



## ***PT 658—NEWS FROM THE CREW***

*An annual publication from Save the PT Boat, Inc., PO Box 13422  
Portland, OR 97213 ~ [www.savetheptboatinc.com](http://www.savetheptboatinc.com) ~ 503-286-3083  
Winter 2018*

### Message from our President

It's been quite a busy year leading to many improvements in programs, community involvement, historic recognition, boat maintenance, volunteer additions and boat house improvements.

We honor and pay tribute to Quest for Truth Foundation and long time President Bradley Henke for their generous and loyal support over the decades. (See page 3)

A special thanks to our volunteers, and to our long-time docents Jack and Marlene Duncan (photo below)!

Also, PT 658 earns national Casper J. Knight, Jr. award from the Historic Naval Ships Association! (see page 2)

Thanks to all for supporting PT 658! Ron Taylor, President

## **New Ramps Provide Safe Access to PT 658 and the new Museum!**

With support from so many contributors to Save the PT Boat, Inc., we have purchased new 80 foot and 16 foot heavy-duty aluminum ramps and have rebuilt dock and barge supports to provide durable and safe access to historic PT 658, our service barge and to the new 750 square foot museum located in PT 658's boat shelter.

Donated to PT 658 nearly 30 years ago, our old gangway suddenly collapsed last summer. This critical piece of infrastructure provided the only access to PT 658. With new durable ramps, visitors of all ages and abilities can now safely access historic PT Boat and learn about WW II history! Our thanks to Rich and Joy Hanson, Ken Austin, Quest for Truth Foundation, and our many other wonderful donors!



## Jack and Marlene Duncan, PT 658 Docents

Volunteers Jack and Marlene Duncan traveled to Portland from their Arizona home to serve as docents during the 2018 Rose Festival Fleet Week! While Marlene greeted visitors, Jack conducted interviews with the media. Generous in sharing his experiences and memories, Jack held court with many young Naval sailors, explaining life on board a PT Boat during WW II.

Always working on ways to preserve PT 658 for future generations, during their visit Jack and Marlene challenged our donors to match their \$1,000 donation to PT 658. Our donors came through, far exceeding their challenge by giving \$5,750 Thanks to Jack and Marlene, and to the many donors who responded!



Jack was also able to connect with other WW II PT Veterans listed in the photo below: Stan Sessler (PT 156 QM [Quarter Master]), Frank Lesage (PT 205 GM [Gunners Mate] and Emeritus Director), Jack Duncan (PT 103 TM [Torpedoman]), Al Skinner (PT 591 – Skipper) and Paul St. Onge (6<sup>th</sup> Army Engineers).



All enjoyed riding PT 658 to greet the Fleet!

## Save the PT Boat, Inc. receives National Award from the Historic Naval Ships Association

At the annual conference of the Historic Naval Ships Association (HNSA) in Bremerton in September 2018, Save the PT Boat, Inc. was awarded the prestigious Casper J. Knight, Jr. Award.

This award is named in honor of Casper J. “Cappy” Knight, one of the founders of HNSA, and former director of the Pennsylvania Maritime Museum. It is the highest award the Association can bestow. It is given to individuals or organizations who have contributed in a major way to the preservation and exhibition of historic naval ships, and to the goals and work of the Association.



Bob Alton, Director, Save The PT Boat, Inc. with HNSA award. Directly behind Bob is a plaque memorializing the 331 PT Boaters killed in enemy action in WW II. The board is patterned after the plaque at the PT Training Base in Bulkeley Park, Melville, RI.

## A TRIBUTE TO OUR SIGNIFICANT BENEFACTOR

During WWII, PT Boaters were renowned for their talents and skills to acquire their needs by begging, borrowing and "midnight requisition". However, the old vets who initiated Save the PT Boat, Inc." learned that approach was rather frowned upon by civilian society. In the 1991-1992 when we acquired PT 659 at Camp Withycombe and later on PT 658 at the Naval Training Center on Swan Island, we operated on a shoestring budget and relied upon our begging and borrowing skills only.

