth since its origin and of the 20 that stayed with the program, two went on to the Maritime Academy and became officers in the Merchant Marine, and five went into the Military with their time recognized by the Navy and Coast Guard.

Left: Sea Scouts aboard PT 658, February 2022.



American Cancer Society: We have continued to support the American Cancer Society by donating a trip for their annual auction that is held to raise money for cancer research. Four winners rode with us on August 22, 2022 and all had a great time.

Left: Tammy Brookfield, Devin Brookfield, Alexandra Brookfield and Dave Jacky.

Fleet Week: This year marked the return of Navy and Coast Guard ships to Portland’s Rose Festival for Fleet Week after a two-year COVID hiatus. Guests who joined us to greet the fleet share that their experience is both exciting and educational when PT 658 renders honors to the ships anchoring at the Portland downtown seawall.

We are privileged to participate in this event which allows us to educate the public about our historic PT boat and the Veterans who served aboard them. Seeing a ‘real PT’ boat is also particularly meaningful to the crews on board the Navy ships.

Among those who rode with us this year were Claire Cramer (Director, Quest for Truth Foundation) and her husband Victor and son Gus, John Russell (President of Russell Development Company), and philanthropist Henry L. Hillman, Jr.



Photo above left: Claire, Victor and Gus Cramer. Photo above right: Skipper Richard Morris at the helm with John Russell on left, and Henry L. Hillman, Jr. on right.

For many years, visitors to PT 658 have benefitted from volunteers Wally Boerger and Fred Juras, their considerable knowledge of the boat, and the countless hours they have given to Save the PT Boat, Inc. Nearly every Monday and Thursday, and many Saturdays, you will find Wally and Fred serving as docents, acquainting visitors about the boat and the stories of PT Boaters, and guiding them through the many Museum displays.



While much of their work is assisting our guests, they both perform many activities behind the scenes that keep the organization humming. Fred serves as Board Secretary and is busy each week paying bills, keeping minutes, and maintaining records. Fred also led the committee to create new educational kiosks for visitors using documents, photos, oral and video histories, maps and other information from the archives. In addition to giving tours, Wally works in the Quest for Truth Research Library, scanning information about PT Boaters and boats into our database, and accessioning historic objects into the Museum's collection. Wally is also chief photographer during rides, and maintains the website, which is full of photos and information.

Photo left: Wally on the left, Fred on the right at the Marsden Ware exhibit in the Museum. Photo below left: Fred at one of the kiosks. Photo below right: Wally in the Quest for Truth Research Library. **Wally is celebrating his 20th anniversary with Save the PT Boat, Inc!**



Both Fred and Wally are wonderful examples of our volunteers who care deeply about preserving PT 658 for future generations, and we are grateful to them!

Each year, we receive donations of cash, stocks, and in-kind products and services that are so important to carrying out our work. Following are important sources of funding that make our work possible!

Quest for Truth Foundation: We are humbled by the Foundation’s generous investment in our mission. Their support allows us to take on essential boat restoration projects like those underway now, and to support our educational programs for the community. Our restoration of historic PT 658 and our viability as an history museum and education resource would not be possible without their support, and we want to extend our deepest thanks to their Directors and our appreciation for the Foundation’s late President Bradley F. Henke’s long-time support, which are instrumental in securing our future.

Foundations, Corporations and other Leadership Sources: We are honored to receive grants from foundation leaders including the Peter R. Marsh Foundation, the Henry Lea Hillman Jr. Foundation, the Samuel S. Johnson Foundation, and The Hanson Family Charitable Fund. We recently received a matching gift from The Coastal Transportation Giving Fund matching the contribution from Claire and Victor Cramer for which we are grateful.

Donors who provide qualified charitable distributions from an IRA, gifts of stock, family foundations and monthly gifts truly help to secure our future. Special thanks to Liz Ware, Dick Sleeter, Bob Hart, Sylvia Williams, Rachelle Kihlstrum and many others!

Special Fundraising Efforts: Frank J. Andruss Sr., Collector/Exhibitor/Historian, The Mosquito Fleet, World War II PT Boat Exhibit, raised \$3,450 from a GoFundMe for PT 658 fundraising drive that he spearheaded. ***Thank you Frank*** for your leadership, and to the following individuals for supporting our mission!

