



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 2023*

PT 658 Relunched!

President's Message

To say that 2023 has been an interesting year would be an understatement. We spent the first 6 months in drydock performing some of the most extensive hull restoration ever completed on the 658.

The result of this work is to extend the life of our 78 year-old boat, and to put in place new methods to manufacture scarce parts.

We have many to thank for this successful maintenance cycle. Clark Caffall moves the boat onto our barge with his tug Christie, and is also one of our skippers. Vigor Industrial provided the important crane work to hoist the boat onto its cradle, and the cradle and boat onto the barge where work is done by our volunteer crew and Shipwright Jim Lyons.

Very special thanks to Quest for Truth Foundation, Henry Hillman Foundation, The Peter Marsh Foundation and Samuel S. Johnson Foundation for supporting our mission of historic preservation, education and honoring our Veterans. Special thanks to Randy Ayer of Massachusetts and Gary Streets of Colorado for their support and for coming to Portland to work with us on the restoration!

Our efforts to keep the 658 operating are completely dependent on our volunteers, and on hundreds of individual, corporate and foundation donors who support us annually—thank you—we appreciate you!
Bill Weaver

From September 29 2022 to May 19 2023, PT 658 spent 9 long months out of the water, undergoing extensive restoration and repair. A plastic cover protected the boat from the weather elements and allowed our committed volunteers to work, averaging 2.5 to 3.5 hours every day, and those working to rebuild the hull averaging 4-5 hours daily. Each week, 12-15 volunteers showed up, during rain, snow and cold weather, to assist Shipwright Jim Lyons to do this hard work.

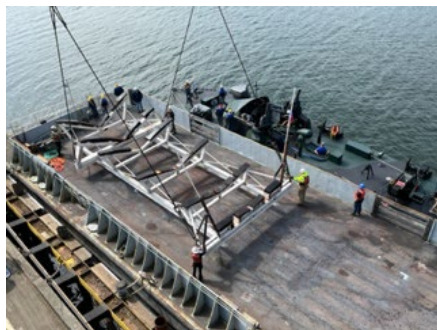


Nearly 700 volunteer hours a month were contributed for a total of over 6,300 hours over the 9-month project. Whether it was structural work to replace planks and frames, working on the engines and propellers, performing metal work or painting, or installing equipment, our skilled volunteers were essential in this successful repair and restoration!

We replaced 325 linear feet of mahogany planks and 26 frames inside the hull. This work included repairs to the damaged frame ends including installation of sister frames that overlapped the new and the existing frame to tie the two together. Other materials used included sealant, primer, paint, Marine grade plywood and cotton caulking. Over 350 bronze bolts, 500 bronze screws and 1,500 copper rivets were installed during this repair and restoration of PT 658!

Thank you to Quest for Truth Foundation! Our work to preserve PT 658 would not be possible without the generosity of Quest for Truth Foundation. We extend our deepest gratitude to the Officers and Directors for their charitable investments in our mission to preserve history, educate future generations, serve the community and honor Veterans. On behalf of every member of our crew, and the thousands of people we impact each year, THANK YOU!

Vigor Lifts PT 658: A key aspect of preserving a 78 year-old World War II PT boat is to perform periodic maintenance and repairs on the wooden hull. Over time, the wood planks absorb water--they develop dry rot, and eventually start leaking. To replace the wood hull planks, the PT boat must be positioned on a specialized cradle, lifted out of the water and placed on an attendant barge for repairs. We are fortunate that Vigor Industrial, located in the Swan Island Lagoon where PT 658 is moored, is the only nearby crane yard which can lift PT 658 out of the water. Vigor is a full-service ship repair facility, with wharves, cranes and dry docks. PT 658 weighs 50 tons (100,000 pounds) and Vigor's cranes are capable of lifting the boat out of the water.



While Vigor's shipyard is very busy repairing ships all year long, there are a few times when there is an empty berth which we need to tie up PT 658's barge and hoist PT 658 out of the water and place her on the barge for repairs. After several months of repair at the PT Base, the process is repeated to relaunch PT 658.

Ken Swingle, Vigor's Facility Director/Dock Master, who schedules all berth occupancies for ship repair, provided several open dates for PT 658's haul-out, realizing that ship repair emergencies could occur on these dates. Having several dates allowed us to adjust schedules as the time drew close to the lift.

