



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 2021*

Message from our President

On behalf of the PT 658 crew, many thanks to our donors and friends who make it possible to keep this wonderful artifact of WW II history alive for multiple generations. Each week, our team of dedicated crew members put in the hard work to keep PT 658 running and available for display, and your generous donations make this all possible. Thank you!!

2021 has been a recovery year for us. Two events that stand out as important to us were burials at sea for two PT Veterans, Bud Case and Dr. Al Skinner. These two Veterans were very important to us, and being able to support their families during these ceremonies is the most important thing we can do to honor them and their service.

Special thanks to Quest for Truth Foundation for their continued strong support of our mission, which makes a tremendous difference in our mission to preserve history!

As we emerge from the pandemic, we continue to be even more motivated to keeping history alive. We look forward to seeing you soon!

Bill Weaver, President

PT 658 Boathouse Named for Bob Alton, longtime PT 658 leader and volunteer

In a ceremony on July 29, 2021, Bob Alton was honored by the Board of Directors by naming the PT 658 boathouse for him. A luncheon attended by Bob's wife Linda, his friends and the PT crew marked the dedication.



Bob has been a loyal volunteer and leader of our organization since 2001. A graduate of Oregon State University School of Engineering, and a member of the OSU Engineering Hall of Fame, Bob has been instrumental not only in lending his engineering skills to restoring and preserving PT 658, but he also stepped in to lead the organization as President between 2011-2017. Bob's leadership was especially crucial to the organization's stability and growth during this critical time when PT 658 founders (WW II PT Boat Veterans) were declining in numbers and unable to lead the group due to challenges of advancing age. (Below: Bill Weaver presenting plaque to Bob.)



Since 2001, some of Bob's significant efforts to preserve, restore and exhibit PT 658 include:

- Developed and implemented the vision and plan to build the \$350,000 boat shelter to protect PT 658 from the elements, and he secured half the costs from corporate in-kind product and labor.
- Recruited volunteers with a variety of skillsets who share the values and respect for our WW II veterans and are committed to restore and preserve PT 658 to as-built condition.
- Developed the vision and plan to build a new 750 square foot museum/education/heritage center to exhibit displays and one-of-a-kind WW II PT Boat artifacts and oral histories.
- Using his historical and inch-by-inch knowledge of PT 658, he has provided invaluable guidance to boat and engine restoration and preservation activities.

The following photos show the boathouse, through framing, building, housing PT 658 and celebrating Bob on July 29, 2021!



Bob's talents as a skilled engineer and builder have provided us with a world class facility to house PT 658.

Much of our success today is directly due to his leadership, and we will be forever grateful for his unwavering dedication to the preservation of PT 658.

Thanks to Bob's tireless efforts to visualize, execute and build, PT 658 has a bright future as a historical landmark!

We have completed our Kiosk project (grant funded by the State of Oregon Historic Preservation Office) to 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 have been mounted along the walkway that overlooks PT 658. Each touch screen is programmed to deliver content (photos, narrative, sound) that covers major program areas, including:

- Boat Builder's Information: History of how and where PT Boats were built, the people who built them (including men and women working in the shipyards); hull design; boat schematics; engine design; armaments; and chart house, life raft, ready boxes.
- Oral and video histories recorded from our WW II PT Boat veterans during Q & A sessions on key topics: combat/engagements/actions; how to pass the time during the war; and shore life.
- 3-D video walk-through of PT 658.

Each kiosk allows the visitor to scroll through and select items of interest. Kiosks are positioned to support large groups who can spread out among the stations, and 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. The program includes a main menu that directs users, via touch screen, to 6 different modules including Bow, Midship and Stern equipment, Hull Diagrams, PT history, and Veterans Oral Histories and interviews. The modules contain a combination of photos with text, and videos, with touch controls to allow users to select what they want to see and hear, and then return to the main and sub menus.

An additional benefit provided by the new programming capacity developed by in-house volunteers, is that three kiosks are now on our network, and new presentations can be developed and published from our server. This includes content from our website, or any other source. Thanks to Fred Juras for chairing the work group, and thanks to the State of Oregon Preservation Grant Program for funding this project!

Port and Center Engines: The year of the COVID-19 pandemic turned out to be the year of serious engine problems for PT 658. The PT Boat has three 1850hp engines, located midships. In early 2021 we experienced a major failure of our port (left side) engine. The significant failure we experienced was of the supercharger drive shaft.



