

THE ROOSTER TAIL

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HEY-WE'VE COME A LONG WAY, BABY!

Photo Courtesy of Brent Woojan, The Oregonian, Portland OR on June 6, 2005



PT658 sports her new WW2 measure 31-20L camouflage colors June 2011

PT658 painted in new camouflage scheme

You may have noticed the PT658 looks a little different these days. The crew found through research that the boat was first delivered to the US Navy from Higgins Industries in New Orleans already painted in this pattern. In keeping with restoring the boat back to the condition it was in when first built, the paint was applied in May 2011 by master painter Ron Taylor and his crew, with the help of several PT658 volunteers. For comparison, the photo at right shows the lead boat of the class, PT625 in her (port side visible) camouflage paint scheme back in 1945. The two boats appear almost identical. The PT625 class includes 36 boats built by Higgins numbered between 625 to 660, all built between November 1944 and July 1945, making her our first sister ship!



PT625 in 1945 on Lake Pontchartrain near New Orleans with Bill Skade at the helm. Read more about LTjg Bill Skade on the following pages!

Joke of the Quarter:



An ensign on sea duty for the first time overheard a recruit say he was going downstairs. "Listen, sailor," he snarled, "Downstairs is below, that side is starboard, that's aft and that's portside. If I ever hear you say one more civilian word like "downstairs" again I'll throw you through that er, little round window over there!"

Side view of house shows roll- up doors for viewing.



Stand by to repel boarders!

Or Tom Cates "Critter Gitter" It seems the river otters thought they had found a new home to crawl into our new boathouse and leave many foul smelling "presents" for the crew to clean up when reporting to work. The clever otters overcame several barriers erected by the crew; ranging from plywood sheets to barbed wire & a radio blaring the most offensive music we could find! Nothing worked until our volunteer former Marine electrician, Tom Cates, discovered and installed the

PT658 has a new home!

The boat is spending her time in pretty classy digs these days! Nestled inside her new Boathouse, the PT658 is now protected from the degenerative effects of the weather. Additionally, the boat is much more secure when it is locked inside the house. Amenities such as electric power, alarm monitors, compressed air, telephone and water services are all connected to the boat's new home. The entire crew really likes how they can now work on the boat even with bad weather outside, and this has enabled numerous repairs and improvements to take place within the protective cocoon of the new boat house.

Several major contributors were instrumental in planning and completing the boathouse as it stands today. Among these were Rick Christenson (Steelhead Marine) Electrical Construction of Portland, Outdoor Wood of Washougal Wa, James G Pierson (Architect), and Skip Brown, (Architect) Harris Group Inc. as well as many others.

Yes! The boat fits through the door just fine.

electric fence. As long as we remember to plug it in, the little poop factories have been “electrically discouraged” from boarding the boathouse anymore!



Flotsam or Jetsam? Whatever it was Sure Made a Big Hole!

During the last day of Portland’s Rose Festival Fleet Week on June 12, 2009 the PT658 was underway in the flood swollen Willamette river in downtown Portland. The boat was taking her last load of VIP Guests underway for a short trip upriver. Several dignitaries were on board, including the US Coast Guard District Commander. It was a nice warm sunny day and the crew was looking forward to returning to the base. It was then that the PT658 was noticed to be visibly taking on water in the engine room and the CO’s Stateroom. The floating debris in the river had punched a 6 inch wide by 18 inch long hole in the hull just below the XO’s bunk, about a foot below the waterline. Having overwhelmed our installed bilge pumps, the water level was up to the floorboards in the CO Stateroom and the crew flew into emergency action stations. An emergency distress call was placed by our Skipper, Chuck Kellogg. Within just a few minutes emergency response teams showed up from the US Navy Cruiser USS Shoup, USCG Cutter Bluebell, and Portland Fire Department. In a snap, 3 portable pumps were at work dewatering the flooded spaces, and a diver was over the side applying a soft patch. A PT658 crewman also applied another soft patch to the inside of the hole as well. Cool heads prevailed, and through the hard work of all involved, the PT658 was saved to fight another day. She was ignominiously towed back to the base, and removed from the water onto her cradle for repairs. During the tow, volunteers stood watch over the soft patch (seat cushion) and were told by a veteran that’s how they limped back to the tender with shell holes in the side. Additional inspection of the damaged area revealed several areas of rotted wood in the vicinity of the hole. The entire crew effected repairs from June until September to repair the damage. A close call but one that ended well!

The USCG emergency response crew in action

The Hole as seen the next day in the cradle

The hole from the inside

The Portland Fire Department Rigging a pump



Ron constructs charthouse guided by Bob Dubay!

New Charthouse

In the Fall of 2008 the PT658 was safe inside her new boathouse when the crew decided the first major restoration project would be to replace the rotting charthouse made from exterior plywood with a replica using new mahogany planks and marine grade mahogany plywood per the original Higgins blueprints. Volunteer Ron Moran was instrumental in performing the intricate carpentry and construction required to build the new charthouse. WW2 Veteran Bob Dubay gave the work his stamp of approval after overseeing the job in progress. Several other volunteers pitched in to assist Ron in the completion, including Jim Mitchell, Tom Cates, Sam Kimpton, Bob Herbst, Fred Juras and Bob Alton. The new wood was preserved with the industry leading Smiths clear penetrating epoxy sealer (CPES) that will prevent the wood from dry rot and degradation from UV exposure. The new charthouse is now expected to last another 50+ years, and boy does it look great!

Jim Mitchell works on charthouse wing.



The new charthouse in place on deck and painted.