In many cases, we used our personal funds, tools and supplies. It was a hand-to-mouth existence.

A few years later, an angel named Bradley F. Henke, Director of the Quest for Truth Foundation, appeared as our savior. During a visit he made to the Astoria Maritime Museum, he read one of our brochures (printed pro-bono by a friend of mine). Unlike most observers who viewed the restoration of a rotting old hulk as a shaky vision by old PT Vets who were besotted by torpedo juice, Bradley was intrigued by our project. He researched us thoroughly. Convinced of our goal to restore the 658 boat to its original condition and make it operational, he recommended to the Foundation Board members to donate \$10,000. Each year thereafter, we received that amount and more in the past few years. As a result, we were able to complete the restoration of the boat in battle-ready condition in record time. Equally impressive, some of those funds were applied to the building of our museum which includes the Quest for Truth Foundation Reading and Research Room.

In addition to Bradley's influence with the Quest for Truth Foundation to arrange for their funding, his faith, appreciation and long-term support served to boost the morale of all our volunteers. He recognized we were creating a unique WWII historic relic that will serve as a peek into our fading past. As the last remaining PT Boat Vet who was among the group who commenced this dream long ago, I know I can speak for all my old mates and offer our collective hand salute to Bradley.

Sadly, Bradley F. Henke died this past spring of 2018. We offer our condolences to his family and to the Quest for Truth Foundation.

As a tribute to Bradley, Save the PT Boat, Inc. has commissioned a plaque in his honor to be prominently displayed in the Reading and Research Room of the Quest for Truth Foundation Research Library. It will serve as a reminder to our present and future volunteers and also to our visitors, of Bradley's long-term contribution and devotion to our goal.

We feel secure Bradley's spirit will be alongside the helm each time PT 658 leaves port.

Anchors Aweigh Old Friend

Frank E. Lesage  
Save the PT Boat, Inc.  
Board Member Emeritus

*Quest for Truth Research Library in PT Boat Museum*



## *PT 658 – Repairs, Restoration, Preservation*

*Page 4*

Historic PT 658 was hauled out of the water and placed on her cradle on Thursday October 25<sup>th</sup>, marking the beginning of a \$68,500, 4-month overhaul project.

Over the past year, the boat's bilge pumps have been running more often pumping out water caused by a major leak at the port rudder. Our marine surveyor (Alison Mason) has documented the need to dry out the bilge and remove standing water. We have also observed dry-rot on the starboard side muffler at the water line. We also asked Alison to examine the boat while it is in the water, and she found areas in hull planks above the water line that are easily penetrated with her ice pick probe. She then used moisture probes in the interior of the hull (planks and frames) below the water line and found many more areas of deterioration. Her evidence confirmed the urgent need to lift the boat out of the water and place it on our service barge so we can repair the known problems and conduct a comprehensive examination that will likely reveal additional issues needing repair.

The boat has not been out of the water since 2013, and we've taken it for many rides since then, adding much wear and tear on the hull, frames and engines. We not only want to use this opportunity to repair the problems we have already identified, but to perform maintenance that we can only do with the boat out of the water. In this way, we can provide preventative measures to help this 73-year old wooden boat continue to age gracefully.



*Crew preparing to lift the boat, 6am on October 25.*

Preparation for hauling out the boat required many steps. First was to prepare the cradle and barge. All excess material had to be removed from the deck of the barge. The barge had to be marked with visual guides for the crane operator. The docking cradle, consisting of 12 wooden rubber faced bunk pads and heavy I beam construction, had to be checked for overall conditions, and integrity of each bunk attachment point. Also, guide posts were added to each corner of the docking cradle to ease alignment of the boat over the cradle when lifting.



Above (L&R). Prior to drydocking, armament was offloaded to reduce weight and stress on the boat prior to lifting.



