

# PT 658 Fall Newsletter



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## A WORD FROM OUR PRESIDENT

Welcome folks and thanks for your continued interest and support of PT 658. You play a very large part so please take just a moment and pat yourself on the back.

As past annual news letters have done, we hope you find this one updates our progress in several areas...The Boat, The Volunteers, The Donors, and our Future Projects to keep Patrol Torpedo Boat history alive.

The mission of this project has taken me in many directions, engine work, replacing hull planks and frames, and painting of course! My latest joy comes watching the relationships build with visitors, donors, suppliers, local and national civic and military groups.

Hats off to all the crew and to you recipients of our 2017 PT 658 newsletter!

Thank You

Ron Taylor

## New Gangway Needed!

Our 30-year old gangway, which provided the only access (by land) to PT 658, suddenly gave way this summer.



Board members had already begun researching replacement options, knowing that the wooden gangway was nearing the end of its useful life.

***Within days of contacting vendors to obtain quotes, the existing gangway collapsed. Fortunately, no one was on it at the time!***

**OUCH!** But on the positive side, look at that sky. Who says it always rains in Portland?

Our landlord, Vigor Shipyards, quickly constructed a temporary gangway, for which we are extremely grateful. However, a permanent replacement is urgently needed to provide safe ease of access, for volunteers, tourists and especially our older veterans to navigate.

We're currently raising money to cover the costs of a new 80 ft. gangway (which will transition from the pier to an extended lower platform and to the boat) and a 16 ft. gangway (to the museum). These will be aluminum gangways which meet ADA building codes, and will include new connections and platforms/tower. Once we raise sufficient funds toward the \$60,000 project, gangways will be installed to provide access to this historic vessel and to the one-of-a-kind artifacts and WW II memorabilia displayed in our new museum.

## Museum Update

PT 658's new museum continues to evolve with exciting exhibits and collections! Exhibits include presentations on V-mail, a base office, armament, bases of PT operations, daily life of PT crews with card game, a PT Boater biography, PT engines, famous PT boats and crews, PT 658 restoration, Pearl Harbor, Higgins and Walt Disney. Exhibits display many original WW II era artifacts which have been generously donated by individuals and family members. Four of the exhibits feature flat screen TVs showing photos and videos.



Replica of PT squadron base with boat status board

The space also includes a small theater with a large TV screen to watch videos, movies such as "They Were Expendable", documentary films and slide presentations. The office area includes files containing a variety of original PT Boat related documents. The Research Library is named for the **Quest for Truth Foundation**, one of our cherished donors. Each area has been designed to change over time with new artifacts and displays.



**THANK YOU!** Quest For Truth

**What's Next:** priorities including finishing a timeline of PT involvement in WW II during the 1938-1946 period, and completing the bases of operation exhibit. A library inventory is underway, and paper artifacts are being sorted and placed in archival quality storage sleeves and boxes. A series of binders in the library now contain over 2,000 pages of information, documenting all PT boats built during WW II.

**Thank You!** We are grateful for the many contributors who have made this museum space possible! We appreciate the support from **The Kinsman Foundation** for their

grant to help conserve and preserve artifacts, and we are especially grateful to those who have donated artifacts, maps and objects! And many thanks to our volunteers who have donated their time and energy to the project—a job beyond well done!

### **PT 658 Continues to Host Many Tour Groups and Reunions**

Save the PT Boat, Inc. prides itself and being one of Portland’s premier military history attractions. A prime destination for small and large groups, including many naval ship reunions from all over the country. All tours are “on deck”, including the engine room, galley and crew’s quarters. Experience first-hand what it was like manning the twin-50 calibers and the powerful 40 MM Bofors.

Tours of our new museum area not only fulfill our educational mission but also allow veterans to relive memories and share with family members.