Our port engine also experienced severe damage to the supercharger impeller. The supercharger impeller is driven from the engine crankshaft and provides increased air into the induction manifold to boost horsepower. When the supercharger failed, the impeller became dislodged and caused significant damage to the inside of the supercharger. The impeller sustained significant damage; as a result, we will have to manufacture two new impellers, which will involve casting them from a newly manufactured casting mold.

Left photo: damaged impeller.

Left photo below, broken supercharger drive shaft compared to a "good" one. Right photo below, removal of the damaged supercharger drive shaft from the port engine.



Our dedicated crew has spent hundreds of hours repairing the damaged parts with the port engine remaining in place in the boat. The engine and gearbox weigh 3,000 lbs and we don't want to remove it unless there is no other choice. In mid-2021, we also experienced a failure of the same supercharger drive shaft on our center engine.

Having both engines fail at almost the same time is very unusual. Fortunately, we were able to install our last spare supercharger drive shaft in the center engine and get it online. The trips we made this summer used only two engines due to these problems; the port engine is still out of service.



Left above: Volunteers removing the damaged supercharger drive shaft from the center engine. Right above: reinstallation of the impeller on the center engine following drive shaft replacement.

Starboard Auxiliary Generator and Bilge Pump System Restoration:

Over the past year, volunteers have made significant progress in the restoration of the bilge pumping system to its original configuration.

The starboard auxiliary pumping engine has been fully overhauled and test run. The engine required a complete overhaul prior to installation. The engine and some of its associated plumbing has been installed in the engine room and is ready for the next phase of work (*photo right*).



MYTHS AND MISTS OF WAR



As to why there aren't more personal accounts of WW II, our generation, the Greatest, was woefully lacking in literary skills, hard-pushed to link two sentences together to form a paragraph. Many, most, like me, went to work at 15 to support my family of just my mother and me. It was the tail end of the Depression, my father had died in 1940, just two weeks after my 15th birthday, leaving us penniless and homeless without both my 8th grade-educated mom and me earning money.

Many kids dropped out of school. Mom made me stay in school *AND* work. My English teacher pushed me mercilessly to write, to the point I hated that blessedly wonderful old guy—later, much later.

A lot of history went to WW II Veterans' graves. Some confused stories of being in battles or maybe, due to no calendars or cellphones, some confused dates and times with other battles about which they had personal knowledge from the actual participants. Having experienced 320+ consecutive days in combat, without a single day of R & R, 7 days a week, 24 hours a day on my PT Boat, I lived it.

There was no need for a calendar—firefights were re-spun around a cup of coffee, firefights were re-hashed, firefights were re-fought, small or individual action got confused as they swirled around a mess table. Which fought a battle with tanks? Who shot up what? They end up a mish-mash of memories over weeks and months of continual patrols and actions. Combined with daily living, maintaining the boat, there were a million chores to accomplish besides jawing with shipmates.

Diaries along with personal cameras, during those Solomon Battles, were contraband and verboten in case of capture, so the early histories not written into a logbook were oral history; therefore, subject to error. Even logbooks contain errors.

Many times the Quartermaster, when writing down in a logbook, often might get a fact or even a date wrong that was not caught by a very tired Skipper hastily scribbling his OK.

My own education included high school mostly because I graduated at 16 and could not enlist until 17. Many of the Midwestern farm kids never had the chance to attend high school, and were unable to write. A few suffered "combat fatigue"; others just chalked it up to war is hell and carried on.

No one knows until the tracers start flying and blood is drawn – yours or his-- how one will react. One of our crew was sent home to be discharged, another never made it home. Most of us just did our jobs. Those of us who faced war went on to rebuild American. I re-enlisted.

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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 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.

Recently, we asked Arthur to share some of his fondest memories from his experiences in WW II as QM 3/c, PT 302, RON 22

And here's what he told us!

Arthur's four fondest memories in the Navy:

1. I found a seat at the breakfast table ready to enjoy my first cup of Navy Coffee. A loud sailor at the table told me not to drink that 'mud' as it was horrible. I asked him to pass the cream. Again, in his loud voice said, "That is not cream, it is canned milk." All I ever knew, I poured a generous amount into my coffee. I could hear Ma say, "Save some for the rest of us." I did not ask to pass the sugar as I could reach it myself. Again, I helped myself to a generous portion. As I tasted my first sip, I lied as I expressed how bad it was. Actually, it was heavenly. I waited until all was clear to have my second cup. To this day I love my coffee.