Below. On the day before the lift, the barge was towed to crane berth 312, along with the docking cradle stored on the barge deck. The docking cradle was lifted and lowered into the water by Vigor's 200 ton whirly crane. PT 658 was then carefully maneuvered above the submerged cradle--the cradle and boat were then lifted together out of the water. The load was carefully placed onto the barge and transported back to PT 658's boatshelter by Clark Caffall and his Tugboat, Christie. **THANK YOU, VIGOR INDUSTRIES & CLARK CAFFALL!**



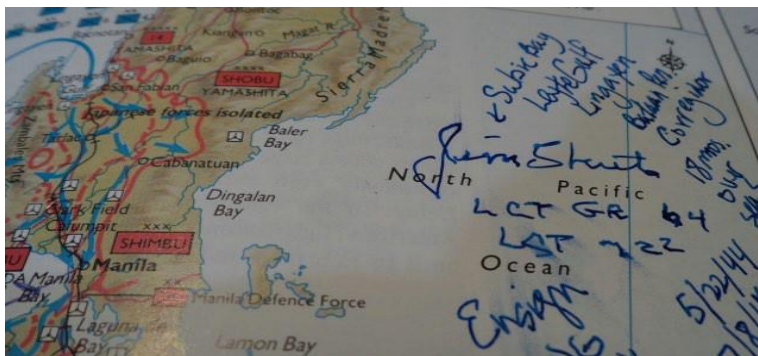
PT658 will rest on the cradle on the barge for approximately 4 months, undergoing the following work:

- Marine surveyor will identify exterior areas needing repair, focusing on planking and shafting.
- Deteriorated planking will be replaced.
- All 3 Propeller Shafts will be pulled and inspected, and shaft cutless bearings will be replaced.
- Propeller Struts will be serviced.
- Port Rudder carrier and foundation planks will be removed, repaired and strengthened.
- Propellers will be removed for inspection, repair and balancing.
- Zincs (cathodic protection) will be inspected and renewed.
- Stuffing boxes on both rudders will be repacked.
- Secure water inlet and outlet scoops and secure isolation valves.
- Install one rebuilt heat exchanger.
- Make a full inspection of the hull, conduct preventative maintenance, and repaint the entire hull.

**Museum Committee Education Project:** Development of a new educational program is underway, designed to engage junior high and senior high school students as a “school without walls” utilizing rare artifacts and exhibits in our new PT Boat Education and Heritage Center/Museum. Curriculum is being designed to meet Oregon education benchmarks/standards, and will feature experiences of PT boaters, one-of-a-kind artifacts, and an interactive historical timeline along the walkway leading to the museum. This museum experience is unique because the overall goal in its construction is to provide extensive hands-on experiences, information through media stations, and additional background information using content specific booklets designed for interested visitors. During 2019, we will:

- ❑ Develop a history education plan/curriculum. Lesson plans include learning the math and science of engines, using celestial navigation, discovering how PT boats were designed to plane through the water to execute their missions, and the role PT boats played during WWII.
- ❑ Meet with school officials and create school outreach and field trip plans.
- ❑ Create materials to augment visits by our veterans/volunteers at schools and community centers, including WW II "history trunks" filled with artifacts.
- ❑ Create an interactive 8-panel timeline (1939-1945) on the walkway between the museum and PT 658.
- ❑ Serve 450 8<sup>th</sup> graders in Year 1 (2018-19).

**Museum Update:** The museum is also assisting descendants of PT boaters (splinters and slivers) in archiving materials which were in possession of their fathers who served on PT Boats during WWII. In return, the museum has acquired scans of numerous photographs for our collections, many of which were previously unknown to us.



We record all WW II PT Boat Veteran’s theater of operations in our library “Atlas” when they visit us (left, below).



Displayed in the museum is a plaque depicting all PT Boats lost in action by their boat number (left).