Frank J. Andruss Sr.	Michael Flannery	Rand Perry
Anonymous (2)	Arthur Frongello	Domenick Pisano
Paul Aversa	Tom Haas	Matthew and Alexander Quinn
Scott Belyea	Louann Hettwer	Don Quinn
Benita Billingsley	Randy Jacobs	Richard Reno
George Bitzas	Lori Andruss Jewell	Rick Riemer
Bill Bonillas	Charles Jones	Daniel Rothenberger Jr.
Michael Boyd	Jeff Jones	Darren Seelye
Thomas Bruno	Cindi Juliano	John Sherrow
Jurriaan Ter Burg	Stephen Kelly	Tim Slawson
William Burnham	David Kocol	Andy Small
Dale Byhre	John Kuryloski	Thomas Steiger
Steve Caldrone	David Laz	Edd Vinci
David Cantera	Stephen Letteri	Denise Vogeney
James Casey	Gerard McGovern	Thomas Warner
John Drain	Ronald Meyrick	Steve Wilson
John Dudek	William Mitchell	Jeff Wondsel
Shlomo Eran	Andrew Morris	Todd Woofenden
Alexander Fearn	Jon Olson – YKO Studio, LLC	
Gale Fillinger	Tony Orofino	

AmazonSmile will donate 0.5% of all eligible purchases to Save the PT Boat, Inc. This is free to use--just go to <https://smile.amazon.com/> and choose Save the PT Boat, Inc. as your charity of choice. Then shop!

Contributions from several organizations and individuals to the ***Oregon BottleDrop*** program have generated \$6,373.50 during 2022. This dedicated effort led by crew members Tom Cates, John Kihlstrum, Mark Wolf and others is truly making a difference!

Donors of products and services: Donors also provide critical goods and services that enhance the quality of our presentation of PT history.

Dan Mitchell, owner of Sporting Systems, has donated the gunsight for our rare 20mm Oerlikon cannon.



Barry Haythornthwaite has manufactured new riveting tooling to support hull repairs and is also manufacturing new impellers for our seawater pumps.



*THANK YOU! We deeply appreciate the support
of our mission provided by our friends between
November 15, 2021-November 15, 2022!*

Page 15

AltruVentures, LLC
AmazonSmile
Amphibious Forces Memorial Museum – LCI 713
Anonymous
Peter F. Anderson, memory of my dad Lloyd F.
Anderson, LT Commander, PT 230
Frank J. Andruss Sr.
Mark Atlas
Les Averill, memory of Al McCready
Mr. & Mrs. Richard R.C. Ayer
David Baird, memory of Finn Kjaer, USN, US Merchant
Marine
Edward L. Barnes
Bob Beach, Mary Ellen & Goff Beach Family
Foundation
Cheryl Croft Bennett, memory of T/Sgt. Eddie L. Croft,
OSS
John Blair
Rebecca Bliss
Barbara J. Blubaugh
Wally & Eileen Boerger
Douglas Bomarito
Nate Bond
Andrew Boone
Thelma Bourbonnais, memory of Jim Bourbonnais,
PT247-238 RON 20
Arnold W. Bradburd
John & Diane Bradshaw
Joan Breed, memory of husband Dr. Robert T. Breed,
RON 23
Cherie & John Briggs
Robert Brower, memory of Specialist 4 James Loux, KIA
1971 RVN, was with the 458th PBRs,PBR 7816
Joseph & Kathleen Burger
Weldon Burton
John Cameron
Sandy Carter
Patricia S. Chouery, memory of husband Jonathan
Moody, longtime supporter of PT 658
Wing M. Choy
Coastal Transportation Giving Fund, matching gift of
Claire & Victor Cramer
Claire & Victor Cramer, memory of Bradley F. Henke
Doug Decker, former EN2 USN
Peter R. Dieckerhoff, memory of Dr. Al Skinner, Jr.,
Skipper PT 595, XO PT 591, RON 40
Jack & Marlene Duncan
Wayne & Patty Evans
Bill & Ellen Farr, memory of Chuck Kellogg
Susan & Roger Ferguson
Suzy Kellogg Ferrario, memory of Chuck Kellogg
Tom & Clair Fisher
Peggy Frazier, memory of W.W. “Tag” Frazier, PT 230
RON 17