“People don’t realize once restored, wooden boats

need ongoing maintenance & repair! “

We added it up recently and realized we have gone through no less than 3 complete paint jobs for the PT658 since we obtained her! When the hole in the bottom of the boat was being repaired 2 years ago, we had a Marine Survey performed on the hull by Marine Surveyor James Wallace, a professional based in Long Beach, CA. The results of this survey were sobering, which for a PT Boat crew, is quite an accomplishment! (Think torpedo juice!) Over 100 findings were made regarding the structural integrity of the boat. The survey identified several areas of rotted hull planking and load supporting beams that must be repaired for long term use. PT boats, being “expendable” were not designed to last 65+ years as in the case of PT658. Estimates made to replace the bottom planking were around \$300,000, which illustrates the continuing need for donations to help preserve the worlds’ only fully restored and operational WW2 PT Boat!

Rear view of new Charthouse structure



Deck Replacement

After replacing the charthouse the next major restoration project on the boat was to replace the deck. The old deck was installed in 2003 with exterior commercial grade plywood that had developed rotten spots in the 7 years exposure to the elements. The design of the rub rail was actually trapping water inside the wood rather than allowing it to run off the edge, thus exacerbating the problem. Plans were developed to replace the old deck with 18mm marine grade high quality pure mahogany plywood in 5 foot by 10 foot sheets. All deck joints between sheets of plywood were also reinforced through larger bearing surfaces using mahogany Dutchmen on each deck beam every 5 feet apart. The total number of plywood sheets needed was 32, plus additional mahogany lumber for Dutchmen and repairs to the underlying deck beams. Additionally, the entire rub rail and covering board on both Port and Starboard sides needed to be replaced with mahogany planks. The plywood and lumber were purchased at a generous discount through Port Townsend Lumber Importers. The rub rail presented two challenges. One, the design had to be changed to direct runoff from the deck to over the side rather than trapping it as before. Two, the construction of the rub rail incorporates a tricky double curve (down and in) to follow the contours of the bow. Special recognition goes to Jim Mitchell and Dick Sleeter for the outstanding rub rail work.

BAYNE WEIDMAN INSTALLS GLASS TO RUB RAIL

Jim Mitchell Replacing Deck Beams.

Bob Herbst, Mark Wolf & Bob Alton Install New Deck Aft

Fiberglass application

To ensure watertight integrity and longevity for foot



traffic, the decision was made in early 2010 to apply top of the line epoxy resin fiberglass to all exposed portions of the deck. The job was performed by new volunteer and professional marine fiberglass installer, Bayne Weidman. After contributing over 100 hours of his time and through herculean efforts, Bayne taught the other volunteers the proper methods to apply fiberglass. These other “deck hands” included Mark Wolf, Jason Lobo, Jim Mitchell, Wally Boerger, Bob Alton, Dick Sleeter, Jerry Gilmartin, Ron Taylor, Tom Cates Pphaene Sayre and Bob Herbst. The deck was covered with fiberglass and finished to appear similar to the original wood surface and non-skid sand was applied for safety.

Engine Room Upgrades and Repairs

Over the course of the last few years the engine room has seen several improvements and upgrades. The three Packard V12 5M-2500 gasoline engines run better now than they have since the boat was first obtained. The engine rooms “Motor Macs” now have the most experience of any PT Boat engine room crew in the world! The three massive engines all have a champion from the crew who takes personal care of each motor. The Port engine champion is Tom Cates, the Starboard engine is Bob Alton, and the Center engine is Bubba’s (Dan Conway). Here is an incomplete list of some of the major projects that have been installed with the help of numerous volunteers:

- Replaced center engine supercharger drive shaft
- Installed external oil pipe to supercharger bearings
- Designed & installed custom water-cooled exhaust stacks made of steel pipe inside rubber hose (Alton)
- Obtained and installed one micron oil filters (Bubba)
- Replaced old oil with “Aero Shell” to protect silver bearings (Chuck Kellogg, Bob Alton)
- Replaced leaky seawater hull valves with butterfly’s
- Sealed off excess hull penetrations (Ron Moran)
- Refurbished Water & Oil Heat Exchangers & systems
- Upgraded center engine DC generator (Tom Cates)
- Rebuilt 24vdc Aux generator engine (Ron Taylor)
- Replaced all 72 spark plugs and spark plug wires
- Tuned up engine magnetos (Bubba, Dale Billups)
- Overhauled and adjusted Holley carburetors (Alton)
- Obtained one spare engine and parts for another
- Connected heavy duty battery chargers (Tom Cates)
- Installed Fire, Flooding, and Gas Fume alarms
- Installed High Capacity AC and DC Bilge pumps
- Replaced air operated shifter w/manual (Bob Alton)
- Installed center engine reach rods for shifter (Alton)
- Route water pump to exhaust pipe jackets (Herbst)

Open Gear Cover shows friction drum with darker contact area band (Right) & starter gear teeth (Left)

Shift Lever for Center Engine & Reach Rod below deck to gearbox on back of engine per original design

➤ Resurfaced Stbd Engine Reverse Gear Band (Tom)

Dick Lowe, Beaty Lay, Bob Herbst, Ron Moran and USCG Cutter Bluebell crew install new torpedoes.



PT658 gets full load of Mark XIII Torpedoes!

Due to our Fleet Membership in the *Historic Naval Ships Association* the crew learned of the availability of four original WW2-era Mark 13 PT Boat torpedoes. We contacted 2 different museums in the Pacific NW to obtain these priceless artifacts for mounting on the boat. Three torpedoes are generously loaned from the Naval Undersea Museum of Keyport, WA via Director Bill Galvani and Curator Jennifer Heinzelman. The 4th torpedo is from the Pearson Air Museum of Vancouver, WA through the efforts of Museum Manager and Director, Bill Alley. Chuck Kellogg and Orbit Industries of Vancouver created replica PT Boat Mk I Launch Racks using blueprints made by Bob Alton. To add an air of authenticity, two WW2 PT Boat veteran Torpedomen; Dick Lowe and Beaty Lay oversaw the crew of USCGC Buoy Tender Bluebell and her crane for installation of the torpedoes onto the PT boat, just like they did hundreds of times during the war. Now the boat is ready for combat with a real Sunday Punch of four authentic Mark 13 torpedoes! Without a doubt, the PT658 is the most authentically armed WW2 PT Boat in existence.