**IRON MIKE**

Back in 1943, a Lieutenant was a high-ranking officer in those little green Patrol Torpedo boats. A Lieutenant Commander was close to God. Most twelve-boat squadrons were commanded by a Lieutenant or with an occasional Lieutenant Commander leading a "Ron." Our own squadron commander held the elevated rank of Commander, although I don't remember ever seeing him or even knowing his name.

But, down at our major repair base at Tulagi, across Iron Bottom sound from Guadalcanal, where our boat returned from farther "up the line" for repairs, refitting, and resupply, there was one guy who ranked just a whole mile above God.

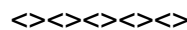
Claiming our PT-103 made the best coffee of any boat in the South Pacific, he would jump on board, sit on a ventilator with us and just make small talk. He was like one of the guys although he always wore khaki pants, an open-necked khaki shirt and a pith helmet. We wore shorts and sandals, no shirts.



On his collar was a single silver star denoting the wartime rank of Commodore . . . so, he would be a one-star Rear Admiral, Lower Half, in today's Navy. "Iron Mike" was what the crew of old Navy Regulars on the PT-103 called him, not to his face, of course. Iron Mike was just like "one of the guys" even though he was the "boss" of all the PT boats in "Bull" Halsey's South Pacific Theater of Operations!

Joe Moran, Class of 1917 at Annapolis, had fought the Japanese as the Skipper of the USS Boise, a light cruiser, off Savo Island at the Battle of Cape Esperance north of Guadalcanal, for which he had been awarded the Navy Cross. He went on to be awarded two Legions of Merit for commanding all of the Motor Torpedo Boat (PTs) Squadrons in the Solomon Islands.

Was I impressed? Now, what do you think? He was very old! He was 50! I was but an eighteen-year-old Reservist only a year out of Miss Mary Virginia Owen's homeroom class at East Bakersfield High School.



Written by Jack Duncan, 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.

## Events, Festivals, Group Tours, Reunions

Page 8

As one of the region's premier WW II history artifacts and tourist destinations, PT 658 annually welcomes thousands of Veterans, families, individual visitors and many tour groups and reunions, including the following over the past year:

05/06/18 LCI Reunion  
05/19/18 IOC (Intergalactic Order of the Cosmos)  
07/02/18 Vancouver Police Volunteers  
08/23/18 Maritime Commerce Council  
09/08/18 USS Swordfish Reunion  
09/19/18 PT Boats, Inc.  
10/13/18 Portland Harley Club



08/11/18 Eagle Scout Alumni Association



7/14/18 Young Marines

The boat also traveled to various locations, and participated in many events and festivals, including:



08/18/18 Boy Scouts from Milwaukee

04/21/18 USS Portland Commissioning  
05/05/18 Portland Yacht Club  
05/28/18 Lake Oswego - Memorial Day  
06-10/18 Rose Festival Fleet Week  
08/18-19/18 Lake Oswego Heritage Festival



The USS Portland arrived in the Portland Harbor April 14<sup>th</sup> prior to its commissioning April 21<sup>st</sup>. PT 658 was authorized to render honors. The sequence had PT 658 coming along side of the USS Portland underway on her starboard side. A whistle was blown and the PT 658 crew saluted the USS Portland crew who in turn returned the salute. Many crew members and guests attended the commissioning ceremony April 21, 2018.



*We are grateful for our volunteers who provide on average nearly 600 hours of volunteer service every month to fulfill the mission of Save the PT Boat, Inc!* Our volunteers serve in a wide variety of capacities—repairing the boat, working on the engines, working on construction projects on the boatshelter and barge, curating exhibits and cataloguing/preserving artifacts, giving tours and serving as docents, bookkeeping, maintaining organizational records, tracking expenses & revenues, fundraising, procuring engine and boat parts, implementing technology, and so much more!

A special thanks to the following volunteers for their tremendous contributions to PT 658!



