



PATROL TORPEDO FAST 3

Restoration Project

Sea Scout Ship 5544

BOY SCOUTS OF AMERICA

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www.ptf3restoration.org

NEWSLETTER 30 JUNE 2008

PROGRESS

Summer has arrived in full force, heat and wind, 2 weeks ago we suffered from a 90mph cyclonic wind that was trying to become a tornado. The back half of our canopy frame that covers the boat was twisted with pipe couplings broken and our office trailer was picked up and thrown on it's side damaging some of the contents. Fortunately, we had removed the old tarps that go over the frame work the week before to replace with new tarps, this reduced the potential lifting surfaces that could have been pickup by the storm. Broken canopy frame couplings have been repaired and re-enforced with welded straps and gussets. The boat got away without a scratch, none of the equipment was damaged, the fuel tanks were shuffled around a little and that was all, we were very lucky.

After assessing the damage to the trailer, strap anchors were added to the frame and bottom sill, and then binding straps were placed around the body of the trailer to the frame to prevent the structure from pulling apart. Greg Rohr provided the much needed backhoe to right the office trailer, chains were attached to backhoe bucket and frame, and then the trailer was slowly rolled back over. Outside of one broken window and damaged dry-wall the trailer survived with a loss of 3 weeks worth of work. As soon as the office trailer is finished we will be moving most of the home based office to the trailer, El Pegram and Bill Bremer will begin handling the business end of the operation. We have grown to the point that we are no longer a backyard operation to an effort that has world wide interest and this improvement will give us the ability to respond to the growth.

The outer planking for the starboard bow, above the waterline has been completed and the inner planking on the port bow is now in place, restoring the shape of the bow. The planking for the area under the waterline will be installed after the hull is raised. Tom Youngblood is ready to lift the boat so we are down to setting a scheduled date that will work for everybody, the hull has to move up one foot to give our hull crew the space to finish working on the bottom of the boat.

The amid-ships port side hull above the water line has finally received it's outer planking. This area of the hull was badly damage in 1991 by hurricane Andrew, causing the boat to sink by the stern. Planking was busted out, frame ribs and the engineers space bulkhead was broken and smashed on the portside, all of which required a total rebuild of the frame work. All of the planking in this area has a curving slope which changes as you move up from the bottom, requiring that the top and bottom of each board to be trimmed to fit, all of which takes a lot of craftsmanship.

Fabrication of aluminum parts is moving right along, the combination of our 20 ton bending press and MIG welding equipment is producing high quality replacement parts. Original parts that are no longer usable due mostly to corrosion are used as a pattern to reproduce as an exact copy as possible. Parts that can not be located or no longer exist have to be researched and created, again to as close an exact copy as possible. All of the parts are coated with zinc chromate and installed with new stainless steel hardware.

Gerry Millholen a long time member of our team has stepped down as Vice-President of the PTF 3 Restoration Project to move to new digs up north. He will continue to work on the project's web site and in our fund raising efforts. Al Schweizer is replacing Gerry as the Project's Vice-President, Al has put in many long hard hours in the restoration of the boat and will do a superb job.

LOOKING AHEAD

The forward deck that was removed during the re-framing of the bow will be replaced and a fresh layer of marine plywood will be laid down over the full length of the boat soon after the boat hull is raised. Two teams will then be able to focus on the main deck and bottom of the hull at the same time and not be in each others way.

HISTORICAL

We are in the process of building of the historic record of PTF 3 and are seeking photos and history of the boat and / or the early series of Nasty Class Boats # 3 – 8 that have the early below deck configuration. This will assist greatly in recreating features of the boat that will historically accurate as possible. Many of the items will become part of the museum display in the boat and permanent historical record. Much of this material will be housed with the boat and copies will be on permanent file with Florida Historic Preservation.

MONEY TREE

The Project can be reached at Phone No. 800/ 694-7161 and at our E-Mail: ptf3restore@embarqmail.com , Jack Waples, our fund Coordinator can be reached at E-Mail: rjwaples@cfl.rr.com .

DONATION CHECKS SHOULD BE MADE OUT TO THE PTF 3 FUND AND MAILED TO

**PTF 3 RESTORATION PROJECT
P.O. BOX 740789
ORANGE CITY, FL 32774-0789**

SCROUNGE DEPT-

IF ANYONE HAS A LINE ON A GRANT PROGRAM, WE FALL UNDER MUSEUMS, YOUTH PROGRAM AND YOUTH EDUCATION. WE NEED PHONE NUMBERS AND CONTACTS.

_FOR ANY PARTY WISHING TO DONATE, PTF 3 RESTORATION PROJECT IS A FLORIDA NON-PROFIT 501 C3 ORGANIZATION, DONATIONS ARE TAX DEDUCTABLE.

ADDITIONAL HISTORICAL INFORMATION AND CURRENT PHOTOS OF RECENT EFFORTS CAN BE FOUND AT www.ptfnasty.com

FEEDBACK - PLEASE SEND SUGGESTIONS AND IDEAS TO BOB MCCRAY AT ptf3restore@embarqmail.com .

SINCERELY,



**ROBERT MCCRAY
PROJECT MANAGER**

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