

PT 658—NEWS FROM THE CREW

A publication of Save the PT Boat, Inc. PO Box 13422 Portland, OR 97213

www.savetheptboatinc.com



WINTER 2025

PT 658 WELCOMES USCGC EAGLE TO FLEET WEEK

This summer we were honored to have been invited to participate in Portland's Fleet Week. This is an honor that we look forward to every season and this year was very special since one of our longtime crew members, Wally Boerger actually served on *Eagle* at the U.S. Coast Guard Academy.



USCGC Eagle Underway



Wally with Eagle Crew

PT658 crewmember Wally Boerger (above) was a cadet on this ship in 1960. He toured *Eagle* when it docked and was given a very warm welcome aboard. Wally has been one of the mainstays of our crew for 23 years. At the conclusion of WWII, the German training ship Horst Wessel launched in 1936, now the *Eagle*, was taken by the United States as war reparations and has been in service training U.S. Coast Guard cadets since then. It goes without saying that Wally was thrilled to see *Eagle* again.....and in Portland! While on board *Eagle*, Wally recounted stories to *Eagle* crew about his time with *Eagle*.

Every year our crew of 25 talented engineers, wood workers and electricians donate thousands of hours of labor maintaining, improving and operating the last WW II PT boat. This newsletter will provide details on some of the projects currently underway to keep the boat in great condition and available into the future. Every year, thanks to our donors, we give rides to dozens of folks, a unique in the world experience.....riding a real PT Boat!

PORTLAND FLEET WEEK



COAST GUARD INSPECTION

During Fleet Week the 658, with guests on board, is allowed to go inside the security zone created to protect the visiting ships and crews. To be approved for this level of security we must submit to a full search by the U. S. Coast Guard with canines. Two officers at left are sweeping the boat before departure. These sweeps occur daily when we operate.



U.S.S. JACK H. LUCAS DD 125

During Fleet Week the Navy sends a few ships to be displayed in Portland. This photo taken by our crew, from the 658, shows the proximity of our operations during this event.

Very Impressive!

Participation in Fleet Week is always the first event in our summer season and happens in early June. We invite key supporters of the 658 to join us on the trips we run during this event.

2025 HAULOUT FOR HULL REPAIRS

On October 23rd we hauled the boat to do a comprehensive inspection and start repairs as necessary. Our commitment to aggressively maintain this historic boat has resulted in PT 658 being in the very best condition possible. We are not anticipating anything major during this haulout and we plan to get the work done and the boat relaunched in early 2026.

We have Jim Lyons, our shipwright from Port Townsend, WA., coming to Portland to support this effort. This will be the 6th haulout/repair cycle that Jim has done with us. He is a world class shipwright and we are lucky to have him available. Working with Jim is always educational and his expertise and long-term support of our boat has been a deciding factor in the great condition of the 658.

We won't be sure of the scope of the work until we finish our inspections. Based on past history with Jim Lyons and our estimates of material costs we are expecting this haulout to cost approximately \$45,000. This estimate is based on the last two major maintenance haulouts which totalled \$38,106 in 2019 and \$43,469 in 2023. The haulout was accomplished by Vigor Industrial in Portland, and tug service was provided by Clark Caffall of WCT Marine and Construction. Thanks to both companies!



October 23, 2025

658 is hoisted from the river to our barge for transport to our base. Vigor Industrial completed the perfect lift with their 100T crane. Actual weight of the lift was 103,000 lbs.

2025 HAULOUT (CONTINUED)



Vigor Industrial Haulout Crew

Thanks to Our Vigor Friends!
 Ken Swingle, Roger Swingle, David Listenberger, Jen Phurchpean, Brian Weldon, Trinity Presler, Robert Johnson, Shawn Connett, Rowdy Barlen, Duane Stockdale, Issac Cruz, Sara Garcia and Luke Lynn
 Not shown are: Toby Kelly, Derek Bristow, Larry Sampson, and the riggers on the barge attaching lift cables to the cradle.