2. I cut the birthday cake for my 19th birthday and gave Page the first piece. He rejected it and told me to take that portion and go sit down, and he would serve the remaining ten guests. He explained that had I continued serving, the others would be back for seconds before I got any. Lesson I learned here was share and how to share. Take what you need and share the remaining. Thank you, Bill Page, you were a great role model for us youngsters. After all you were an old, experienced man of 29.

3. It was not Thanksgiving. It was not home. It was dock side in Cape De Antibes, France. Germany had surrendered, and I surrendered to my hunger as I sat in the crew's quarters having a feast. I made myself a generous sandwich of Spam. Yes, Spam. I took hard shell comments from my ship mates who thought I was nuts eating Spam. It was not just a sandwich to me--it was the promise that maybe I would be sitting at a Thanksgiving table with family some day when the world was free. And thank God I have enjoyed this blessing many times.

I am headed to COSTCO to buy some Spam. When you are single and living alone you are an automatic hoarder when you shop at COSTCO. I do not need eight cans of Spam. I will keep one and share the remainder. To many, this would be their Thanksgiving. This year it is mine.
God Bless you all and God Bless America.

4. Before we went on patrol my skipper was briefed "Top Secret" as to our target. When he returned to the boat and asked me to make sure we had plenty of coffee, it was my clue we were headed for Genoa. He was not pleased that I shared this with the crew. Thereafter he took me to all future Briefings so I could not tell the crew. At these Briefings I first heard the saying, "Go get 'em."

Arthur John Frongello QM 3/c PT 302 , RON 22

Arthur visited us in August and rode on PT 658 with his son Wayne. His trip was filmed by a YouTube production company (At Your Leisure TV) and is available at https://youtu.be/K7Tx_MXXt9M

Story on Arthur's visit is on page 9 of this newsletter.

Since May 2021, we have been able to conduct limited trips on the PT boat for some special groups.



In May, we began our season by donating a trip to a group of recent military recruits proposed to us by the Vancouver Community Military Appreciation Committee (CMAC).

The group of 12 was composed of high school students who have signed up to join three different military services.

This group (*photo on left*) was very interested to learn about WW II history and to experience the PT Boat.

In our continuing efforts to serve and educate the community, we donated two rides aboard PT 658 to support cancer research this year. In June, we donated a trip to the Oregon Chapter, American Cancer Society and a trip to the Leukemia and Lymphoma Society. These non-profit groups use our rides as auction prizes to raise money to fund cancer research and patient services. Here is an excerpt from the ACS letter to us:

“On behalf of the American Cancer Society, Oregon and SW Washington, thank you very much for your generous donations of PT Boat Rides. We auctioned these rides off at our annual ACS Hope Gala last November. They were a popular item in our auction. Funds raised at the Hope Gala support cancer research, cancer detection and prevention programs, cancer patients and caregivers, and many other life-saving initiatives. The two groups who won the rides really enjoyed their trips and learned a lot!” Eileen Boerger, Immediate Past Chair, Board of Directors.



Photos above are of members of the American Cancer Society and the Leukemia Society.

Continuing our commitment to honor WW II veterans, particularly PT veterans, in August we were honored to have 96-year-old Arthur Frongello and his son Wayne ride with us.

A friend of Arthur's established a Go Fund Me campaign to pay for airfare from Florida to Portland and lodging in Portland, and PT 658 donated two rides to the Frongello family. Arthur was a Quartermaster on PT 302 in the Mediterranean theater and had not been aboard a PT boat since 1944.



We were honored to be able to do this for Arthur and his son. We feel giving back to PT Veterans is one of the best things we do as an organization. Their service deserves to be remembered and explained to multiple generations.

All of us who were fortunate to spend time with Arthur won't ever forget it. His trip was also filmed by a YouTube production company (At Your Leisure TV) and is available at https://youtu.be/K7Tx_MXXt9M

(Arthur at the helm of PT 658 in photo at left.)

Also in August, we honored the memory and service of PT Boater Alfred Skinner, MD by allowing his family to scatter his ashes at sea. Al was 96 years old when he passed, and had ridden with us several times over the past seven years. Twelve of his children and grandchildren were present to scatter his ashes. *Photo below left is Al at the helm of PT 658 in 2016, and at right is Al's family.*



Al skippered PT 591 and was the Executive Officer of PT 595 during WW II. Al graduated from Harvard and Harvard Medical School and was the first pediatrician on Mercer Island, WA.

Long-time PT 658 Volunteer Milford “Bud” Case was memorialized on August 28, 2021, during a ceremony aboard PT 658, attended by family and friends. Bud was a WWII PT Veteran, a Machinist Mate on PT 168, RON 10.