Examples of group tours, events and rides during the last several months include:

- Oregon Edsel Owners Club Tour
- Council on America’s Military Past
- LCI 713 Reunion Group
- Vancouver Memorial Day
- Fleet Week (Rose Festival) Escort of Ships
- Costco Heroes Night & Car Show
- USS Gurke DD 783 Reunion Tour
- Matson Navigation Cruise
- Ford Tours – Model A’s & Early V-8’s
- R/V Falkor Group (oceanographic research)
- Lake Oswego Newcomers Club Cruise
- Tidewater Cove Marina Boat Show
- USS Denver LPD 9 Reunion Tour
- Navy Aerial Photographers (Ret.) Tour
- Oregon Senate Delegation Tour & Cruise
- Harley Hogs Motorcycle Club Tour
- USS Coontz Tour
- Vancouver Veterans Day Parade



PT658 Escorting the USS Jackson (LCS-6) during Rose Festival



USS Coontz (DLG9/DB640) Destroyer Reunion



Sometimes a tour is as much fun for us as for them



Veterans Day Parade - Paul St. Onge, 6th Army Engineers  
Purple Heart Recipient - Battle of Leyte Gulf

## Special Visit

On October 2nd, Brian Boquist, Fred Girod and Peter Courtney (Pres.) of the Oregon Senate visited our newly completed museum display area and came aboard PT-658 as we cruised through downtown Portland, briefly stopping at Riverplace Marina for an onboard lunch. We discussed potential opportunities for greater and much needed public access to PT 658 for this authentically restored, national treasure. Impromptu tours on the boat were provided to visitors at the Marina, giving them the surprise opportunity not only to visit the boat but also to meet some of their very own legislative leaders.



In addition to the above activities, PT 658 was an active participant in Rose Festival Fleet activities June 6-10 (see picture above of PT 658's escort of the USS Jackson. We also attended the Lake Oswego Heritage Boat & Car Show August 26-27.

For information or to schedule a tour or ride, phone 503-286-3083 or email [ptboat658@gmail.com](mailto:ptboat658@gmail.com).

**Note:** PT 658 is on TripAdvisor. If you've toured or ridden the boat in the past year, please consider reviewing us at: [www.tripadvisor.com](http://www.tripadvisor.com) Once there, simply enter "PT Boat" in the FIND box and enter "Portland, OR" in the NEAR box.

## Boathouse Lighting Upgrade Project

A year ago we decided to work on upgrading the lights at the boathouse. The old lighting system consisted of eight metal halide light fixtures, each one having a 400W lamp. These fixtures did not have any kind of lens or shade, so the light went in all directions and were uncomfortable to look at.

With John Briggs' guidance, we worked with Wesco Distribution in Portland and the Energy Trust of Oregon (ETO) to help us select suitable modern LED light fixtures to replace the old metal halides. The fixtures we selected consume 158 watts each (vs. 400 watts each for the metal halides). More importantly, the light is controlled and is directed down to the deck of the boat. Wesco gave us "employee pricing", so we spent a total of \$1,504 for the new lights. With John's help we applied for a rebate from ETO (which provides incentives to reduce energy consumption) and were rewarded with a grant of just over \$600 to offset the cost of the upgrade. Tom Cates and Jan Wojciechowski did the volunteer installation, bringing in the total cost for the upgrade under \$1,000.

**We have paid off this investment through energy savings in less than one year** and will enjoy reduced energy cost in the future of almost 50%! Many thanks to John Briggs, Wesco Distribution, Tom Cates and Jan Wojciechowski for this great Christmas gift to the boat.





# Jack's Corner

Written by Jack Duncan, PT 658 Docent along with his wife Marlene

## NOW THAT'S FISHING

*The boats of MTB Squadron 5 sneaked into the lagoon via the north passage at Green Island. I was one of several of the crew standing lookout on the bow as we very slowly inched our way in with the coral heads clearly visible just below our hull. It was touchy inasmuch as our Nineteenth Century British Admiralty navigational charts were often wrong. It was February of 1944.*

*Green is a large atoll located some forty to forty-five miles north of the large island of Bougainville, the top of the Solomon Island chain. Green's lagoon seemed huge and idyllic in comparison with the more rugged, volcanic Solomons. I believe my PT-103 may have been the very first boat into the lagoon.*

*Everything seemed secure, so we proceeded a short distance to the east inside to where a nice beach seemed inviting. Dropping our anchor off the stern, the fragile plywood bow was eased up onto the sand. Jumping off the boat to the beach, we started to explore our surroundings when . . .*

**. WHOOSH, BLAM!**

*Some New Zealand artillery units began shooting over our heads at concealed Japanese positions just yards beyond us. Someone was able to contact the gunners that we were there and also to arrange for a landing craft to bring us gasoline in drums so we could refuel and get on with the business at hand of eradicating Japanese military personnel.*