Ready to land on our barge



Vigor crew preparing rigging to lift the 658

IDENTIFIED 2025 HAULOUT WORKSCOPE

1. LEAKAGE ALONG TRANSOM

Inspect transom fasteners, framing and planks. Replace deteriorated planking and frames as needed. Refasten with new silicon bronze wood screws, rivet inner planking between frames using copper rivets.

2. LEAKAGE AROUND SHAFT LOG

Inspect planking and fasteners along Port and STB Shaft logs. Repair, refasten and re-caulk as needed.

3 RUDDER POST INSPECTION

Inspect Port and STBD rudder post for leakage at attachment point to hull, Replace, or add new packing, and adjust as needed

4. HULL INSPECTION AND REPAIR

Inspect and sound hull along with Licensed Marine Surveyor and Shipwright to identify deteriorated/soft wood or other deficiencies including proud planks, deteriorated fasteners, and loose or missing caulking. Replace deteriorated inner or outer planking, canvas between inner and outer planking, and re-caulk as needed.

5. SACRIFICIAL ANODES

Inspect and replace deteriorated sacrificial anodes on the hull, rudders, propellers and mufflers as needed.

6. THROUGH HULL FITTINGS

Inspect through hull fittings for damage or deterioration. Replace through hull fittings as needed.

7. PROPELLERS, SHAFTS AND RUDDERS

Inspect propeller shafting, cutlass bearings, propellers, and rudders for deterioration and excessive wear. Repair or replace damaged components as needed.

8. SACRIFICIAL ANODES

Inspect and replace as needed. These are located in multiple places on the rudders and prop shafts and in the engine

9. ENGINE COOLING HULL VALVES

We plan to restore hull valves per original Higgins engineering and install these during dry docking.

10. CORRECT LEAKAGE AT BOW

Inspect for leakage around bow eye and re-caulk. Remove, re-caulk, and reinstall bow eye if needed.

11. PREP AND PAINT HULL

Scrape loose paint and sand to fair in missing paint, loose or missing caulking and seam compound. Re-caulk hull using traditional cotton caulking. Fill seams using traditional seam compound or 3M-5200 as needed. Prep and prime affected areas and repaint hull using suitable marine anti-fouling bottom paint.

Our plan this year is to quickly identify any areas of the hull needed attention. That process has already started and demolition of some areas started during the last week of October. Our goal is to get the boat back into the water by February 2026. This will limit the amount of leakage we will see after completion and hopefully result in a very successful maintenance haulout and watertight hull.



At speed on the Columbia River.....Living History!

LOWERING THE PACKARDS: A LESSON IN DETERMINATION

By Jerry Gilmartin, PT 658 Volunteer since 1998

While sorting through old photos from the early days of the Save the PT Boat organization, I was reminded of an unforgettable event from July 11th 2002. The crew, led by PT Veteran Jim Brunette, had just completed most of the hull planking replacement on and was ready to begin installing the boat's mechanical equipment—starting with the engines.

Thanks to our good relationship with the USMC Motor Pool at the Naval Reserve Center, Jim arranged for a Marine “Gunny” Sergeant to operate their wheeled crane to lower the engines from the pier into the boat. The tugboat America positioned the barge alongside the pier near the storage shed, and Jim used the base forklift to move the three Packard engines—each on its wooden stand—next to the boat.

With the tarps removed from the engine room hatch, the crew took their positions: Don Brandt and Beatty Lay on the pier; Jim Brunette, Wally Boerger, and Doug Prentice on deck; and Dick Lowe and me inside the engine room. We all held our breath as the first 3,000-pound, 1,850-horsepower Packard was lifted skyward and lowered toward the hatch—only to find it was too long to fit. Don, a former PT-254 Motor Machinist, knew the trick: tilt the engine so the output shaft goes down first. Sure enough, it slipped neatly into place.

To move each engine onto its mounting rails, we removed the air scoops above the engine beds and guided the crane hook through the openings. The port and starboard engines went in smoothly, but shifting the center engine aft required several come-alongs. Halfway through, a loud crack echoed—the deck stringer, a come-along attach point had snapped in two!