Bud’s daughter Sondra Plester wrote: *“It is with a humble heart that I want to express my gratitude to you and volunteers of PT 658 for taking Dad on his ‘Last Patrol.’ It was a perfect day and a beautiful expression of friendship, respect and love for Dad.”*



*Photo at left:
Bob Alton and
Bud.*

*Photos below:
Bud’s family on
August 28, and
Bud aboard PT
658.*



We will miss Bud, and his many efforts to assist and strengthen our organization over the years! Thank you Bud!

Commemoration Trip of the 20th Anniversary of the September 11th Attacks

PT 658 was invited to participate in the event commemorating the 20th Anniversary of September 11. This event was sponsored by the City of Vancouver, WA. The weather was absolutely perfect and the event included several hundred attendees at the new waterfront development in Vancouver. At the conclusion of the ceremony, 50 doves representing all 50 states were released by Jadia & Michael Ward from the deck of PT 658.



Aboard PT 658 were several friends of the organization including Mr. and Mrs. Peter Marsh and Oregon State Senator Betsy Johnson and her husband John Helm.

Our crew was honored to be asked to help mark this important date, and our skippers for the trip were longtime Captain Richard Morris and new Skipper Thys Vanborgondien.

Photo above left: Senator Betsy Johnson at the wheel.

Photo above right: Pete Marsh at far right.

Photo at right: Skipper Thys Vanborgondien at the helm with Splinter and PT 658 supporter Bob Melnyk, and Skipper Richard Morris standing behind.



In 2013, **Dave Mackay** joined the “Save The PT Boat” crew and has been an indispensable volunteer for the PT 658 project. As a retired veterinarian, Dave traded sunny beaches, balmy skies, and Hawaiian trade winds for his dedication to our many current and future goals.

In 2019, Dave joined the museum committee’s work to create 3 informational kiosks along the PT walkway to support visitors who are unable to physically access the boat. Working through months of delay and the restrictions from COVID-19 safety protocols, the committee continued to address making the museum visitor-friendly to all guests. Dave’s latest work has been the development and completion of the oral history components to accompany the visual displays.

Dave has worked tirelessly on reviewing collected oral histories from Veterans which contain thousands of hours of content. He has listened to all of the interviews and screened them into itemized time segments to play on the interactive touch screen monitors. Jude Graham then packaged the segments for the appropriate displays.

Dave has also taken over the task of updating our Donor Recognition Board, which is located on the walkway to the PT Museum and overlooks the boat. The Recognition Board permanently honors those individuals, foundations, companies, associations and government sources who have given a cumulative amount of at least \$1,000. Dave is meticulous in assigning names to the various giving levels.



Dave is a wonderful example of our volunteers who care deeply about preserving PT 658 for future generations and we are grateful to him!

Each year, we receive donations of cash, stocks, and in-kind products and services that are essential to carry out our work. We appreciate these contributions from our wonderful donors—each donation, regardless how small or large, is gratefully received and carefully used to fulfill our mission!

We want to highlight some important ways that our friends are giving to make our work possible.

Quest for Truth Foundation: their grants have supported our work for many years, and we are humbled by their investment in our mission, and incredibly grateful to them. Their support allows us to take on essential boat restoration projects, and to provide rides that give back to the community. Our work 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 have been instrumental in securing our future.

Other Foundations: provide critical support to PT 658. We are honored to receive grants from foundations including the Peter R. Marsh Foundation, the Henry Lea Hillman Jr. Foundation, the Samuel S. Johnson Foundation, and The Hanson Family Charitable Fund.

Donors who give stock gifts: a wonderful contributor is Liz Ware who gives in memory of her father Marsden Ware. Mr. Ware was a foreman at Packard in Detroit and supervised the building of engines during WW II. Liz has also given us access to her father's files, including invaluable engine manuals which are helpful in making repairs to PT 658's Packard V-12 engines. Liz visited the boat in 2012 and saw first-hand the results of her generosity. Her annual gifts of stock make a tremendous difference for our ongoing sustainability.

Donors who give annually, for many consecutive years: Audrey Robinson is one of our most loyal donors. Each year, Audrey gives in memory of her husband Joseph, who died in 1992. Joe was a TM2C, PT 254, RON 20. Our records show that Audrey started giving in November 1994, and we just received her most recent gift in November 2021! Each check comes with a wonderful note, hoping that the crew is doing ok, and wishing us the best! Her loyalty in memory of Joe is inspiring to all of us.