Actual Mk6 Detonator Setting from WW2



One of Russ' Replicas Mounted on PT658



Depth Charges! Wanna go Fishing?

In late 2010, member and generous donor from Caldwell, Idaho (retired machinist Russell Whipple) contacted the crew to ask if there was any equipment we needed that he could fashion inside his fully equipped machine shop. Volunteers Wally Boerger and Jerry Gilmartin told him we really needed to have some authentic looking US Navy Mark 6 Depth Charge Detonator Setting Dials made from 6 " diameter bronze for both ends of our two depth charges. These plates, also called "*Depth Setting Pistols*" and "*Booster Safety Fork Plates*" are extremely rare since they were a component part of an explosive device that had to be destroyed at the end of hostilities. Jerry provided photos and drawings of the plates to Russ, who then fashioned almost exact (although non-functional) replicas, entirely at his own expense. Russ shipped the completed items to the boat last May 2011 and they are now installed onto the "ash cans" on the stern of the PT658. To the untrained eye, these plates are indistinguishable from the actual item. Compare the two photos at left and see for yourself! We wish all of our members were as industrious and meticulous as he is! Thanks Russ! You're the best!

New Mk50 Rocket Launchers Installed!

At the later stages of WW2, (circa 1944-45) the US Navy developed more and more powerful weapons for use on their fleet of PT Boats. These included the mounting of twin Mark 50 Eight Cell Rocket Launchers that shot 5 inch Spin Stabilized (finless) Mk7 or Mk10 Rockets. The launchers were swung outboard before firing and then swung inboard 180 degrees for reloading. In the spirit of restoring the PT658 to her "as

New Port Rocket Launcher in Firing Position on PT658

built" configuration of July 1945, the crew, led by Bob Alton, Rob Parks, Tom Cates, Bob Cravens, Paul Hanson and the help of Chuck Kellogg created two replica 8 cell launchers and base plates. Using photos and blueprints of the actual items, the crew was able to assemble and mount the two new rocket launcher tubes on the Port and Starboard quarters of the bow. They were installed in July, 2011 and really make the boat appear "*armed to the teeth*". In November, 2011 an actual 5 inch Mk10 Rocket was obtained for us to measure and copy to make dummies for display and loading into the empty tubes. They add a real air of authenticity to the boat, and reinforce the fact that PT Boats, for their size, were the most heavily armed craft ever built for the US Navy.



The Beginning of the Launcher Tubes



The Scouts have arrived! Scout projects assist PT658!



Sea Scouts help PT658 for Service Projects

Brett Bowers & Crew Remove paint on Torpedoes

Over the last 4 years, the local Portland Sea Scouts have taken time to perform much needed service projects for our boat. They met requirements for achieving the rank of "*Sea Scout Quartermaster*", (which is equivalent to "*Eagle Scout*" of the Boy Scouts). The first project to be completed was by Quartermaster Scout Brett Bowers. Brett and his 7 man crew from Sea Scout Ship "City of Roses" (SSS-601) all pitched in to help preserve and paint the 3 real Mk13 Torpedoes recently obtained from the Keyport Naval Undersea Museum. This involved using wire wheels, grinders and chipping guns for removal of 4 layers of paint, and then priming and painting the 14 foot long, 2000 pound weapons with rust preventive enamel. The finished torpedoes were mounted soon after onto the boat. It was a big job and we were thankful for their help!

PT Paint Crew (Kevan on Left, CO Pat Kelley, Right)

Another Quartermaster Scout Project that benefited the PT658 was done by Kevan Stoeckler. Kevan also served on Pat Kelley's "City of Roses" (SSS-601) crew. He and his 12 volunteers pre-cleaned, masked and painted white interior latex enamel to the entire aft crew's quarters, aft tank room, and lazarette (rudder room). The boat was on the cradle for repairs at the time, so it was a project of opportunity that had to be done before the boat was relaunched. This allowed the bilges to be completely dry and for



The EAGLE has landed! Boy Scout Tim Schlueter's Eagle SCOUT project:

Proud Eagle Scout Tim Schlueter and his fellow Boy Scouts, under the guidance of crewmen Tom Cates & Bob Cravens along with several scout parents, wire brushed, chipped and re-painted the 60 foot long by 20 foot wide steel and wood WW2 Vintage *PT Boat Storage Cradle*. The Cradle was built by Higgins and is the only known surviving example. His crew also rebuilt the aft deck mounted 40mm ammo storage box. Eagle Scout Schlueter performed this in memory of former PT658 WW2 PT Veteran Bob Hostetter. The old home-made wooden storage box previously mounted on the boat was inadequately sized to store four newly obtained 40mm cartridge shipping canisters inside. Tim redesigned and manufactured the larger box and also mounted a bronze plaque dedicating his Eagle Scout project in memory of his friend, Bob Hostetter, who had recently "Taken his last Patrol". Both the Cradle and the Ammo Box now look fantastic! Plus they will last a lot longer now that they have been preserved. The entire crew of PT658 took comfort in the knowledge that Bob would be extremely pleased to see Tim's project completed in his memory. Thanks Tim!

the paint to adhere better. Kevan's hard work and organizational skills made the job go off without a hitch. This entire section of the boat is easy to overlook and was in great need of some proper care and preservation. When they were done the entire area looked shiny new! It is good to see these young men with so much energy spent doing a good cause! THANKS Kevan!

PT Boat Cradle on Barge, Before and After



John Russell: Russell Development Co.

