



PATROL TORPEDO FAST 3

Restoration Project

Sea Scout Ship 5544

BOY SCOUTS OF AMERICA

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www.ptf3restoration.org

NEWSLETTER 31 MAY 2008

PROGRESS

Mahogany re-planking has finally moved to the bow of the PT Boat, pieces of planking have been hand fitted above the chine on each side of the bow over freshly painted frame ribs. The hull crew has painstakingly hand fitted each plank, then removed and paint the interior facing surface and re-installed. The sweep of the bow is returning, and the overall shape of the hull is reappearing, as much as we would like to close in the hull, the area under the chine will have to wait for a little while longer.

Tom Youngblood of Youngblood and Sons Building Movers who moved the PT Boat to Deland in 2003 is preparing to raise the hull vertically one foot, this will allow for the removal of the keel shoe and repair of bottom planking. A series of hydraulic jacks will be placed along the length of the keel and along the chine from amid-ships to the stern, all of the jacks are linked together and will move in unison. New bracing will then be placed under the boat and the hull will be lowered onto the cribbing, which will allow the crew to have much needed work space. Once the bottom work is completed then we can return to bow and begin the final round of re-planking the hull.

The 81mm directional mortar which came to us in pieces thanks to the demilitarization technique of taking an acetylene torch and cutting up the mortar has been partially disassembled and parts re-welded. A little extra grease and good old Marvel Mystery Oil and the remaining section of the mortar tube slide out of the trunnion mount. Re-aligned tripod legs have been welded back together as well as the tripod trunnion mount that serves as the vertical axis pivot for the mortar tube. Many parts have been sandblasted and more are headed that way, bent parts have been heated and straightened, the barrel tube and recoil tube have to be welded back together and then all will be re-painted and re-assembled.

Interior hull work has continued at a steady pace with Rick Shea and Billy Thomas replacing corroded angle bracket supports for the propeller shaft struts and aluminum chine supports. So far the side wall to bottom aluminum brackets have been removed from the starboard side ribs 56 through 71 and are being replaced with newly constructed units. All of the parts have to be fabricated on site with each piece being unique, then coated with zinc chromate and installed with new stainless steel hardware.

John Holt of the original crew that took PTF 3 from Little Creek, Va., to Subic Bay, Philippines, in 1963 has sent us memorabilia from his service aboard the boat. They consisted of 4 shoulder crest patches for dress blues, labeled 'U.S.S. PTF-3'; a PTF 3 PT Boat Buckle; 3 sewn name patches for above the left pocket of O.D. Fatigues embroidered with the letters 'PTF 3', normally the left pocket patch said 'U.S. NAVY', an original 'PTF 3 Fast and Nasty' right sleeve patch and an 8 x10 photo of PTF 3 coming into a dock opposite of Ford Island, at Pearl Harbor, Hi. We greatly appreciated John Holt parting with these treasures which add to our growing collection of PTF 3 history. We will have a photo of this collection in next month's newsletter.

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

Gerry (Boats) Millholen is the head of the fund raising effort and can be reached at Phone No. 386/ 785-4502 and at E-Mail: fl1husker@bellsouth.net or I can be reached at Phone No. 800/ 694-7161 and at E-Mail: redbarn2@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 redbarn2@embarqmail.com .

SINCERELY,



ROBERT MCCRAY
PROJECT MANAGER

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