Left: the SAWDUST DUO John Kihlstrum (left) and Jim Waters (right) can be found every Monday and Thursday working on the priorities of the day. Most recently, they worked tirelessly on the new ramp's bottom landing as we prepared to disengage the new ramp from the barge. How they became involved with PT 658-- John read about the PT 658, took a ride and was hooked. Jim ran into Richard Morris, one of our skippers, at a grocery store and learned about our project. He was hooked also. The DUO can usually be found making sawdust or working on other projects as required

Bill Weaver, Director, Save the PT Boat, Inc. first became involved in 2007 when he brought his terminally ill father (who was a torpedoman on PT 578, RON 39) to ride on the boat. Bill moved to the Northwest from Long Beach in 2008, retired in 2010 from a career in aerospace electronics manufacturing, and became a PT 658 crew member. Returning to corporate life in 2012, and following his "second" retirement in 2018, Bill is now able to spend his Mondays and Thursdays working on projects, most recently the procurement of a heat exchanger and shaft coupler. Bill's experience in leading organizations and people is vital to plan for PT 658's future!



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**  
**Hanson Family Charitable Fund**  
**The Samuel S. Johnson Foundation**  
**Maritime Commerce Club**  
**Oregon International Air Show**  
**Oswego Heritage Council**  
**Russell Fellows Family Fund**

We also want to thank contributors of In-Kind donations, including the following items. (See complete list in Donor Listing):



New Browning 30 Caliber machine gun was purchased and donated by Wally Boerger, Bill Weaver and Jerry Gilmartin. A similar gun pointing straight up in the background is on loan from the Kellogg family.



Heat Exchanger. Our Boat has a total of six heat exchangers, two for each engine. One cools the circulating oil and the other cools the circulating cooling water. Seawater (river water) is circulated thru the two heat exchanger in series. We recently had a water unit fail due to internal corrosion and leakage. This gift allows the boat to continue to operate. The unit donated was manufactured in September 1945 and is in "as new" 73 year-old condition. Thanks to Peter Orton, of Seattle, for arranging the gift from John Freeman. We are looking for additional heat exchangers and if you know of any, please contact us.

*THANK YOU! We deeply appreciate the support provided between Nov. 21, 2017 through Nov. 15, 2018 by our generous friends who help significantly to support our mission to restore PT 658!*

Anonymous  
Dick Ackroyd  
George & Kay Allan (memory of Frances Hansen)  
Peter Anderson (Memory of Lloyd F. Anderson, PT 230)  
Gary Andrews  
Ken Austin  
David Baird (memory of Lee Lankins, WW II Veteran)  
Chancy Ball  
Bret Barnum (honor of Bob Barnum, PT 658 Volunteer)  
John Blair  
Barbara Blubaugh  
Thelma Bourbonnais (memory of Jim Bourbonnais)  
Arnold W. "Brad" Bradburd, RON 28, PTs 378 & 549  
John & Cherie Briggs  
Lilly Robbins Brock  
Kelly Broomall  
David Brown (memory of Robert Ray Taylor, WW II PT Boater)  
Leonard Brunken, WW II crash boat Veteran, (memory of #9457 WW II AVR)  
Sharley Janes Bryce (memory of Marc Janes, PT Commander, Lehte Gulf)  
Joseph Burger  
John F. Cameron  
Sandy Carter  
Bill Casto (memory and honor of Save the PT Boat Original Crew)  
Michael Catalfano  
Wing Choy  
Mark Christensen  
Dave Danis (honor of Bob Alton)  
Murrin Davis  
Bob Day  
Will B. Day  
Dede Hamachek DeJager  
Mark Douglas  
Jack & Marlene Duncan  
Wayne & Pat Evans  
Bill & Ellen Farr (memory of Chuck Kellogg)  
Wendy Fay  
Roger Fenton  
Suzy Kellogg Ferrario (memory of Chuck Kellogg)  
Brian Finn (honor of Bob Barnum, PT 658 Volunteer)  
Chuck Fowler (honor of Bob Alton)  
Peggy Frazier (memory of W.W. "Tag" Frazier, PT 230, RON 17)  
Joe and Roxanne Fritsch  
Randy H. Fromm (memory of all the PT Boaters)  
Jim & Mary Ann Gabriel  
Tim Gerding  
Anthony Gerbec  
Rosemary Reynolds Glutsch  
Gerry Good