Shawn Steele, Vigor's Facility Manager, provided guidance and direction for the PT 658's crew traveling through a busy shipyard to the haul-out berth. Derek Bristow, Vigor's Crane Rigging Supervisor, managed the rigging of PT 658's cradle slings and the entire lifting operation. Derek's crew meticulously positioned the cradle under PT 658 for the haul-out. Derek's crew made up the lifting slings to the cradle and lifted PT 658 off the barge. After PT 658 was eased back into the water, Derek held the crane in a "just floating" position on the cradle. Holding PT 658 instead of

completely re-launching by removing the cradle is a safety practice with wood boats. PT 658 was held for approximately two hours while the on-board crew checked through hull fittings and rigged pumps for dewatering leaks that are fairly normal until the wood planks were able to swell enough to minimize the leaks. After the water leakage was resolved, PT 658 was fully launched and the cradle removed under water from the stern and placed in its stowed position on the barge. PT 658 and the barge were then transported back to the PT Base.

The PT 658 crew thanks Vigor for their excellent service, support and help in preserving this World War II PT boat. Without Vigor's crane service, the crew would not be able to provide the necessary maintenance and repairs to keep PT 658 afloat, fully operational and available for others to learn from a part of WWII Naval History that defended America's Freedom.

Clark Caffall – Tugboat Captain: PT 658's hull is constructed with two layers of wood planking, which periodically must be replaced because they have absorbed water and lost their strength and water tight integrity. Save The PT Boat Inc. owns a 110 foot long by 35 feet wide attendant barge that is large enough to support the 78 foot-long PT 658 and its cradle, and provides a generous work place to replace planking. To start the haul out, the barge is transported from the PT Boat House to a berth on the Willamette River where Vigor's crane service can lift PT 658 out of the water and place it on the barge.



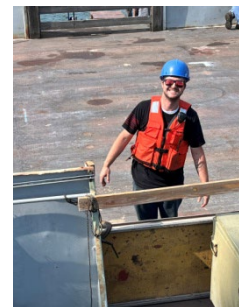
Clark Caffall, owner of *Combined Forestry and Marine Services*, has worked in the forest and hauled log rafts down the river, and provides tugboat services for many clients on the Columbia and Willamette Rivers. Tugboat "Christie" is also moored in Swan Island Lagoon near the PT Boat House, and Clark has generously provided tugboat service for transporting the barge to and from the PT Base to Vigor's crane berth.



After completing the haul-out to replace planking, the barge with PT 658 on deck is transported back to the crane berth, PT 658 is put back in the water, and both the barge and PT 658 are brought back to the PT Base.



Clark's expertise for safely transporting barges of the size necessary to support PT 658 is evident from his many years of operating tugboats on Pacific Northwest rivers. Clark's deck crew, Cody and Katelynn, work in unison with supervision from the Christie's wheel house, to tie-up the barge to the Christie. They make this operation look easy and simple, which is only made possible because of the dedicated time and experience to become seasoned river barge deck hands. Once PT 658 is back at the PT Base, Clark ties the 658 to the side of the Christie, and with precision boat handling, walks the tug sideways to line it up with the Boat House. Save the PT Boat Inc crew appreciates Clark's help to preserve PT 658 for future generations to enjoy!



The Museum has recently been given several exceptional acquisitions!

Below: Naval sword and sheath owned by WW II US General George S. Patton and donated to the Museum by Randy Ayer.

16 MARCH, 2023

DEAR CREW OF THE PT 658,

UPON HIS DEATH, MY GREAT UNCLE, GENERAL GEORGE S. PATTON, HAD THIS SWORD IN HIS POSSESSION. I DO NOT KNOW WHY OR HOW IT CAME INTO HIS OWNERSHIP NOR DO I KNOW THE PROVENANCE. ONE CAN ONLY IMAGINE.

IT IS CLEARLY A NAVAL SWORD THEREFORE IT SHOULD BE IN A MUSEUM REPRESENTATIVE OF ITS HISTORY. MY WISH FOR THIS SWORD IS FOR THE ALTON BUILDING AND PT 658 MUSEUM DISPLAY THIS FOR ALL TO ENJOY.

IT IS WITH GREAT HONOR THAT THIS SWORD BE BESTOWED UPON THE ALTON BUILDING AND PT 658 MUSEUM.

ALL THE BEST,
 RICHARD RANDOLPH CHURCHILL AYER

RRCA



Right: WW II engraved canteen donated by the family of Robert Ray Taylor, TM 1C, RON 9 PT 154.