*From Green Island, our boats were able to run patrols up to Rabaul on New Britain, Namatanai on New Ireland and some surrounding islands where the Japanese had established small bases.*

*As the island was secured, we began to set up housekeeping there on the beach. We moved the now-empty gasoline drums to use as steps to get on and off the boat. Some of us purloined those excellent Japanese Army tropical shirts from those who no longer needed them. Lowell, a Motor Machinist's Mate First Class, even got a pair of Japanese climbing boots . . . the kind that had the big toe separate from the rest of the boot.*

*Back on the boat, I spotted little pan-sized fish by the thousands. Food! Grabbing two hand grenades from the cockpit, I pulled the pins and threw the grenades into that huge school.*

*Stunned fish floated to the surface by the score. The crew grabbed pans, helmets, buckets and whatever and over the side we went, gathering the harvest.*

*Our meager rations had included ripe coconut; the kind with meat you can grate, green coconut with its jelly-like meat and over-ripe coconut where you ate the new nut growing inside staying away from the meat which caused diarrhea.*

*Isn't it strange how much of the privation and stress of combat fades as time goes on, but interludes such as this fish-fry linger on in the memory? This is military service . . . good times, bad times and boring times, camaraderie with people with whom you are close, but may never see again.*



<><><><><>

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.

## Spotlight on Volunteers

We welcomed **Kanaan Herron** for a summer of volunteering. Kanaan is a junior at Grant High School, has volunteered with many community groups, and has been a Boy Scout for 7 years. He was a U.S. Marine Corps Summer Leadership & Character Development Academy Selectee. At PT 658, Kanaan assisted visitors on tours, organized files, and helped us with computer issues. We truly enjoyed his interest in history and willingness to become involved and assist with a wide variety of tasks!



**Wally Boerger** has volunteered with us since 2002. Wally's tasks include giving tours, collecting memorabilia for the boat and museum, performing document preservation, serving as the resident armament "expert", and taking care of many other needs. He is our web master and official photographer. We salute Wally for his dedicated service!



**Bob Day** is the voice and face that most folks first meet when they schedule a tour or ride on PT 658. Bob works tirelessly to arrange and give tours, and educates visitors on the restoration of PT 658 and the role of PT Boats in WW II. Bob also prepares the organization's financial statements and tax reports, among other essential duties. He is also our computer specialist setting up a network for both the office and the museum. We appreciate the many ways Bob contributes to Save the PT Boat, Inc!



**We are grateful for our many volunteers who provide on average of nearly 600 hours of volunteer service every month to fulfill the mission of Save the PT Boat, Inc!**

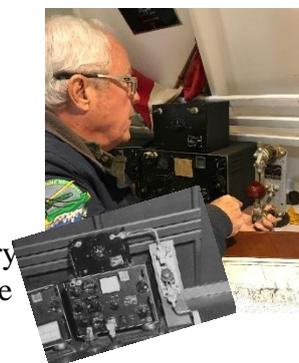


## Restoration and Repairs Continue (after all; she is 73 years old)

### Radio Antenna Disconnect Switch Donated to PT 658!

The Radio Antenna Disconnect Switch is part of original equipment supplied with the PT 658 Collins TCS-13 radio. The switch is in series starting at the Radio Transmitter and Receiver, then the Antenna Loading Coil, then the Antenna Disconnect Switch, then the Antenna. Its purpose is to disconnect the radio in case of a lightning storm or large electrical surge that might destroy the circuits inside the radio.

Wally Boerger, Tom Cates and Jerry Gilmartin have been attempting to make a "homemade" version of this switch for the last 5 years. Then out of thin air, along comes Dan Howard who has an original switch in a "New in Box" condition. Jerry Schue had put out feelers to see if anyone in the local Ham Radio Clubs may have known of one that was available. Jerry met Dan at a Club Swap meet and asked Dan to get in touch with us to identify if his switch was the correct type.