Unfazed, Jim calmly repaired it using aluminum sister plates, glue, and bolts. By day's end, all three engines were installed.

Now, whenever I step into the engine room and touch that repair plate, I'm reminded of that day—and of the steady determination of men like Jim Brunette and Dick Lowe. To them, obstacles weren't setbacks, just challenges to overcome.

The photo below right shows the repair plate in the engine room..... still in place today.



The first engine is lifted from its cradle.



That hatch looks small!



Crewmember Steve Stange pointing out the repaired stringer in the engine room

NEW BOATHOUSE DOOR



Our boathouse with a newly installed door



Crewmember Don Cameron

When our boathouse was built the type of door construction was determined by the funds available at that time. The sliding doors, over time, had deteriorated to the point of not being safe to operate. During the summer of 2025 one of our major donors stepped forward to solve the problem by funding the replacement of the door with a state-of-the-art powered overhead door system.

Our longtime supporter, Pete Marsh, through the **Peter R. Marsh Foundation**, contributed the necessary funding to make this new door a reality. We are fortunate to have a retired building contractor on our crew in the person of Don Cameron.

We knew that we wanted a very safe and

simple to operate system and after a bidding process we selected Extreme Doors and Steel Fabrication of Portland, as our door contractor. Don and other members of our crew worked with owner Tom Voight for the week it took to install the new door. Don was on site every day and saw the project through to a very successful conclusion.

Clark Caffall with WCT Marine and Construction provided the work platform barge for the installation and Vigor Industrial donated the use of the crane.

Now, with one button operation, we operate the new electric roll-up door in a safe and effective and easy manner.



Tom Voight Hanging the New Door



Removing the old door.



Completed installation.

PT 658 ENGINE ROOM NEWS

PT 658 volunteer engineers and mechanics have been busy keeping the Packard 5M-2500 V-12's running smoothly through regular maintenance and making improvements to ensure the engines continue to perform well into the future.

The port engine is now running reliably after efforts by the motor mechanics to trouble shoot and correct issues related to the supercharger and drive system. This work has led us to focus on a few improvement projects including the following.

ENGINE UPGRADE PROJECTS

1. Sea water pump modification
2. Packard Engine Preoil pump installation
3. Restore engine Room Throttle Control Cable system to be historically correct

SEAWATER PUMP MODIFICATION

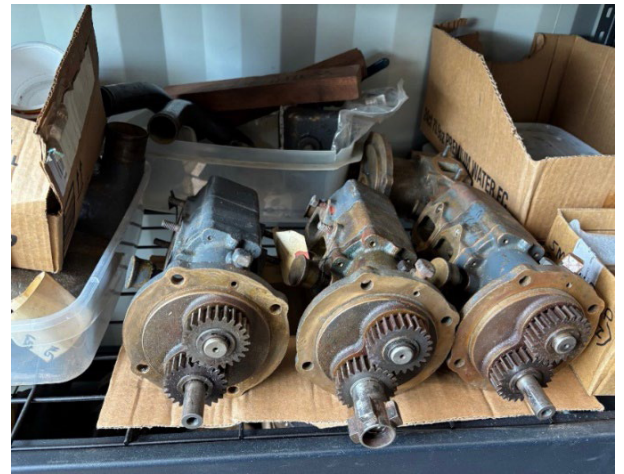
This project was started last year with one water pump fitted and tested using bronze impellers. The bronze impellers were laser scanned along with the pump housing and using SolidWorks 3D modeling software to determine the best fit. One pump was built and tested with satisfactory results. This pump was installed on the Starboard engine and has been in operation for about a year.

Impellers (12 in total) were ordered for seawater pumps to be used in the Port and Center engines, and for one spare pump. One of our machine shop service providers, CDI, Inc in Portland, OR will rebuild the three seawater pumps. The rebuilt pumps will utilize the newly manufactured impellers and will also include replacing bearings, oil and pump seals.