John is a well-known businessman in the Portland area who has a soft spot for fast boats! He has always been willing to lend us a hand as well as funds. He is also the proud owner of several classic boats including a 1948 era 35 foot Gar Wood V12 Speedster. John has donated several large sums of money as well as engines and parts to our cause over the years. Here is a photo showing John presenting a large donation to Secretary Frank Lesage and Treasurer Dick Lowe. Someday, John hopes to water ski behind PT658! Thanks John, for all that you do!

John Presents a Generous Donation Check to Frank Lesage & Dick Lowe



John Russell at PT658's Helm



John Russell has been an avid supporter of Save the PT boat for the last ten years. Thanks John for your unwavering support!

Alex Hofberg Donates Chronometer

Alex Hofberg is a quiet, unassuming man who keeps to himself most of the time. He was a bit overwhelmed when, one nice summer day, 8 PT Boaters walked into his Antique Clock store, *Watchworks* of Portland OR. Alex, an expert on repairing antique clocks, was most knowledgeable concerning authentic USN Chronometers. We persuaded him to "loan" us a beautiful working 1943 **PT Boat Chronometer Watch**. Alex also agreed to speak at our 2010 Bull Session Dinner, where he amazed and impressed us with storytelling about all things related to Nautical timekeeping. After his speech, and seeing our good character, he surprised us by donating the chronometer rather than loaning it to us. We got to meet his entire family and made good friends. Thanks again Alex!

Alex speaks at the 2010 Bull Session, while John Akin and Maury Hooper look on.



Mark with his donated Sextant



Mark Sutton Local Sailor and Navigation Buff

Mark Sutton is a local Portland resident that approached us in 2010 with a question if we needed a sextant for the PT Boat as it was not listed on the website "Wanted Items" list.

After doing some research we found that indeed some but not all PT Boats used a Sextant, especially if the Skipper or Quartermaster was trying to maintain his navigation skills. Mark had come across a WW2 vintage David White Sextant and wished to donate it in memory of his son, who had just recently passed away while on active duty in the US Navy. Thanks to Mark we can show visitors what proper equipment used to navigate actually looked like. We sure appreciate your memorial donation, Mark!

VOLUNTEER OF THE QUARTER- WALLY BOERGER

Wally has been involved in the restoration of PT658 since 1998. He has been one of the most prolific volunteers in our group who always shows up to work, even though we pay him nothing. Wally has some very unique skills in that he is our volunteer website master and resident photographer. Wally first started volunteering as a friend of

WALLY ON WATCH

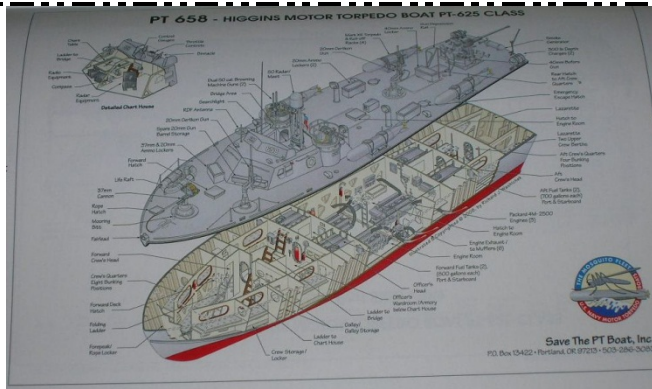
This includes setting up and administering the Ships Store and posting recent stories and photos of the escapades of the PT Boat and her crew. We cannot thank him enough for all

Bob Hostetter, doing woodworking. As time went by he slowly but surely took on more responsibilities on the restoration of the boat to include locating artifacts, repairs to the hull, keeps daily volunteer work log and numerous other projects. Wally is always willing to lend a hand on any little item related to restoring the PT658 back to her original condition. One of Wally's favorite projects is restoring the small arms gun rack in the Officers Wardroom. Wally has almost single handedly obtained replica rifles and machine guns to include an M1 Garand, M1A Carbine, 2 Thompson SMG's and a Browning Automatic Rifle (BAR). Wally is also primarily responsible for writing and maintaining our world class PT658 website.

Dicks Book with Detailed Cutaway Views

Artist Designs PT658 Books

One day last year we received a package in the mail. Inside was a sampling of excellent magazine sized paperbacks created by PT Boats Inc Webmaster Dick Washichek. Every page inside is hand-made original photos and technical drawings. People who have never seen the interior details of a 78 foot Higgins PT Boat can now have an exciting glimpse



inside. Dick made the books completely on his own and donated them to Save the PT Boat for our use. They are 100% accurate as verified by our crew. Buy one today and see for yourself! Everyone who reads the book is amazed at the incredible detail. Thanks Dick!

PT Boat gets Operating Crews Head!

Last spring, our skipper and major benefactor, Chuck Kellogg expressed a desire to install an operating Head onto the PT658. His main concern was to increase habitability for both visitors and Crew. The boat really needed to have a working toilet head! Everybody chipped in and we hired a professional marine electrician, Dave Pennington, who has assisted us in the past. Within just a few weeks, we had the system connected and wired and installed per the proper codes. The Officers Head was chosen as the location since it provides the most privacy. (Pay no attention to that deadlight window over your head!) Everyone on the crew was able to breathe a collective sigh of relief. It is amazing what even a small amenity like this does to make the Boat seem more like a home.

Dave Works Below Deck Wiring Water Pump!