Below: A collection of items from Lt. Orvis E. Ely, skipper of RON 32 PT 481, donated by his daughter Jana French who also donated our ship's bell (below right).



Gift of Rare WW II Chart: Arthur Frongello, QM 3/c, PT 302, RON 2, served in the Mediterranean in WWII. During his visit to Portland in 2021 with his son Wayne, he signed and donated the original chart of the invasion of Elba that he brought home from the war. His boat and many others were involved in the Elba invasion, June 17-19, 1944. The signed chart of Elba is now hung in our PT Museum. Arthur and Wayne's trip was made possible with the help of Frank Andruss, Sr. who created a GoFundMe fundraising drive to support Arthur's trip. *(Photo right, Arthur signing chart of Elba.)*



Cataloging the Collection of Information about PT Boats and PT 658: We are currently undertaking a significant effort to organize the massive amounts of information in our possession related to PT 658 and other PT boats into a single computerized repository. This extensive collection of data includes technical/training data on all parts of the boat (which aids the crew in maintaining the boat), historic pictures and information on most PT Boats and their crews, detailed history of PT 658 including photos of the boat's restoration since it was acquired, photos of guests taking tours of the boat and museum and on rides on the Columbia and Willamette Rivers, numerous videos and much more information. Detailed information related to artifacts on display in the Museum is also included.

The collection now includes over 72,000 files stored on a server and accessible on multiple workstations for visitors and the crew. When visitors tour the Museum, they can access the data and view the extensive records. We have been able to salvage some

water damaged documents by scanning and digitally enhancing the files. With metadata organization, we can locate information quickly. The entire crew has been involved in obtaining these files. Special thanks is given to Jerry Gilmartin for organizing and providing significant metadata to assist data searches. Wally Boerger has provided much of the initial data and continues to digitize and provide photos from trips and the library. Tom Cates assisted in the legwork for network wiring and updating the incoming internet setup. Marc Lacy and Bill Holeman have configured and managed the servers and workstations. *(Above right: Bill Holeman. Left: Bill Holeman and Wally Boerger.)*



Port Engine Supercharger Impeller Update

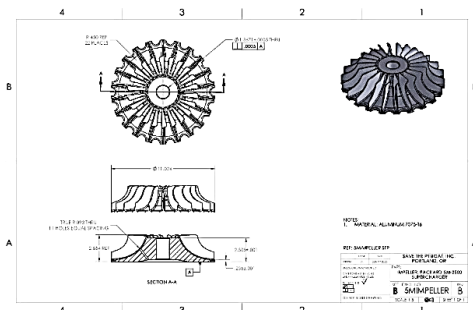


The reverse engineering and manufacturing of new engine parts marks a new phase in our continuing restoration of 658. Due to damage in the supercharger section of the port engine, we found ourselves without a functional impeller for the supercharger. Lack of this part would render the engine unusable and require engine removal. Our crew, led by Jack Coulter (left) and including Steve Stanage and Gary Veenker (below) worked with multiple suppliers and created two new impellers, machined on a five axis milling center. The impellers are machined from 7075-T6 billet, a high strength aluminum alloy.



The original impeller was manufactured from cast aluminum with 400 series stainless steel hubs. The hubs are press fit and secured from rotation by six stainless steel pins. (Photo left: Corroded Impeller used as template to create solid model for machining.) Working with a local patternmaker, Portland Pattern, we were able to have this impeller laser scanned. This scan was used to reverse design the impellers removing defective areas included on the scan to provide a 3-D computer model that can be used to machine a new impeller to exacting standards using a 5 axis CNC machining center. In addition to the 3D CAD model used to program the machine tools, a 2D drawing was made to identify critical dimensions and tolerances and material.

(Impeller 2D CAD Drawing below)



Two new impellers have been machined (bottom left) and are in the final assembly stage. The new impeller will soon be installed on our port engine and we are expecting great results to save this engine. (Left: Steve Stanage and Gary Veenker are ready to go to work on installing the new impeller.)



Cradle Bunk Replacement: James Hallstrom, a SeaScout and a mechanical engineering student at Washington State University is fulfilling his Eagle Scout Badge by replacing several deteriorated wooden bunks on our steel cradle, which is used for lifting the boat out of the water. The bunks are large wooden blocks capped by rubber pads that provide an interface between the steel frames of the cradle and the boat's hull. They must be cut and shaped to precisely fit the contour of the boat hull.



Photos above of cradle show exposed steel where bunks will be replaced (left), and new replacement bunk (right).