NEW ENGINE PRE-OILING SYSTEM INSTALLED

The engine room crew recently completed installation of the engine preoiling system to each of the three Packard 5M-2500 V12 propulsion engines. The new system includes installation of small scavenging pumps to the engine lube oil system. Operating this pump engine oil pressure builds up prior to starting. Previously each engine needed to be cranked extensively, without ignition, to build up oil pressure before starting. The new system simplifies the starting process and significantly reduces wear and tear on the engines. The oil pumps, valued at \$2500, were generously donated by the manufacturer, Motorque Corp. dba TurboWerx.

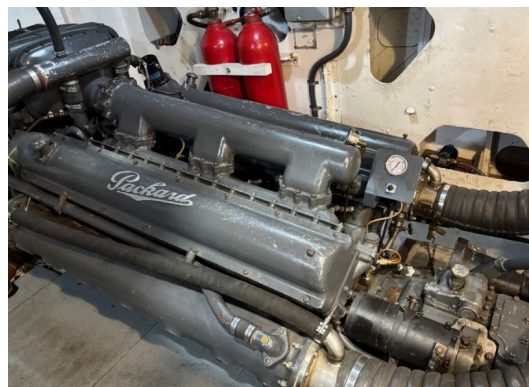
Pre-lube pressure gage mounted on Starboard Engine



Three Seawater pumps ready for overhaul



Seawater pump with new impellers, seals and bearings ready for assembly



PT 658 ENGINE ROOM NEWS (CONTINUED)

NEW ENGINE PRE-OILING SYSTEM INSTALLED (CONTINUED)



Pre-lube pump installed close to the lube oil sump and engine.

reduced. The engine operators 'motormacs' run the pump via a momentary toggle switch for about a minute until oil pressure reaches 15-20 PSIG.

Engine pre-lube pump installed below deck aboard PT 658. Each of the three Packard V12s has a pump like this one. The piping includes a shutoff valve where the supply tubing is tapped into the engine oil supply line. On the discharge side a check valve to prevent back flow through the pump and Micron filter were installed.

The system is now in operation and works as intended, simplifying the engine starting process and reducing wear and tear on the engines and starters.

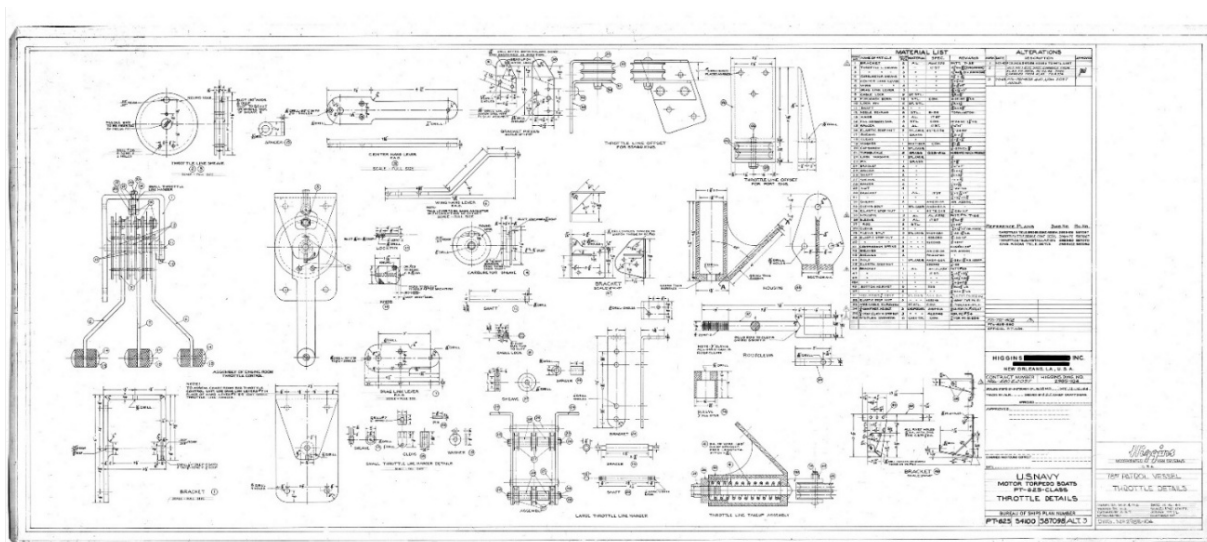
The system was tested by removing a valve cover and observing oil flow at the camshaft and associated bearings.