Origins of the Disney Mosquito Logo

In the early 1940's the Navy was in the process of launching a new fleet of Motor Torpedo Boats. LT Earl S. Caldwell was assigned to the boats at the Naval Operations Office in Washington D.C. He wrote a letter to the Disney studios to inquire if they could create an insignia for the new "Mosquito Fleet". Assigned by Disney to this task of designing insignia for the military, Roy Williams introduced Walt Disney's comic menagerie into Uncle Sams' military. His very first design was the now famous sketch of a hostile mosquito clinging to a streaking torpedo, which was a fitting insignia for a relatively small vessel with a powerful sting. Soon afterwards

Disney's Roy Williams Art on LT Caldwell's PT9 on the cover of 1941 Life Magazine



, Disney was inundated with many requests from all types of military units fighting the war wanting the same thing. Williams led a 5 man team of artists who worked full time to design over 1200 military unit insignias over a 5-year period as a contribution to the war effort. Walt Disney was later to say "They meant a lot to the men who were fighting. How could you turn them down?"

Local Artist Designs T shirt Logo for PT658

John Swanson's Original Design for our Shirts

In addition to his "Boat" shirt design, John Swanson, of Manvil in Portland, OR cleverly adapted Disney's Mosquito Design and added our own Mt Hood to the background in order to produce the "Skeeto" logo for PT658. We thank him for his time spent on graphic designs, vendor selection, and production/delivery all donated in the spirit of volunteerism. Thanks John! The shirts look great!



In Memoriam: PT Boaters Take Their Last Patrol

Bob Hostetter:

(PT348, PT350 PT596) A former PT Boat Executive Officer, Bob was one of our most productive veterans in restoring the PT658. He did a lot of woodworking projects designing and creating numerous items, from new rub rails on the boat to the 20mm ammo lockers on deck. Bob got the honor of taking the helm during the maiden voyage of PT658 in 2005. He said "One more trip, that's what this project is all about! This has been a real thrill for me!"

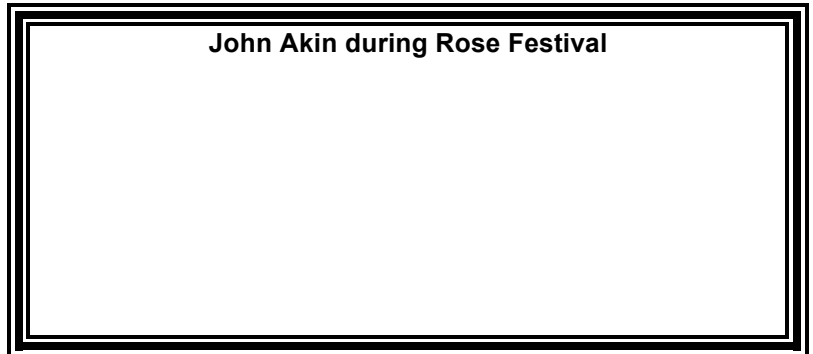
Bob Hostetter at the wheel



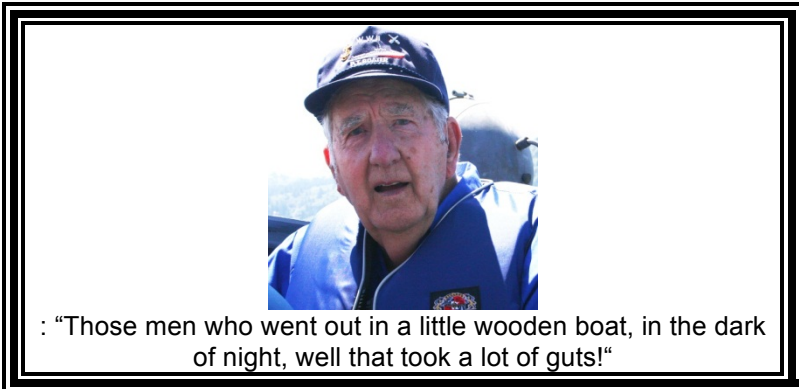
Last Patrol (Continued)

John Akin- (PT24,PT27) A former PT Gunners Mate assigned to RON1, John was one of the original members of the "Save the PT Boat" group when the boat was first discovered in California in 1989. John also served on the Board of Directors for PT Boats, Inc. In this capacity, he organized numerous NW Region PT Boater "Bull Sessions" including taking the guests on trips on the restored PT658. John's efforts led to increased cooperation with the National PT Boats, Inc organization. John was a great spinner of yarns and

John Akin during Rose Festival



could always be counted upon to speak eloquently about the role of PT Boats in history. Johns favorite phrase to use in these yarns was “Wind em up, boys, Lets go home!”



: “Those men who went out in a little wooden boat, in the dark of night, well that took a lot of guts!”

Harry Weidmaier in Dress Whites on PT658



Harry Weidmaier: (PT Base Manicani, R.P., post war ROTC Officer on subs, retired as CAPT after 30 years) Harry was Save the PT Boats President for over 10 years. He was instrumental in establishing the cooperation between the Save the PT Boat group and the Naval Reserve Center in Portland, on the Board of Directors for Oregon Military Museum (Camp Wythecombe) and also with the Navy Museum in Washington D.C. It was through Harry’s efforts that we obtained the PT Boat Cradle, the cutaway Mk13 torpedo and the 40mm Bofors cannon for display on the boat. Harry was also our liaison between the official Navy and the “hooligan Navy” of the PT Boats. He understood that the boats were considered “expendable” and were at the end of the supply line. He used his considerable power as a retired US Navy Captain in order to make things possible for restoring the boat.