Donors who provide a monthly gift: monthly donors also help immeasurably to secure our future. We are grateful for those who currently contribute monthly, including Sylvia Williams, and Rachelle Kihlstrum.

Donors of products and services: Our work would not be possible without donors who provide goods and services. A recent example is McCall Oil, who paid for our gas and delivery charges in August. AV gas is expensive, and there have been recent shortages of fuel and truck deliveries. McCall made sure we received fuel to make the trip to commemorate 9/11 in September.

Corporate, association and government sources: are also important to us. We recently received generous contributions from UA Local 290 Plumbers & Steamfitters, CMAC (Community Military Appreciation Committee), and the State of Oregon Heritage Grant Program.

Other ways that friends support us include *Amazon Smile* donors. Amazon 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 to the *BottleDrop* program have generated \$7,150 during 2021. This dedicated effort led by crew members Tom Cates, John Kihlstrum, Mark Wolf and others is truly making a difference!

THANK YOU! We deeply appreciate the support provided between November 15, 2020-November 15, 2021 by our friends to support our mission of PT 658 restoration, education and giving back to the community!

Anonymous
Dick & Shelley Ackroyd
Amphibious Forces Memorial Museum – LCI 713
Richard Anderson
Frank J. Andruss, Sr.
Walter and Doris Aue
Les Averill, memory of Al McCready
David Baird, memory of Capt. Bill Raimer
Edward L. Barnes, memory of Jenning Jounon Barnes,
Navy
Cheryl Croft Bennett, memory of T/Sgt. Eddie L.
Croft, OSS
Edward Bennett
John Blair
Barbara J. Blubaugh
Wally & Eileen Boerger
Douglas Bomarito
Nate Bond
Lee Bosch
Thelma Bourbonnais, memory of Jim Bourbonnais,
PT247-238 RON 20
Carol Braman
Cherie & John Briggs
Robert Brower, memory of James Loux, 1970 RVN
Mark Bruun
William Burnham
Sharley Bryce
Joseph & Kathleen Burger
James Burwell
CMAC (Community Military Appreciation
Committee)
John Cameron, memory of Michael G. Boyer USMC
USN
James D. Carlon
Sandy Carter
Stuart Cavness, honor of grandfather, PT Boater
William Glen McCready
Darlene M. Chambers, memory of Kenneth E. Morris
E.B. & Andy Chedrick
Wing M. Choy
Rob & Debra Somers-Closs
Patricia A. Corkill, honor of Bob Herbst
Dave Crawford
Tudor Davis, memory of Capt. Harry Wiedmaier,
and All PT Boat Sailors
Peter R. Dieckerhoff, memory of Dr. Al Skinner, Jr., Skipper
PT 591, RON 40
Donald R. Duncan
Jack & Marlene Duncan
Martin Ellison
Brian Ernster
Wayne & Patty Evans
John Everidge, honor & memory of All of the Finest,
Ronald H. Stewart, USN, WW II

Bill & Ellen Farr, memory of Chuck Kellogg
Suzy Kellogg Ferrario, memory of Chuck Kellogg
Brian Finn
Peggy Frazier, memory of W.W. “Tag” Frazier, PT 230 RON 17
Randy H. Fromm
Patrick Fuchs
Jim & Mary Ann Gabriel
Janet Girton
Robert Gordon
Donald Greaves
Douglas R. & Mary K. Grim
Robert F. Grimm
Frank Gruber
Tod R. Hamachek, memory of Russell E. Hamachek,
Commanding Officer of RON 39
Jay & Babs Hamachek, memory of Russell E. Hamachek,
Commanding Officer of RON 39
Richard & Joy Hanson, honor of Bob Alton
Linda Hart
Robert Hart
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 Norman G. Hayden,
Arnold L. Hayden
Dave & Lisa Haymond
Roger C. Henderson
James W. Hill
Henry L. Hillman, Jr.
Sharon & Wally Hoblit
Charles & Phyllis Hopkins, honor of Bill Weaver
Randy Hutsell
Byron, Lin & Aron Jacobus
Virgil Kayl
Judy & Mike Keane, memory of Chuck Kellogg
Rev. Jerry L. Keesee
Rachelle Kihlstrum
Lynn Kirwin
John L. Krier, memory of Roscoe Krier
Scott C. Kuesel, memory of Arthur “Buck” R. Kuesel,
LTJG, PT 505 RON 34 and PT 188 RON 8
Todd Landwehr, memory of Donald H. Landwehr, QM3,
USS Oakland CL-95
Kathy Larson, memory of Eugene Eaton
Eleanor Sheldon Lawrence
Frank & Joanne Lesage
Vincentia Lesko, memory of Steve Lesko, MMM 1st Class,
PT 299
Brian Lester, Vortec Tooling Solutions, Inc.
Thomas McCusker
Martha McCready, memory of Al & Connie McCready
Dave & Kay Mackay
Peter & Barbara Marsh
Mike Massimini
Bill May