Randy H. Fromm
Arthur Frongello
Patrick Fuchs
Jim & Mary Ann Gabriel
Robert Gandy III
Robert Gordon
Tom Gorham
Bob Grant
Henry Grass
Donald Greaves
Douglas R. & Mary K. Grim
Robert F. Grimm
Frank R. Gruber
Jesse Haas
Jennifer Hall
Tod R. Hamachek, memory of Russell E. Hamachek,
Commanding Officer of RON 39
Richard & Joy Hanson, honor of Bob Alton
David Harder, to preserve PT 658 for future generations
Ken Harding
Bob & Linda Hart, memory of Kenneth W. Gaw, USMC,
USN, WW II
Erik R. Hauge, memory of LTJG Olaf F. Hauge, Skipper
PT 547, RON 20 Philippines, PT 511, RON 35, D-Day
Stephen M. Hayden, memory of my father Norman G.
Hayden
Thomas Hayden, honor of PT 658 Crew to keep her
sailing!
Dave & Lisa Haymond
Michael Heilpern
Roger C. Henderson
Judy Henke, in memory of husband Bradley F. Henke
Gary Hiatt & Fred E. Ross, in honor of Frank Lesage, in
appreciation of the work he has done to restore the only
functional PT Boat from World War II.
Gary & Debbie Hill, in honor of Debbie’s father Jim
Teale’s 100th birthday in June 2022.
Henry L. Hillman, Jr.
Randy Hutsell
Paul Jeffries
Rev. Jerry L. Keesee
Rachelle Kihlstrum
Scott C. Kuesel, memory of my father Arthur “Buck” R.
Kuesel, LTJG, PT 505 RON 34 and PT 188 RON 8
Todd Landwehr, memory of Clyde Sutton, CCSTP, USS
Arizona
Kathy Larson, memory of Eugene Eaton
Frank & Joanne Lesage
William Leslie
Brian Lester, Vortec Tooling Solutions, Inc.
Marc Lipkin
Arthur Andrew Lopez, JD
David Lyle
Dave & Kay Mackay

Peter & Barbara Marsh
Brooks Martin
Mike Massimini
Danny May
Martha McCready, memory of Al & Connie McCready,
on occasion of Al McCready's 103rd Birthday
Mark & Debra Miller
Wade & Patsy Miller
William & Louise Mnich, memory of Radioman 3rd
Class William R. Mnich, USN, stationed aboard SC
1045 in the Solomons in 1945
Andrew Nelson
William G. Nelson
Network for Good
Wilma Jean Odonnell
Michael Olds
Patrick O'Connor
Brian O'Mara
Ryan Paris, memory of Maximillian L. Wade
Neal Patton
Andrew Petersen
Kenneth Phillips
Elizabeth Pierson
Doug & Cathy Prentice
Doug Price, memory of LT A.E. Price, PT Boat Skipper
Terrence G. Popravak Jr., honor of Dalia M. Morariu
Ron Quiring
Frank Ray
Dale Rembold
Audrey Robinson, memory of Joseph Robinson, TM2C,
PT 254 RON 20
Thad & Mary "Billie" Robinson, honor of Frank Lesage
Shawn Rollins
John Russell, Mary Fellows
G. M. Shuford
Dick & Margie Sleeter, honor of the volunteers who keep
PT 658 afloat
William Smallshaw
Deanna W. Smitha, LT, CHC, USNR (ret)
Dixon J. Smith
Scott South
Randy Stephenson
Robert Stone
Gary B. Streets
James J. Teale, Skipper, PT 115 "Hogan's Goat", RON
25
Nick Teeny
David Tondreau
Edd Vinci, memory of Paul Vinci
David Waples
Elizabeth Ware, memory of Marsden Ware
James Webb
Wilfred D. Wells, M.D., honor of Jack Duncan
Ira Werner
James L. West
Chuck Weswig

Matthew Wetzel
Gene White, memory of Navy buddy, Bud Reed,
Radioman/Warrant Officer
Roger C. Whiting, Memory of Richard N. Whiting,
WWII, USS Copahee, AMM 1st Class
Tony Whitman, memory of Dr. Al Skinner, Jr.
Sylvia Williams
Randy Willis, MD, honor of C.J. Willis, PT 242, RON
19-23
Jean Winsor
Jerry Wipper
Dr. David & Susan Wisdom, memory of Chuck Kellogg
Ronald B. Wolflick
Pam Young, honor of Ron Taylor
Rick Zenn

***Foundations, Corporations, Non-Profit and
Associations:***

Quest for Truth Foundation

AmazonSmile

Amphibious Forces Memorial Museum – LCI 713

**Richard R.C. Ayer Charitable Fund, in honor of Mr.
& Mrs. Richard R.C. Ayer**

**Coastal Transportation Giving Fund, matching gift of
Claire & Victor Cramer**

**The Hanson Family Charitable Fund, in honor of Bob
Alton**

Henry Lea Hillman, Jr. Foundation

The Samuel S. Johnson Foundation

Peter R. Marsh Foundation

Oregon BottleDrop Giving Program

In-Kind Donations:

**Clark Caffall, Combined Forestry & Marine
Services; boat haul-out**

**Huser Fire Fighting Equipment - fire extinguisher
Inspection, servicing**

**Barry Haythornthwaite – for manufacturing new
riveting tooling to support hull repairs, and
manufacturing new impellers for seawater pumps.**

**Alison Mazon, A. Mazon & Associates, Accredited
Marine Surveyor**

**Daniel Mitchell, Sporting Systems Vancouver –rare
gunsight for the 20mm Oerlikon cannon**

**Vigor Industrial LLC– for providing significant
moorage services to PT 658**

*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*