Jim and Russ at the PT658 dedication

Jim Brunette: (MoMM1/c PT131 RON7 New Guinea)

“Save the PT” Founding member and 1st Project Manager, Jim kept meticulous logs for every day working on the boat from the first trips down to Alameda in 1994 up to rebuilding the boat after the fire in 2004. Jim’s sense of purpose and focus on the goal, in the words of veteran Frank Lesage “was the epitome of the Energizer Bunny, who sparked us all in the early days of the restoration”. Jim was a natural in directing work and ensuring proper methods were used in restoration of PT658’s wooden hull. Jim singlehandedly performed rudder repairs from storm damage suffered in San Francisco Bay in 1993 as he stood waist deep in water pounding nails to secure a soft patch on the stern. He always displayed toughness in the face of adversity that was so common among all PT Boaters, and was the perfect match for our group. We owe a special debt of gratitude to Jim, for he was the founder and first Editor of the “Rooster Tail” newsletter. Jim will be sorely missed

Russ Hamacheck: (LCDR USN, CO PT150 RON8, Squadron Commander, RON39) Silver Star

Russ Hamacheck was an active duty Navy LT at the outbreak of war in 1941. He served as an instructor in navigation at Northwestern University until volunteering for PT Boats and being sent to MTBSTC Melville for training. He was next assigned his own boat in RON8 in the Solomons in 1943, where he saw much action against the Japanese. As one of our original benefactors for Save the PT Boat, Russ had many powerful connections that he used to help the PT658. Russ was perhaps the most famous as a PT Boat author. His two books, “Hot Straight and True” and “Recompense” (featured in our ships store) are well received. Russ was known to tell many exciting stories, and added an air of authority to our entire group.

HAPPY BIRTHDAY PT BOAT STYLE!



A Very Special Birthday on PT658!

Last September 2011, the PT658 and her crew was involved in an event that most people can only dream about. Patty Rodgers, of Seattle, had contacted us and arranged for her entire extended family to visit the PT658 on Sept 25th 2012. The reason for the visit was that her dad, LTjg William Skade PT625 XO and PT143 CO had reached his 90th Birthday. Patty had allowed Jerry to scan her dad's WW2 photo album, and had special t-shirts made with his WW2 photo to celebrate the big event. What he was **not** told is that we would be taking him underway to a previously planned event, and "forcing" him to pilot the PT658 as she travelled underway. The surprise party went off magically, and Bill was right at home driving the PT658 down the river with all his sons and daughters and grandkids there to witness the event. Patty even supplied birthday cupcakes after the trip, and Bill presented a couple of his uniforms from the war that we now proudly display on board the PT658.



Bill at the Wheel as the boat gets underway



Bill underway on PT625 RON43 in 1945



Bill at the helm of PT143 RON8 in Borneo 1945



The Skade clan just before the trip



Birthday Cupcakes with wife Gloria and family after trip

Announcement: Seasoned Save the PT Boat Board Officers retire from their

positions

Recently, as the rigors of the everyday business of the Save the PT Boat Inc. continue to become more and more demanding, two of our longstanding Officers have chosen to retire. Secretary Frank Lesage and treasurer Dick Lowe have decided to step down from their positions as Officers on the Board of Directors of Save the PT. They have both given long and untiring service to our group, and have often set the standard that we follow in our everyday operation of the PT658.



Dick on the boat in 2009

PT323 RON20 Veteran Dick Lowe has been the Treasurer for Save the Boat since 1996. He has worked tirelessly keeping the rather complex books of the group. This included meticulously tracking our numerous financial transactions, bank/stock records, financial reports, writing thank you letters, and tracking donations while maintaining our heads above water. It now takes four people to accomplish what he for so many years was doing on his own! Look at all the success we have had under his guidance! We could not have gotten this far without his expertise and common sense. Dick Sleeter was recently installed as the new Treasurer. He and his finance committee members:

(Trish Kellogg, Fred Juras and Barbara Brunkow) will strive to follow in these very large footprints! Thanks Dick for a job well done and a well- deserved rest!

Jack Duncan PT Boat Ambassador

Jack Duncan (aka Dryfrog, Neanderthal Jack, or just plain Master Chief Gunners Mate) showed up in Portland last June and took the PT658 over by storm! It seems the former Torpedoman 3/c of PT103, who went on to become a Navy Frogman then a Navy Special Forces SEAL Masterchief and Vietnam PTF operator, is a veteran of 3 wars (WW2, Korea and Vietnam) and is a prolific writer to boot! Jack regaled the crew with his numerous yarns, and was on hand to greet the US Navy Admirals that came aboard the PT658 to give them some real "that's how it was back on the PT Boats" flavor. Jack was present on every underway trip for the 2011 Rose Festival Fleet Week, (Weds, Thurs, Fri Sat & Sun) He made every trip, something that is quite remarkable for a young 87 year old! Jack and his wonderful wife, the marvelous Marlene, have promised to return for the 2012 Rose Festival and we are all anxiously awaiting his return! Recently, he wrote a testimonial called "An appeal for a WW2 Veteran" that was posted on our website under "News". Read it for yourself and see what you think! See you soon Jack!

PT205 RON15 veteran Frank LeSage, Retired Secretary, has been recording the minutes of our wild and wooly Board meetings since 2001. Having served in RON15 in the Mediterranean on what he called "*The Wine and Cheese Navy*" His unusual wit and golden prose will be hard to replace. Frank is at the forefront of our educational outreach program, having been invited to speak at numerous schools concerning PT History. He has also sponsored several large groups of High School students to come visit the PT Boat in person. A prolific letter writer, he has maintained correspondence with many of our benefactors with the latest updates of restoration progress. Molly McCready was persuaded to take over this herculean task as the new Secretary. Frank is available to still lend his wit and wisdom whenever we need him to help out. Thank You Frank! Your talents will be missed!



Frank at Lake Oswego Festival Aug 2012



Master Chief Jack talks shop with Pres. Maury Hooper

Viral Video about PT658 on Youtube

Several years ago in August 2008, an independent film group "At Your Leisure" with Host Chad Booth came aboard PT658 while moored at the Red Lion Inn on the Columbia River at Jantzen Beach for the Military Vehicle Clubs Convention. During this time, Mr Booth interviewed several WW2 crewmembers and created a 6 minute video. Once the Video was posted on the internet on "You Tube" and "Google" it went "viral" and has garnered world-wide attention for the boat through the power of the internet. Over 250,000 people have seen the interviews of Ken Nissen and Dick Lowe while on board the PT boat. The film provides much needed publicity in spite of a few humorous errors, such as a prominent mix-up of the name captions between Ken and Dick during their interviews. It resulted in much new interest among the general public who want to find out more about PT658.