The engine starting process has been simplified and wear and tear on the engines, starters, and batteries has been

RESTORATION OF THE ENGINE ROOM THROTTLE CONTROL SYSTEM

The original configuration of the engine control consisted of a system of cables and pulleys like that of aircraft. The system is actuated by a drag link connecting the helm controls to the cable system in the engine room and extending into the wardroom and ammo locker. We believe the system provides Motormacs control of the engine while starting, if needed, and provides control backup should the helm be damaged in combat. PTs also have an emergency steering system controlled manually with a tiller. Having the engine room control operational will augment our ability to control the boat in an emergency.

We have the Navy drawings, with manufacturing details, for each component as well as the drawing of the system installation. CDI, Inc. in Portland OR, has manufactured all the custom components of the system and we have begun the process of procuring off the shelf items listed on the drawings and installing the system.



Navy Drawing (Higgins dwg 2985-104) Motor Torpedo Boats PT-625 Class Throttle Details.

PT 658 ENGINE ROOM NEWS (CONTINUED)

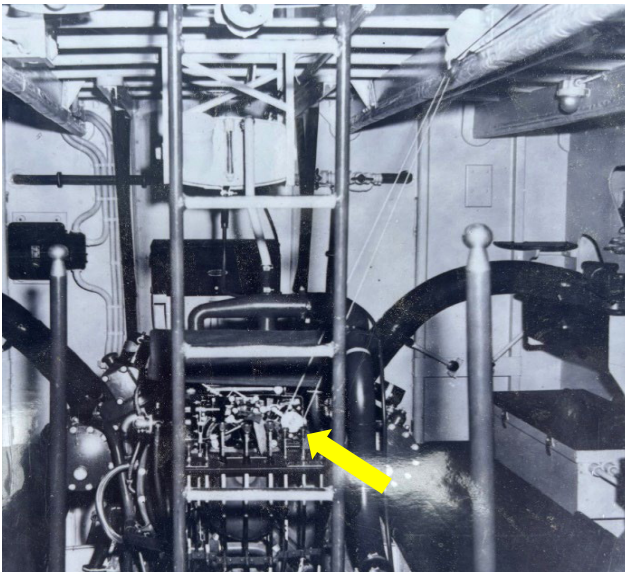
RESTORATION OF THE ENGINE ROOM THROTTLE CONTROL SYSTEM (CONTINUED)



Throttle Cable System components manufactured in 2025 by CDI, Inc.



Engine room throttle as installed on PT 305



PT 625 Class Builders Photos Showing throttle cable installation for the center engine carburetor.



Newly Manufactured Throttle Control Levers positioned in PT 658 Engine Room

IFF EQUIPMENT UPDATE

INSTALLATION OF ORIGINAL IFF (IDENTIFICATION FRIEND OR FOE) SYSTEM COMPLETED

*The intriguing story of How PT658 obtained an extremely rare piece of WW II Top Secret Electronics Equipment...
The Farnsworth BN-1 Unit*

About 23 years ago, volunteers Wally Boerger and Jerry Gilmartin began searching for original electronics to restore PT658, focusing especially on the elusive BN-1 Unit (the Interrogator-Responder), which proved impossible to find despite securing many other parts through various sources. In 2013, Jerry visited the PT Boat Museum in Fall River, Massachusetts, documenting equipment and unknowingly photographing a BN-1 Unit stored aboard PT617. In 2023, reviewing old photos revealed the BN-1's presence. After reaching out, Bill Weaver of Save the PT Boat Inc. arranged with Charles Jones of PT Boats Inc. of Fall River, Mass. to donate the BN-1 Unit.