Photo left is an example of deteriorated wood, original to the cradle from WW II, 1945.



Torpedo Restoration: PT658 acquired this steam-powered MK13 aerial torpedo several years ago and has used it as a teaching aid in local public events including military parades. New volunteer Don Cameron just completed a beautiful restoration of this unique artifact.



A LIFELONG LOVE AFFAIR

Master Chief Jack H. Duncan, Navy retired

Those of us sailors who manned the U.S. Navy's World War II PT (Patrol Torpedo) boats; the Mosquito Boats; the Devil Boats; the Green Dragons That Roared, all suffered from the same affliction or at least it would seem so from those who are still with us today. They simply loved their boats with a passion that time could never dim.

'Skeeter sailors, those elite mostly volunteers who dared the label of "expendable," never recovered from the emotional trauma of love-at-first-sight of their tiny, plywood craft. Outfitted with torpedoes, depth charges and machine cannons were the vessels with which the men fell headlong in love. Sleek lines, cramped quarters, rough-riding, high-speed, crews cross-trained, often meager and unappetizing food, rationed water. Operating "at the tip of the spear" where the fighting was fiercest, most 'skeeter sailors experienced more than a year plus without ever seeing civilization. The crews loved their boats despite all.

Nicknamed after the insect that buzzes, darts about, yet carries a sharp sting, the majority of the PT boats--the mosquito boats--were of two types; those 80-footers made by Elco in Bayonne, NJ, and those 78-footers made by Higgins in New Orleans. Although about 750 were built to fight World War II in every theater of operation from the "shores of Tripoli" to the jungles of far-off New Guinea and the icy, stormy waters of the Aleutian Islands, only one is operational today. Only one is fully-equipped like she left the factory. She is berthed – she lives – in Portland, Oregon.

When the war ended, PT 658 was retained by the Navy and used on the Pacific Coast involved in various missile programs until she, too, was put up for sale. She languished under private ownership, deteriorating until rescued by those who are called, *The Twelve*. Twelve aging PT veterans who lived in the environs of Portland ached to once again ride their sweethearts while listening to the crescendo of those Packards. They begged for nostalgia and the throaty music of 36-cylinders. Just 12 veterans, still in love with their long-vanished boats, not only salvaged the PT 658, but working with new generations of lovers, rebuilt and fully-equipped her even down to the three Packard V-12, 1850 hp engines and the proper binoculars for standing lookout.

As *The Twelve* "went on their last patrols," these new generations also in love with the 658, are still succumbing to the lure as had the lads of the Greatest Generation. They carefully keep the old lady elegant and running as if it were still war-time 1945, when she was built. Her website www.savetheptboat.com will guide you, but caution! Those who dare to visit the PT 658 most likely will fall in love, too!

#

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.



One of the most rewarding ways we give back to the community is by supporting charities in their fundraising activities. Photo left: Bob Ottele (in white hat), his two sons and grandson. (*Bill Weaver is next to Bob on the right.*) Bob was the winning bidder for a ride on PT 658 during the recent American Cancer Society Auction. Not only were we able to support the ACS in raising important funds for their mission, but the ride gave us an opportunity to educate Bob and his guests about the role of PT Boats in WW II.

Below, far right: Jeremy, John and Jenny Tyger, and Wayne Abbott. Their ride was sponsored by former Oregon State Senator Betsy Johnson and her husband John Helm as a fundraiser donation for the Columbia Learning Center.

Rose Festival 2023 Fleet Week

We were honored to greet Navy and Canadian ships as they arrived for the Portland Rose Festival's Fleet Week! Below: Robert Durham, retired Oregon Supreme Court Justice. Right: Augusta & Randy Ayer from Massachusetts



9/11 Commemorative Ride:



Under Pete Marsh's leadership, on September 11, a group including Nate Bond gathered to commemorate 9/11. Crew Member Tom Cates gave heartfelt remarks about the importance of remembering this day and led us in a moment of silence to honor the many lives lost on that day. (*Photo left*)

Packard Engine Donation



We were recently informed that Marina Shipyard in Long Beach, CA. is donating the V2500-4M engine shown in photo at left. This engine was a spare for the P520 Crash Rescue boat that was restored and operated for many years by the Tretter family. The engine has been in dry storage for over 40 years, and we are excited to open it up and determine its condition. As some of you may know, we have a few spare engines on hand but none are as complete as this 4M. Our thanks to Marina Shipyard for this extremely generous donation. We will have a crew on the way to Long Beach very soon to bring it home to Portland.