Donald Greaves  
Douglas R. Grim  
Richard B. Grimes  
Alyce & Tom Guthrie  
D. C. Hahn  
Jay & Barbara Hamachek  
Tod Hamachek  
Richard & Joy Hanson (honor of Bob Alton)  
Ken Harding  
Bob & Linda Hart (memory of Kenneth Gaw)  
Erik R. Hauge  
Dave & Lisa Haymond  
Michael R. Heilpern  
Roger C. Henderson  
Geraldine Hill (memory of Raymond C. Hill, PT 300, RON 16)  
Kevin Hinz  
Rick Holmes  
Tim Howard  
Byron, Lin & Aron Jacobus  
Kenneth H. & Jean H. Johnson, dba Brookside at Ivy Knob  
Scot & Jennie Joiner  
Clarence "Bud" Juneau  
Leonard Kauffman  
James Keane  
Trish Kellogg  
Lynn Kirwan  
Aaron & Judy Koelsch (memory Maury Hooper)  
John Kowalewski  
Ray Kruger  
Scott C. Kuesel (memory of Arthur "Buck" R. Kuesel LTJG, PT 505, RON 34 and PT 188, RON 8)  
Todd Landwehr  
Kathy Larson (memory of Eugene Eaton)  
Maxine Layton (honor of Tom Cates)  
Vincentia Lesko (memory of Steve Kesko, MM, WW PT Boat)  
Brian Lester, Vortec Tooling Solutions, Inc.  
Don Lindberg  
Kay Mackay  
Gerald Mahoney  
Peter & Barbara Marsh  
Mike Massimini  
Bill May  
Danny May  
Martha McCready (memory of Al & Connie McCready)  
Ken McGinnis  
Bill Metz  
Lew Meyer  
Donald & Doris Miller  
Mark & Debra Miller  
Wade & Patsy Miller  
Michael Monroe  
Rod Moore  
Shane Moore  
Rod Morgan  
John C. Murdoch  
P.M. Neal

Don & Diane Neet (memory of Bud Neet)  
W.G. Nelson  
Lloyd Ness (honor of all PT Boaters and Tenders)  
Michael Notzon  
Patrick O'Connor  
O'Day Family  
Brian O'Mara  
Neal & Sally Patton  
Frederick E. Pardey, Jr.  
Terrence G. Popravak, Jr. (memory of P-47 Pilot James C. Curran)  
Doug Price (memory of LT A.E. Price, PT Boat Skipper)  
Ronald Quiring  
Ken Ramsay  
Frank Ray  
Glenn Ray  
Theodore Reinstra  
Dale Rembold  
Charles W. Rhodes  
Stephen N. Richie, DMD (memory of Ken Nissen)  
Audrey Robinson (memory of Joseph Robinson)  
Thad & Billie Robinson (honor of Frank Lesage)  
Patty Skade Rogers (memory of William "Bill" Skade)  
Ron Ross (memory of Rolf Bruckner)  
John A. Runyan (memory of Harry Wiedmaier)  
John Russell & Mary Fellows  
Joseph R. Schreiner  
Paul K. Scripps  
Scott Seefeldt (memory of Bradley F. Henke from Olympic Steamship Co., Inc.)  
Michael Seewald (memory of Quartermaster Richard J. Seewald)  
Gregory Sessler  
John Sewell  
William Shepherd  
G.M. Shuford  
Alfred L. Skinner, MD (honor of PT 595 crew)  
Dick & Margie Sleeter (honor of the volunteers who keep PT 658 afloat)  
William Smallshaw (memory of William Hindle, PT Higgins Boats 305, 72, RONS 15 and 22.  
Jim Smith (memory SGT John P. Dane, USAAF, WW II)  
Scott Smith (memory of GM2C John W. Smith, PT 453, RON 31  
Pastor Steven Smith  
Paul B. St. Onge  
Gary B. Streets  
Brendan Stuhan  
Paul Sturges  
Alfred Sullivan  
Hank Swigert (memory of Chuck Kellogg)  
John A. & Ruth Talbott (memory of Harry Wiedmaier)  
Andrew Terselic  
David Tondreau  
Everett Trout  
Richard Valot  
Richard Vanderhyde (honor of Jack Duncan)  
John A. Van Huyck  
Elizabeth Ware (memory of Marsden Ware)