PT Veteran Edd Vinci mans the 50 cal and serves as the icon for the PT658 Video on You Tube.

If you have not seen it, you should go to the PT658 website www.savetheptboatinc.com and search for videos under the "News" heading "PT658 video". You will enjoy it as well

FINANCIAL REPORT MARCH 15, 2012 By Dick Sleeter, Treasurer

The following is the most up to date report from our new Treasurer, Dick Sleeter. It shows only the totals. Dick has all the financials broken down into great detail and has categorized and organized our finances to be ship shape. Thanks Dick for all the hard work. By the way to all you volunteers, turn in those receipts! Or Dick will be on the warpath!

Checking Account: US Bank	\$39,608.13
Money Market Account (UBS)	\$10,758.18
<u>Stock Value on 1/17/12(Mueller Industries)</u>	<u>\$23,000.00</u>

Total Cash Assets \$73,366.31

EDUCATION REPORT (by Frank LeSage)

Although PT Boat activity may be a footnote in WWII history, students who visit PT 658 experience a bit of reality of that war when they stand on the deck and feel the vibration of the brawny V-12 1800 HP Packard engines pulse through the soles of their shoes. No longer is WWII a remote item in the dusty pages of history. Their curiosity is aroused and they begin to ask questions and then the learning process starts. We discuss theaters of operation (a geography lesson for many), and the role the boats played in those theaters. They man the twin-fifties, operate the 40MM, stand at the helm and allow their imagination to roam. They are amazed that the original crew members were close to their age. The cramped crews' quarters, lack of privacy and limited food menu evokes some interesting comments!

In some cases, students' questions reveal they have received very little education about America's history, certainly none, if any, regarding the order in which wars occurred or which countries were involved. In all innocence, one student asked if Napoleon was involved with Ron 15 during the invasion of southern France!. I suspect the teacher didn't know the answer. Some of that innocence emerges in equally interesting ways. Dick Lowe recited his experience as a result of a Kamakaze striking the bow of his boat. At the time, Dick was manning the 40MM on the stern. Upon impact, Dick was catapulted airborne, and subsequently landed unharmed amid the debris. A student raised his hand and asked, "Did you survive?". Dick may still be patting himself down to determine if he is alive!

Especially revealing to them is the realization that veterans of all wars are, in essence, just like them, youngsters full of hope and spirit and not just names in the pages of history books. I tell them the story of the time eons ago when Civil War, Spanish American war and WWI vets visited my grade school. One of my classmates asked the Civil War vet what war was like. He responded, "There were long periods of loneliness and boredom, interrupted by agonizing moments of sheer terror!" Hopefully, the students gain an appreciation of the fact that people then possessed the same feelings we do today. When they read about historical events, the people involved will seem a little more real. History may carry more meaning for them as a result. Perhaps their visit with us will provide a bit of that reality.

We are also invited to speak at grade and high schools. In those cases, we bring along as many artifacts as possible to help illustrate PT Boats role in the war. We have found the students to be most receptive and enthusiastic. Each

and every visitation, either on board the PT boat, or in the classroom, is an opportunity for us as well as the students. Their questions keep us alert and also renews our commitment to serve as a living museum. As the few remaining WWII PT boat vets get closer to their final patrol, the younger generation of the boat renovation crew has done an outstanding job keeping PT boat history alive and meaningful. Their enthusiasm and desire for maintaining historical accuracy ensures that PT 658 is, and will continue to be, a vibrant, authentic operational WWII artifact. We feel confident they will continue our goal to serve as an educational heritage."

Introducing: The New PT658 Ships Store!

After several years of selling PT658 related merchandise at boat shows and gatherings, we decided it was a good idea to sell these items via our website. We've added a "Ships Store" Page to the website in Feb 2012. Here is a listing and description of the several items we have available. If you prefer to buy these items via US Mail instead of the website, fill out the Attached form (on last page) with your order and include payment (Check or Money Order) and we will ship you the items. All Prices include shipping. Thanks!

Shirts

(sizes S/M/L/XL) **\$23 each** Select Design: PT Boat(B) or M
Mosquito (M) Shirt PT Boat (B) Shirt

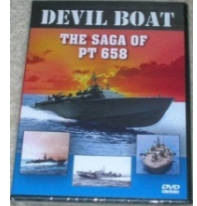


Hats: \$19 each One size fit all adjustable



DVD \$23 each

Exciting video of PT Boats, mixed w/13-yr PT 658 restoration & our vets' gripping war stories 1st shown on Oregon PBS TV



Mugs \$15 each

Front of Mug

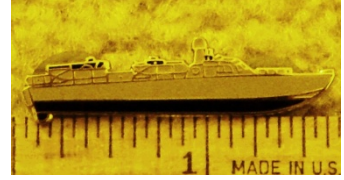


Back of Mug

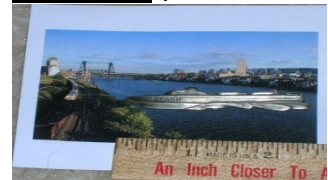


PT Boat Pins \$13 each

(World War II Replicas)



Custom Made Sterling Silver PT658 Pin: \$100 each



Bronze Screw from PT658 Hull: \$7 ea.

