



PATROL TORPEDO FAST 3

Restoration Project

Sea Scout Ship 5544

BOY SCOUTS OF AMERICA

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www.ptf3restoration.org

NEWSLETTER 31 DEC 2008

PROGRESS

We hope that everyone had a great holiday and a happy New Year. Our office trailer has finally been completed, El Pegram will be heading up the office work and organize material that has been scattered around in individual homes and work trailers. Billy Thomas and Al Schwiezer put in a lot of extra time during the Christmas break to finish up the project. Originally donated by McMahon Construction, the 8ft x 20ft trailer needed a complete rebuild, then a small tornado picked the trailer up and threw it on it's side a few months ago. Since then, new siding, roof repairs, new paneling, lights, electrical and flooring have been added, giving us a much needed work space to centralize our operation. It will give us a work area for blue prints, the ever present paperwork and a space to display some of the memorabilia that has been donated to project by many of the former PTF crewmen.

The last of the planks that had to be replaced on the starboard side have been completed, however the caulking of seams and screw holes still remain. Most of the old bottom coating has been removed, our Shipwright Bob Bonner brought in extra help that has expedited the work. The old bottom coating is made up of a combination of a layer of what appears to be a green 3M 5200 type of material, then a layer of a coopers oxide and finally a layer of black PRC material that provided a second layer of hull sealent. All of the red coopers oxide, PRC and most of the green 3M coating have been removed, thin spots of the green 3M type coating remain and should be completely removed by the end of January.

New decking and a new transom are the next order of repair to the hull, all of the remaining fiber glass that covers the deck will be stripped off next week. Thru hull openings in the deck that will not be used will be plugged and a bedding adhesive will be used to glue the new marine plywood in place, followed up with stainless steel screws to secure the panel to the deck. A layer of fresh fiber glass cloth will be laid over the new decking and soaked in fiber glass resin in the same manner as the

original fiber glass deck covering. A new rub rail will be attached and this will be topped with a coating of non-skid paint that will seal the entire deck and provide a safe walking surface. The installation of the new transom will finish off the major work to the hull, a lot of detail work will remain before we can seal the entire hull with PAXCON, the military version of the LINE X automotive bed liner product that is used by the U.S. Navy on submarine hulls. This is a urethane product that cures in 15 seconds after being sprayed on the hull, the two part coating mixes in the spray nozzle as it is sprayed on the hull at 2,500psi. An olive drab coat will be applied from the main deck to the waterline and a red coating will be applied to the bottom of the hull, this material will be sanded in specific areas when black and grey are sprayed on to form a camouflage effect with the olive drab color. Interior areas of the boat are being sanded in order to receive a fresh coat of white paint, as soon as this step has been completed we can begin installing operational hardware back into the boat.

Naval Historian Chip Marshall stopped in to visit with the crew this month and brought some additional information and some prints that will assist in reassembling the boat. Chip has spent a lot of time researching PT Boats of World War 2 and VietNam, he has been a source of much needed information regarding PTF 3. He has appeared on the History Channel on programs related to the first generation of PT Boats. He has also located many of the service unit insignia plaques, and he will be sending them to us in the near future. The plaques will be added to our growing collection of the PTF memorabilia and will be permanently mounted in the boat.

The Vee Drives recovered from the PTF Boat in Virginia are in fantastic shape, the gear operation is very smooth and by all appearances in good working order. Nick Baranet is in the process of stripping the drives of paint and cleaning up the fittings that remain on the drives. They will be popped open for a further inspection and any needed repair, and then a fresh coat of paint will be applied. The Vee Drives will be among the first items to be installed in the boat.

Bill Lawson a diesel design engineer and his company design draftsman, Eric were accompanied by Marine Electrician Dana Blood in a visit to PTF 3. Bill Lawson has a long career in diesel engine design with Caterpillar and experimental work with NASCAR Engine designer Smokey Yunick, he plans to lend his expertise with the Napier Deltics and a Hull Thruster design. Dana Blood plans to come on board when we are ready to begin the actual wiring within the hull, he will assist with the drawing layout and specifications.

SCROUNGE DEPT-

Aerial Gun Sights for the 40mm BOFORS Anti-Aircraft and 20mm Orlikean deck guns are the subject of our latest scrounge effort, the sights have the appearance of a giant fly swatter that are usually seen on the World War 2 Memorial Ships. Our 40mm has optical sights with a range calculator, we are concerned that they will not hold up to the constant outdoor use, and the open aerial sights would be historically correct for the boat. We are still looking for 20mm Orlikeans and their deck mounts, they will be positioned on each side of the bridge. If you locate any of these items or anything that might be of use for the PT Boat, please let us know.

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 be as historically accurate as possible. Much of this material will be housed with the boat and copies will be on permanent file with The Florida Bureau of Historic Preservation. A photographic record of the restoration is an ongoing effort that will document the process of restoring the PT Boat as well as building up a library of historical photos, architectural drawings and interviews with veteran crewmembers all of which will become part of the continuing history of PTF 3.

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**

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,

A handwritten signature in black ink, appearing to read 'R McCray', written in a cursive style.

**ROBERT MCCRAY
PROJECT MANAGER**

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