Bob & Linda Melnyk
 Don & Doris Miller, memory of Jack Bonnin
 Mark & Debra Miller
 Wade & Patsy Miller
 Ford Montgomery, Jr.
 Jonathan Moody
 Andrew Nelson
 William G. Nelson
 Patrick O'Connor
 Wilma Jean Odonnell
 Brian O'Mara
 Ron Ostrander
 John Panosh
 Ryan Paris, memory of Max Lamont
 Neal Patton
 Andrew Petersen
 Sondra Plester, memory of Milford "Bud" Case, and
 from family and friends in memory of Bud Case
 Ken Poorman
 Terrence G. Popravak Jr., honor of Dalia M.
 Morariu
 Doug Price, memory of LT A.E. Price, PT Boat Skipper
 Chuck Putney
 Ken Ramsay
 Frank Ray
 Dale Rembold
 Ben Rich
 Audrey Robinson, memory of Joseph
 Robinson, TM2C, PT 254 RON 20
 Thad & Mary "Billie" Robinson, honor of Frank
 Lesage
 Patty Skade Rogers, memory of William "Bill"
 Skade
 Nate & Bonnie Rose
 Joseph R. Schreiner
 Darren Seelye
 Gregory Sessler, honor of Stanley Sessler, PT 156, RON 9
 John T. Sewell
 G. M. Shuford
 Dr. Alfred Skinner
 Matthew Skinner
 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
 Robert E. Smith
 Randy Stephenson
 Page Stockwell
 Gary B. Streets
 Lucy Allen Sullivan
 Jonothan W. Taylor
 Nick Teeny
 Richard Thomas
 Nikki Ticen
 David Tondreau
 UA Local 290 Plumbers & Steamfitters
 Robert & Linda Ullom
 Richard J. Valot
 Richard Vanderhyde, honor of Jack Duncan
 John A. Van Huyck, honor of FCC Alec Van Huyck,
 USN

Edd Vinci, memory of Don Carter, Paul Vinci & Dick Lowe,
 RON 21
 Elizabeth Ware, memory of Marsden Ware
 Milton Weber
 Robin Weiland
 Wilfred D. Wells, M.D., honor of Jack Duncan
 Bob Wentworth
 James L. West
 Chuck Weswig
 Gene White
 Robert A. White
 Roger C. Whiting, Memory of Richard N. Whiting, WWII, USS
 Copahee, AMM 1st Class
 Tony Whitman, memory of Dr. Al Skinner, Jr.
 Joseph Whittington
 Karl E. Wieggers & Christine Zambito Charitable Fund
 Sylvia Williams
 Randy Willis, MD, honor of C.J. Willis, PT 242, RON 19-23
 Dr. David & Susan Wisdom, memory of Chuck Kellogg
 Ronald B. Wolflick
 Pam Young, honor of Ron Taylor

Foundations, Corporations, Non-Profit and Government Agencies:

Quest for Truth Foundation

AmazonSmile

Amphibious Forces Memorial Museum – LCI 713

Community Military Appreciation Committee (CMAC)

The Hanson Family Charitable Fund, in honor of Bob Alton

Henry Lea Hillman, Jr. Foundation

Peter R. Marsh Foundation

Oregon BottleDrop Give Program

The Samuel S. Johnson Foundation

State of Oregon Heritage Grant Program

UA Local 290 Plumbers & Steamfitters

In-Kind Donations:

Byron J. Anderson – paintings of PT 658 and cards

Calhoun and De Jong, Inc. – dynamically balanced
 port engine supercharger impeller

Arnie Gooder – "Yank" magazine

Huser Fire Fighting Equipment (fire extinguisher
 Inspection, servicing)

International Inspection – engine parts

Jetboats, Inc.- Donated boat services for YouTube video

McCall Oil – fuel and delivery charges

40 et 8 Voiture 99 -- 2 speakers

Northwest Chapter, Gamewardens Assoc. – Portland Harbor
 Chart

Joe Schreiner -- subscription to WW II magazine

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

Thank You for Supporting our Mission!



The Crew of PT 658