New Challenge Coins Available: The tradition of exchanging challenge coins has several different origins. One story links the tradition to WW I, when the U.S. started building up its Army Air Service and many men volunteered to serve. One of those men was a wealthy lieutenant who ordered several coin-sized bronze medallions to be made and given to his troops to instill unit pride, improve esprit de corps and reward hard work and excellence. Another story



is that the tradition started in Vietnam, when an Army infantry-run bar tried to keep non-infantrymen away by forcing “outsiders” to buy drinks for the whole bar if they couldn’t prove they had been in combat. The “proof” started with enemy bullets, then got a little out of control with grenades, rockets and unexploded ordnance. So a coin-sized item emblazoned with the unit’s insignia became the accepted form of proof. The tradition -- now known as a coin check -- continues today, hence it being called a “challenge” coin.

Our new challenge coin is available for \$15 which includes shipping. One side depicts PT 658, while the other side features a Mosquito Fleet logo. Other items, including hats and shirts are available at the Ships Store: https://www.savetheptboatinc.com/Ships_Store.htm

*THANK YOU! We deeply appreciate the support
of our mission provided by our friends between
November 15, 2022-November 15, 2023!*

Page 11

Anonymous
Joe & Mary Allison, FMCA members
AltruVentures, LLC
AmazonSmile
American Legion, Salmon Creek Heights Post # 176
Amphibious Forces Memorial Museum – LCI 713
Peter F. Anderson, memory of my dad Lloyd F.
Anderson, LT Commander, PT 230
Richard E. Anderson
Family of Mark Atlas, longtime supporter of PT 658, in
his memory
Les Averill, memory of Uncle Al McCready
Mr. & Mrs. Richard (Randy) R.C. Ayer
Thomas Ayers
Ken & Sandra Bakke
Edward L. Barnes
Robert Beach, Mary Ellen & Goff Beach Family
Foundation, memory of my father, P. Goff Beach,
Exec. Officer PT 321, New Guinea & Leyte Gulf,
1943-44
Donors through Benevity, American Online Giving Fdtn.
Cheryl Croft Bennett, memory of T/Sgt. Eddie L. Croft,
OSS, SCPO US Navy Seal (Ret) Tyrone S. Woods
John Blair
Wally & Eileen Boerger, in memory of Frank Lesage
Douglas Bomarito
Nate Bond
Thelma Bourbonnais, memory of Jim Bourbonnais,
PT247-238 RON 20
Arnold W. Bradburd, PTs 378 & 549, RON 28
John & Diane Bradshaw
Carol & Dale Braman
Cherie & John Briggs
Tamara Brookfield
Robert Brower, memory of Specialist 4 James Loux, KIA
1971 RVN, was with the 458th PBRs, PBR 7816
Tom & Nicole Browning
Joseph & Kathleen Burger
Weldon T. Burton
James Burwell
John Cameron
Sandy Carter
Darlene Chambers, memory of father Kenneth E. Morris,
long-time PT 658 volunteer.
Wing M. Choy
Bryan Cooke
Scott Cress
Tudor F. Davis, in honor and memory of All PT Sailors and
Submariners on PT Boats
Bob Day, memory of Frank Lesage
Doug Decker, former EN2 USN
Pete & Sue Dieckerhoff, memory of Dr. Al Skinner, Jr.,
Skipper PT 595, Commanding Officer PT 591, RON 40
Jack & Marlene Duncan

Skip Durham, in honor of Bill Weaver, President, Save
The PT Boat, Inc.
Wayne & Patty Evans
Bill & Ellen Farr, memory of Chuck Kellogg
Suzy Kellogg Ferrario, memory of Chuck Kellogg
Sharon Finn
Randy H. Fromm
Jim & Martha Gardner
George Landreth
Robert Gordon
Patrick Graham
Bob Grant
Douglas R. & Mary K. Grim
Robert F. Grimm
Frank & Pat Gruber
Dale Hahn
Jay & Barbara Hamachek, memory of Russell E.
Hamachek, Commanding Officer of RON 39
Tod R. Hamachek, memory of Russell E. Hamachek,
Commanding Officer of RON 39
David Harder, to save PT 658 for future generations
Bob & Linda Hart, memory of Linda's father Kenneth
W. Gaw, USMC, USN, PT Boater, 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
Bob & Joanne Herbst, memory of Frank Lesage
James Hill
Henry L. Hillman, Jr.
Henry L. Hillman, Jr. Foundation
The Samuel S. Johnson Foundation
Rev. Jerry L. Keesee
*Rachelle & Mark 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 W. Sutton, CCSTP,
USS Arizona
Kathy Larson, memory of Eugene Eaton
Kathy Lawton, memory of Frank Lesage
Brian Lester, Vortec Tooling Solutions, Inc.
Marc Lipkin
Arthur Andrew Lopez, JD & Dee Degner on behalf of
my father Joe G. Lopez, PT 129, RON 7 & 8
Dave & Kay Mackay
Jacob E. Mantle
Peter & Barbara Marsh
Peter R. Marsh Foundation
William A. May