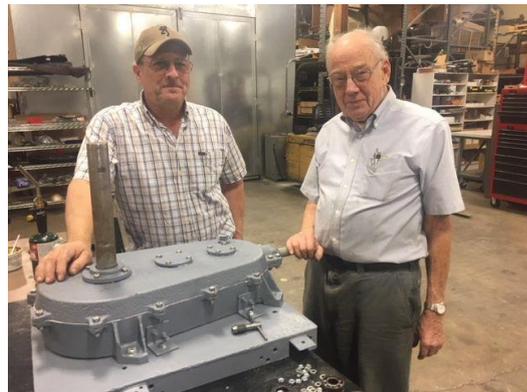


Dan visited PT 658 in September and donated the switch at that time. He said it feels good to know that his switch is now on display, being used for the exact purpose that it was designed. This ends a 10-year search for this part. **Thank you, Dan** for donating the Radio Antenna Disconnect Switch!

## Steering Gearbox Rebuild:

Thanks to our friends Chris Nordling and Paul Sturges at Austin Industries, our aft steering gear (which was failing) is now rebuilt. It has a new thrust bearing, a new bearing retainer, a new shaft (which they manufactured), new sealed bearings and new paint. They also provided advice to repair the center engine supercharger oil seal.

We deeply appreciate the support of Ken Austin, founder of Austin Industries in Newberg, Oregon for his continuing support of PT 658. Mr. Austin directed Chris and Paul to do the work at no charge to PT 658. Paul and Chris went beyond what was asked, and Chris even supplied us with new parts manuals for engines he located by researching the internet. These fine individuals, along with support from Mr. Austin, really came through for us. **THANK YOU!**



## Engine Heat exchangers

Heat exchangers (2 per engine) are critical to efficient, high speed engine performance, cooling both engine oil and engine coolant. Ten years ago, we temporarily patched one unit that was in poor condition. One year ago, that unit began leaking and we sealed it with radiator sealant (another temporary repair). Further Inspections revealed that the years have taken their toll on these units (see photo) and at least two units need to be overhauled or replaced to ensure safe, efficient operation.



To avoid having an engine completely down for what could be a long repair process, Bill Weaver located some units in upstate New York and the owner has agreed to loan us one each oil and coolant units. Upon arrival we will compare them with the ones we have and decide whether to use them as patterns to fabricate new units or temporarily install them while ours are being overhauled. If we fabricate new units, we hope to improve on the 1945 design. This will be an expensive repair/replacement but critical to continued safe, efficient engine operation.

## Engine Acquired from PT Boat Museum at Battleship Cove, Fall River, MA



Earlier this year, Board Member Bill Weaver reached out to Don Shannon at the PT Boat Museum in Fall River, MA to discuss heat exchangers for the boat. But the conversation soon turned to acquiring an engine from the museum. This engine is unusual because it's a 5M-2500. During WW II, most PT Boats used 4M's, but our boat runs 5M's which were developed very late in the war. The Navy installed 5M's in their PT's operated at Pt Hueneme in Southern California. The engine had been donated to the PT Museum in Fall River, MA., and we have acquired it for a small donation with the hope that it turns out to be in fair condition and could become a viable spare for us. The other engines we have in storage

are all 4M's. According to the donor, the engine was in running order when removed. We will now evaluate its condition and determine if it can be made into a good spare using other parts we have on hand.

### **Center Engine gets a new Supercharger Oil Seal**

The center engine supercharger oil seal has been leaking for some time causing excessive smoke. Oil consumption was about a gallon per hour.

The crew removed the carburetor, water and oil lines, and the supercharger housing. Next the super charger fan was removed, exposing the oil seal which is made up of three expanding rings. Two of these rings were not expanding as designed and one was broken. Our friends at **Austin Industries**, who had just rebuilt our steering gear box, suggested we visit **Marsh Transmission** in Tualatin, Oregon, because the seal was the same as used in automatic transmissions. A quick visit and a search thru boxes of various seal rings ended with three that fit. Sure is fun to run into these experts and make new friends.