Inside Corked Cylinder w/decorative ribbon and tag



Challenge Coins \$13 each

Front of Challenge Coin



Select Color: gold (G) or Back of Challenge Co



The PT 658 Book \$13 each

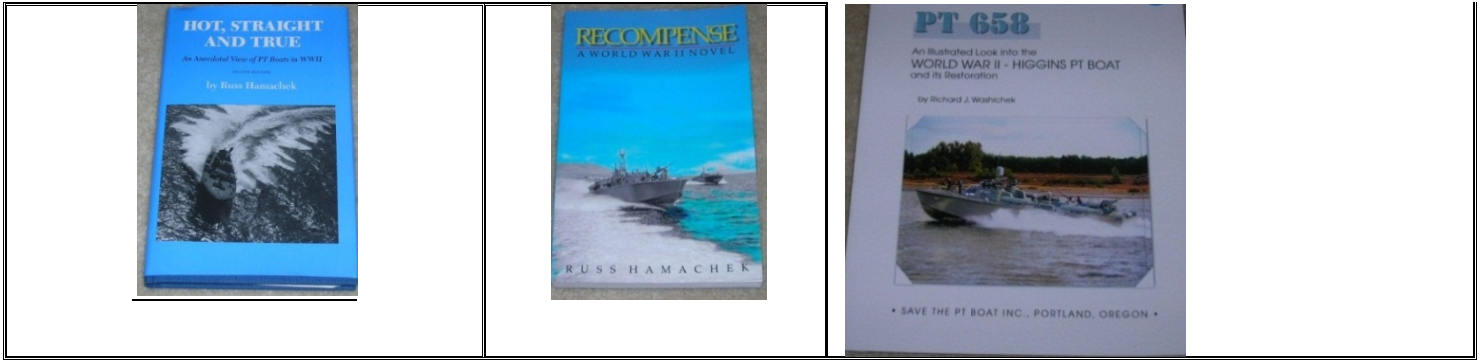
A look inside our PT and her restoration. Brimming w/details & cutaway views. By Dick Washichek

Hot Straight & True \$19 each

(by WW2 vet Russ Hamachek) Stories of bravery, humor and camaraderie by the PT crews themselves

Recompense \$19 each

(by WW2 vet Russ Hamachek) Haunt story of Coastwatcher in 1944 New G



***YOUR CONTRIBUTIONS MATTER!* (by Barbara Brunkow)**

We deeply appreciate your contributions to Save the PT Boat, Inc. which make possible the ongoing preservation and restoration of PT-658, and help us build the new PT Boat Heritage and Education Center. Each dollar is used carefully to support our mission and purpose, which is:

Mission: In keeping with Oregon's maritime tradition, our mission is: To operate and display PT-658 in the Pacific Northwest as a living memorial to the thousands of U.S. sailors who manned these tiny warships in nearly every theater of WW 2.

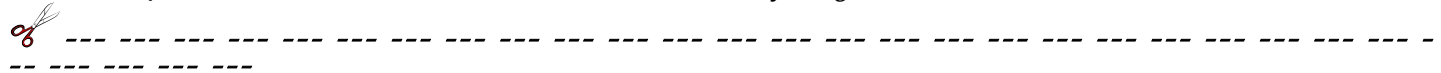
Purpose: Our purpose is to:

- Restore and preserve the historic PT-658, the *only* PT boat in the world that is operational;
- Build and maintain the PT Boat Heritage and Education Center to exhibit memorabilia, artifacts and oral histories; and,
- Provide educational experiences to current and future generations of children, veterans, researchers and families to learn about Naval History, World War II, the important role of PT boats in World War II, and Oregon's rich Maritime History;

Attention All Hands! We Need Your E mail Address!

As we join the technology revolution, there is a growing demand for the newsletters to be sent out via e-mail. This not only saves funds that could be used better in preserving the boat, but it also makes it possible to get the newsletters sent out more often. Please indicate whether you prefer to receive the Newsletter either by e-mail or by regular paper copy and US Mail. Either method is acceptable. Thank You for your support!

Please complete and detach the form below and return it with your gift!



SHIPS STORE ORDER FORM

Name _____ Phone: _____

Address _____

City _____ State _____ Zip _____

Email Address _____

Newsletter preference: ___ Via US Mail ___ via E-Mail

Please make checks payable to **Save The PT Boat, Inc.**, (PO Box 13422, Portland, OR 97213). We are a non-profit organization, 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 or www.pt658heritage.org

Order Form

Item Name	Size/Color	Qty	Price/each	Sub Total

Merchandise Total \$ _____
 Tax Deductible Additional Contribution \$ _____

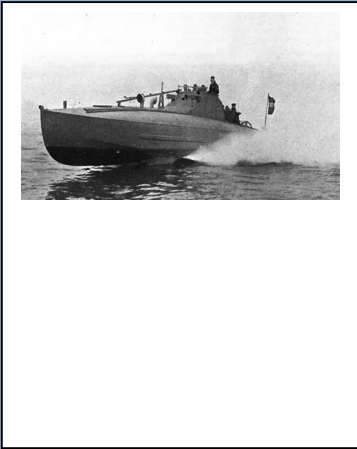
Forms of Payment: Check or Money Order Only via US Mail
Paypal Available on the Internet

Grand Total \$ _____

THANK YOU FOR YOUR ORDER!

Contributions sustain the objectives of Save the PT Boat Inc, which is a Tax exempt non-profit under IRS Code 501(c)(3).

PT658 2012 SEASON SCHEDULE OF EVENTS



- May 28 (Memorial Day): Sea Trials test winter repairs
- June 6th-10th Rose Festival Fleet Week Downtown Portland
- July 4th: Trip to PDX or St Johns Bridge Cathedral Park
- July 13th-15th Trip to St Helens OR for Festival
- July 28th-29th Milwaukee OR "Milwaukee Daze" Festival
- August 18th-19th Lake Oswego Heritage Boat & Car Festival

Check website for latest updates and times



Save the PT Boat Inc
PO Box 13422
Portland OR 97213
www.savetheptboatinc.com