Bruce & Carolyn Watson  
Mike & Patsy Wells  
Wilfred D. Wells, M.D. (honor of Jack Duncan)  
Murl T. Wescott (memory of Murl S. Wescott, PT 236, Torpedoman 1<sup>st</sup> Class)  
James L. West  
Charles Weswig  
Gene White  
Robert A. White  
Joe Whittington  
Karl Wieggers  
Randy Willis, MD (honor of C.J. Willis)  
Carol Wilson  
Jean Winsor (memory of 2 uncles who died in WW II)  
Dr. David & Susan Wisdom  
Pam Young

### **Foundations, Corporations, Associations**

Quest for Truth Foundation  
Amphibious Forces Memorial Museum – LCI 713  
Cascade Pacific Council, Boy Scouts  
Gamewardens Association, NW Chapter  
Hanson Family Charitable Fund  
Maritime Commerce Club, Columbia River  
Military Vehicle Collectors Club of Oregon  
Oregon International Air Show  
Oswego Heritage Council  
Russell Fellows Family Fund  
Salute to Veterans Car Show  
The Samuel S. Johnson Foundation  
UA Local 290 Plumbers & Steamfitters Industry Advancement Fund

### **Contributions of In-Kind Goods & Services**

John Freeman (Heat Exchanger, Shaft Coupler)  
Huser Sales & Service (New Fire Extinguisher, Brackets)  
John & Mary Kihlstrum (tools)  
John Krier (Japanese Artillery Officer's Sword)  
Ray Kruger (Book—The Arsenal of Democracy, various articles relating to the B-24 bombers, etc.)  
National Packard Museum Association (Development of the Packard Marine Engine During WW II)  
Northwest Copper Works, Inc. (Base Mount for two 30 caliber machine guns)  
Pastor Steven C. Smith (Welding services)  
Doug Prentice (PT Boat Memorabilia from PT Boater David V. Prentice, father)  
Joseph R. Schreiner (Subscription to World War II magazine)  
Sheffield Marine Propeller Inc. (Magnesium Annods)  
Wally Boerger, Jerry Gilmartin & Bill Weaver for Purchasing/donating Browning 30 Caliber Machine Gun

*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](mailto:pt.barb.1@gmail.com), or send to: Save the PT Boat, Inc., PO Box 13422, Portland, OR 97213.*

**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:**

- |                                    |                                     |
|------------------------------------|-------------------------------------|
| ____ Admiral (\$100,000+)          | ____ Master Chief (\$1,000-\$4,999) |
| ____ Captain (\$25,000 - \$99,999) | ____ Chief (\$500-\$999)            |
| ____ Commander (\$10,000-\$24,999) | ____ Petty Officer (\$100-\$499)    |
| ____ Ensign (\$5,000-\$9,999)      | ____ Seaman (\$1-\$99)              |

**Name** \_\_\_\_\_ **Phone:** \_\_\_\_\_

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**Email Address** \_\_\_\_\_

**In Honor/Memory** *(please circle)* \_\_\_\_\_  
*(Please provide contact information so that we may send a note to the individual honored or to the family if 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](http://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](http://www.savetheptboatinc.com) ~ [www.pt658heritage.org](http://www.pt658heritage.org)

**THANK YOU!**