After reassembly and a test run of the engine there was no smoke and no oil to drain from the supercharger after running. This should qualify us to move up in the standings on the environmental "green" list 😊

It was an interesting project that led to our improved knowledge of the engine and gave us something we can never have too much of - **new friends for the PT boat.**

### **Winter Projects**

PT 658's "To-Do" list for this winter include the following (funding dependent, of course):

- Finish museum timeline display
- Schedule and execute Grand Opening of museum/display space
- Continue to evaluate reorientation of boathouse and barge to reduce wind load
- Continue quest for new home for PT 658 to improve public access
- Prep work - new gangway. Construct connection point, prepare for placement
- Prepare to pull the boat in the fall of 2018 for hull inspection and repair
- Replace supercharger oil seal on port engine; also, replace leaking oil pressure gauge
- Mount the tool box in the back of the engine room
- Haul one of the spare engines to an overhaul location
- Finish rebuild of port side auxiliary generator
- Rebuild the Starboard side auxiliary generator

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Let your friends know how shopping on Amazon supports Save the PT Boat Inc!



## **In Memory of Murl Salem Wescott, PT 236 Passed away June 1, 2016 at the age of 94**

### **A tribute from his son Murl “Tim” Wescott, printed with his permission.**

*Murl was an original crew member of PT 236 when commissioned in New Orleans at the Higgins Factory on Lake Pontchartrain.*

*The first 5 boats (PTs 236-240) from the newly formed RON 19 ran from New Orleans to Miami, Florida for sea trials. During these trials, Murl skillfully stuck a “fish” on the sands of Miami Beach on a Sunday afternoon.*

*From Miami through the Caribbean to the freeport of Barranquilla, Colombia to get fuel at a fuel dock that German submarines just departed, Murl always said the crew was “puckered-up” with tension on the run from Colombia to Panama, knowing the subs were “out there!”*



*L-R, Murl Wescott, Jack Duncan, Jim Majors and Maury Hooper  
Ron 19 Ron 5 Ron 18 Ron 20*

*The first 5 boats of RON 19 passed through the Panama Canal on their own power and laid up at the Pacific Island of Taboga. All of the necessary “items of war” were loaded on the boats, and the boats were then cradled on the deck of the tanker “White Plains” owned by Shell Oil Co and fully loaded with aviation gasoline. Murl commented on the “fastest run” his boat ever made was on what was called “The Banana Run” from the naval base at Taboga to Costa Rica and back with some tons of bananas for the base during the time in Panama.*

*Onto the South Pacific and off-loading the boats at Espirito Santos, north to the first base of operations at Tulagi. This is where Murl said he left boyhood behind and “manned-up” when Captain Crawford told his crew to “empty the boat of everything not absolutely necessary, men, we are going to war!”*

*From Tulagi to the marine base at Rendova and other islands as couriers and shuttles, next, RON 19 moved to Lambu-Lambu Cove on the island of Vella-Lavella.*

*PT 236 was the “other boat” sent from Vella-Lavella with PT 59 skippered by then Lt. Kennedy to rescue marines from Choiseul Island. PT 236, a 78’ Higgins boat, carried a majority of the rescued fighters as PT 59 was a smaller version set up as a gun boat with no torpedoes. PT 236 also carried Major “Pappy” Boyington to the island of Kolombangara to search for and bury the remains of one of his pilots from the “Black Sheep Squadron.”*

*From Vella Lavella to the new base at Treasury Island was next up for PT 236. By this time all RON 19 boats had been absorbed by RONS 20 and 21. At Treasury Island, a USO show was in for a performance. And as the cameras and press corps and Admirals stood by, Carole Lombard autographed Murl’s torpedo!*

*Murl’s last action came as the battle group moved northwest and the base at Green Island became home.*

**T**hank you to all those who have contributed their time, talents and resources to sustaining PT 658!

**A**s the end of the year approaches, please remember us with your tax deductible donations. **Your contribution this year takes on even greater importance as we face the urgent need to replace our gangway.** You can **also** help PT 658 by forwarding this newsletter to friends and by inviting us to your organization for a presentation.

**PT 658** The Only Restored & Operational WWII PT Boat  
in the World with Original Packard V-12 Engines  
*A Unique Part of American History!*

Our painstaking and authentic restoration of PT-658 is a tribute to our WWII Veterans who served so valiantly to secure our freedom.

You can help us honor their legacy through a tax-deductible contribution to Save the PT Boat, Inc. Your gift will help us continue to restore PT-658, which preserves the experiences, lessons, and memories of our PT-boat heroes.