Martha McCready, memory of Al & Connie McCready,
honor of Al McCready's 103rd birthday on March 16,
and in memory of Frank Lesage
Jim & Melinda Mercer, memory of Frank Lesage
Don Miller
Mark & Debra Miller
Wade & Patsy Miller
John & Joyce Mottola, honor of Walt Haynes
Karen O'Brien
Patrick O'Connor
Jean Odonnell, memory of Arnold Vitarbo
Brian O'Mara
Bob Ottele
Ryan Paris, memory of Maximillian L. Wade
Neal Patton
Andy Petersen
Pledgeling Foundation
Sondra Plester, memory of father Milford (Bud) Case,
PT 168, long-time PT 658 volunteer
Harvey Pitcher
Doug Price, memory of LT A.E. Price, PT Boat Skipper
Roger Pryor, in memory of uncle Andrew Verbiar,
WW II PT Boater
Charles H. "Chuck" Putney
Quest for Truth Foundation
Ken Ramsay
Frank Ray
Chris Ratto
Audrey Robinson, memory of Joseph T.
Robinson, TM2C, PT 254 RON 20
Thad & Mary "Billie" Robinson, honor and memory of
Frank Lesage
Russ & Annette Rotrock
John W. Russell, Mary E. Fellows
Martin Schumacher, memory of William Schumacher
John T. Sewell
G. Mark Shuford
Dick & Margie Sleeter, honor of the volunteers who keep
PT 658 afloat
William Smallshaw
Dixon J. Smith
Larry J. Smith, Colonel (Ret) Army, memory of Patti
MRC Robert E. Smith, USN (Ret), memory of all
sea-going Veterans
John Steinbaugh
Randy Stephenson
Gary B. Streets
Paul Sturges
Lucy & Al Sullivan
Bruce Sussman
N. Teeny
Brian Thollaug
James Thornton
Steve & Peggy Tolley, memory of Steve's father
Jack Harvey Tolley, WW II PT Boater, RON 1, RON
13, RON 28
Jeremy Tyger

Bob & Linda Ullom
Richard Vanderhyde
John Van Huyck, honor of FTC James Van Huyck, USN
Edd Vinci, memory of Paul Vinci
David Waples
Elizabeth Ware, memory of Marsden Ware
Wilfred D. Wells, M.D., honor of Jack Duncan
James L. West
Chuck Weswig
John White
Roger C. Whiting, Memory of Richard N. Whiting,
WWII, USS Copahee, AMM 1st Class
Tony Whitman, memory of Dr. Al Skinner, Jr.
Joe Whittington
*Sylvia Williams
Randy Willis, MD, honor & memory of C.J. Willis, PT
242, RON 19-23
Jerry Wipper
Dr. David & Susan Wisdom, memory of Chuck Kellogg
Dan Yates, honor of Vice Admiral John D. Bulkeley,
Medal of Honor Recipient
Pam Young, honor of Bob Herbst's birthday
Rick Zenn
*Monthly Contributor

Foundations, Corporations, Associations:

Quest for Truth Foundation

American Legion, Salmon Creek Heights Post # 176

Amphibious Forces Memorial Museum – LCI 713

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

& Mrs. Richard R.C. Ayer

Henry Lea Hillman, Jr. Foundation

The Samuel S. Johnson Foundation

Peter R. Marsh Foundation

Russell Fellows Family Fund

Oregon BottleDrop Giving Program

In-Kind Donations:

Clark Caffall, Combined Forestry & Marine Services—tug boat services for haul-out

CDI Sales, Ed Calhoun—High speed balancing

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

Paul Sturges—assembly, precision drilling, machining of parts, **A-Dec Industries**

Vigor Industrial LLC– for providing significant moorage, crane and other 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