Visit us online at [www.savetheptboatinc.com](http://www.savetheptboatinc.com) • Email us at [ptboat658@gmail.com](mailto:ptboat658@gmail.com)

**THANK YOU!** We deeply appreciate the support provided between Nov. 18 2016 through Nov. 21, 2017 by our generous friends who helped significantly to sustain and support our mission to restore PT 658!

Anonymous  
Steve Aaker  
Kit Abernathy  
Byron & Lynda Anderson  
Peter Anderson (Memory of Lloyd F. Anderson, PT 230)  
J. Mark Atlas  
Ken Austin  
David Baird (memory of Veterans of all wars)  
Douglas Beijer  
Cheryl Croft Bennett (honor of T/Sgt. Eddie L. Croft)  
Ed Bennett  
Romel Bhullar  
Bart & Carol Bingaman  
John Blair  
Todd Bliss  
Barbara Blubaugh

Wally & Eileen Boerger  
Thelma Bourbonnais (memory of Jim Bourbonnais)  
Arnold W. "Brad" Bradburd  
John & Diane Bradshaw  
Dale & Carol Braman  
Harry F. Braunstein (memory of Chuck Kellogg)  
John & Cherie Briggs  
Dennis & Sharon Brotherton (memory of Maurice Hooper)  
Joseph Burger  
Beverly & James Burwell  
John Carter  
Sandy Carter  
Bill Casto (memory of all PT Boaters who have made their last patrol)  
Phyllis Shoop Clerihue (memory of Raymond J. Shoop)  
Ray Choy (honor of Wing Choy)

Wing Choy  
Ed Conrad  
Donald Cooper  
Sheridan Curtis  
Neil d'Autremont, Sidedraught City  
Dave Danis (honor of all WW II Veterans)  
CDR James and Mrs. Davenport  
Bob Day  
Steven Day  
Will B. Day  
Ted Dickinson  
Jack & Marlene Duncan  
Jeff Dunham  
Christine Ertman (honor of Sawyer May on high school graduation)  
Wayne & Pat Evans  
Bill & Ellen Farr  
James Farrand  
Sue Kellogg Ferrario (memory of Chuck Kellogg)  
Joseph M. Fettig  
Chuck Fowler (memory of Harry Wiedmaier)  
Peggy Frazier (memory of W.W. "Tag" Frazier, RON 17)  
Jim & Mary Ann Gabriel  
Douglas R. Grim  
Robert F. Grimm (honor of USS Hanson DD 832)  
Frank Gruber  
Richard & Joy Hanson (honor of Bob Alton)  
Bob Harrison  
Bob & Linda Hart (memory of Kenneth Gaw)  
Erik R. Hauge  
Stephen M. Hayden  
Dave & Lisa Haymond  
Michael R. Heilpern  
Roger C. Henderson  
Kevin Hinz  
Sharon & Wally Hoblit  
Rick Holmes  
John H. Imlay, Jr.  
Clarence "Bud" Juneau  
Chuck Kellogg  
John L. Krier (memory of Roscoe S. Krier)  
Steven Kubik  
Scott C. Kuesel (memory of Arthur "Buck" R. Kuesel LTJG, PT 505, RON 34 and PT 188, RON 8)  
Todd Landwehr  
Kathy Larson  
Maxine Layton (honor of Tom Cates)  
Brian Lester, Vortec Tooling Solutions, Inc.  
Don Lindberg  
David E. Longtin, Jr., DMD  
Jim Lundak  
Chris Marchi  
Peter & Barbara Marsh  
Steven P. Martinson  
Mike Massimini  
Bill May  
Martha McCready (memory of Al & Connie McCready, honor of their 71<sup>st</sup> Wedding Anniversary)  
Daniel McFee

M.H. Michalson  
Biff, Helena & Faxon Michaud (memory of CDR & Mrs. J. Alexander Michaud, MTB Squadron, honor of Philippine Sea Frontier)  
Donald & Doris Miller  
Mark & Debra Miller  
Wade & Patsy Miller  
Bill & Louise Mnich  
Jonathan Moody  
Rod Moore  
John C. Murdoch  
P.M. Neal  
Don & Diane Neet (memory of Bud Neet)  
Lloyd H. Ness  
Michael Notzon  
Richard & Jean Odonnell (memory of Cookie Kent)  
Randall G. Malmstrom  
Brian O'Mara  
Neal & Sally Patton  
Andrew Petersen  
Mark Polloni  
Cathy & Doug Prentice (memory of Maury Hooper)  
Doug Price (memory of LT A.E. Price, PT Boat Skipper)  
Ken Ramsay  
Frank Ray  
Glenn Ray  
Charles W. Rhodes  
Stephen N. Richie, DMD  
Bill Roberts  
Audrey Robinson (memory of Joseph Robinson)  
Thad & Mary Robinson (honor of Frank Lesage)  
Patty Skade Rogers (memory of William "Bill" Skade)  
Jerry Rozelle  
John W. Russell & Mary E. Fellows  
Joseph Savage  
Craig Schmidt  
Harold Schmidt  
Joseph R. Schreiner (memory of all Sailors lost at sea)  
Michael Seewald (memory of Quartermaster Richard J. Seewald)  
John Sewell  
Carl Shipkey  
Verena Shipkey  
G.M. Shuford  
Alfred L. Skinner, MD  
Dick & Margie Sleeter (memory of Maury Hooper)  
William Smallshaw  
Robert & Jodi Stone  
Fred Stormer  
Jeffrey Strater  
Gary B. Streets  
Paul Sturges  
Mark Suwyn (memory of Rolf Bruckner)  
John A. & Ruth Talbott (memory of Harry Wiedmaier)  
Greg Taylor  
Richard Testut, Jr.  
David Tondreau  
Everett Trout  
Mr. & Mrs. Robert Ullom

M. Zolane Vaage (memory of Dean Bradford Vaage)  
John A. Van Huyck  
Elizabeth Ware (memory of Marsden Ware)  
Shari & Mark Weiss  
Mike & Patsy Wells  
Wilfred D. Wells, M.D. (honor of Jack Duncan)  
Harriet Werner (memory of Rolf & Betty Bruckner)  
James L. West  
Robert A. White  
Vern White  
Roger Whiting  
William Wilkie  
Owen "Obie" Williams  
Todd & Amy Williams  
C.J. Willis  
Randy Willis, MD (honor of C.J. Willis)  
Jean Winsor  
Dr. David & Susan Wisdom  
Pam Young (memory of Maury Hooper, honor of Ron Taylor's Birthday)  
Ernestine "Bebe" Zimmerman (memory of Harvey Zimmerman)

**Foundations, Corporations, Associations**

Quest for Truth Foundation  
The Hanson Family Charitable Foundation  
The Kinsman Foundation  
American Legion Riders, Harley H. Hall Chapter  
Amphibious Forces Memorial Museum  
Clement Engineering Services  
Council on America's Military Past  
Edsel Owners Club, Inc., Oregon Chapter  
IBM Matching Grant Program (matches Liz Ware gift)

ICI Oregon Foundation  
Military Vehicle Collectors Club of Oregon  
Oswego Heritage Council, Inc.  
UA 290 Industry Advancement Fund  
USS Gurke DD 783 Reunion

**Contributors of In-Kind Products, Services**

Austin Industries Employees Chris Nordling & Paul Sturges (rebuild steering gearbox)  
Culver Glass Co.  
Aaron Davis (cups, bowls, plates for museum)  
DeTemple Company, Inc. (shortened sight glass, supplied new seals)  
Richard Galli, (60mm illumination mortar)  
Dan Howard (radio antenna disconnect switch)  
Chris Kellogg (storage for engines)  
William G. Kendall (framed Rose Festival certificate)  
Mary & John Kihlstrum (misc. tools, hardware)  
John King, Marsh Transmission (rebuilt turbo charger oil seal)  
James Mask, Storyline Fabrication (museum display signage)  
Dave Mackay (transfer Betamax/VHS tapes to DVD)  
A. Mazon & Associates, Marine Surveyors (discounted survey fee)  
Jim Mitchell (miscellaneous tools, wood supplies)  
Michael Olson (Arisaka type 99 7.7x 58mm)  
PCC Swan Island Trades Center, Welding Dept. (welding on exterior ramp entrance to museum)  
Joseph Schreiner (subscription to WW II Magazine)  
Mark & Michele Timko (new microwave for volunteer use)  
Robert West (miscellaneous PT books, memorabilia)

*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.*

**Please See Next Page**

## **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!*

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**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!**