Andy Small, a volunteer in Fall River, retrieved the 150-pound, fragile unit and, concerned about shipping risks, personally flew it to Portland, using airline miles to buy a First Class seat for the artifact and custom-built a dolly for transport. Upon arrival on Veterans Day, Andy was warmly welcomed by the PT658 crew, given a tour, and thanked for his dedication.

The BN-1 was installed aboard PT658 following original specifications, completing the boat's authentic electronics suite—making it one of the most complete among historic naval ships. Recently, the team also acquired the only known BN-1 repair manual from the Battleship Texas Museum, giving us the resources to fully restore the unit if desired. A great effort!



BN Unit Flying 1st Class



BN unit fully installed on PT 658

20MM OERLIKON MK 5 GUN MOUNT IMPROVEMENT PROJECT UPDATE

This year, the crew will complete another major improvement to the historical accuracy of PT 658 by making new gun mounts for our Swiss designed 20mm Oerlikon cannons to bring them to a standard of historical accuracy. The existing mounts, on the boat since the mid 1990's, are not historically accurate and cannot be used to demonstrate the movement of this very important weapon.

This project was started during 2025 and included a visit by 658 crewmember Ian Harding to Liberty Ship S.S. John W. Brown, in Baltimore. We assisted the Brown crew in going through their inventory of Oerlikon gun cradle parts with the hope that some would be donated to us for 658. As it turned out suitable parts could not be located and we have decided to build accurate replicas of the mounts for both of our guns. New engineering has been generated by our crew and local Portland suppliers. We borrowed a surplus Mk 5 mount from another museum and have completed scanning the disassembled mount parts to produce new tool path files for numerically controlled machining. We are very pleased with the progress on this project and should have it completed, with new mounts installed, by mid-2026.



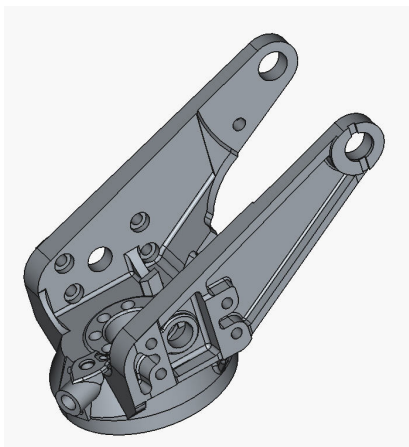
20mm Oerlikon Gun



20mm Mk 5 Gun Mount



20mm Gun Mount Closeup



3D Scan of 20mm Carriage

Cost Estimate (for two gun mounts)

Outside Scanning Services	\$ 3,960
Casting Tooling Fabrication	\$12,200
Casting Production	\$ 1,790
Metal finishing	\$ 250
Parts Machining	\$15,300
Torsion Spring Fabrication	\$ 3,474
Total at Completion	\$36,974

IN SEARCH OF AN AUTHENTIC PREMAX RADIO ANTENNA

During recent trips under Portland's downtown bridges, the PT658 crew needed to quickly lower and raise both the Radar Mast and Radio Antenna. The existing antenna was worn out and could not hold the American Flag, prompting the search for a simpler, faster alternative. Research using wartime photos and manuals identified the original type: a Monel Premax five-section telescoping antenna (MM 435) from Chrisholm-Ryder Premax. Although Premax Corp. no longer makes antennas or has the drawings, similar models exist on PT305 at the WWII museum in New Orleans. The crew is now working to replicate or locate an original antenna.



PT 238 UNDERWAY

One of our PT veterans, Maury Hooper, served on this boat in the Pacific. Note the position of the flag flying from the Premax MM 435 antenna.

Following several 'friendly fire' attacks on PT boats by U.S. and Allied aircraft a decision was reached to attach the U.S. flag to the antenna, close to the top, so aircraft could easily see that this was not an enemy boat. This change in tactics proved successful.



PT crewman extending the Premax radio antenna to its full 35 ft. height somewhere in the Pacific theater.



1944: PT 243 UNDERWAY IN THE SOUTH PACIFIC NEAR RENDOVA. NOTE FLAG POSITION.

As we construct this MM 435 antenna we plan to follow the original Premax design as closely as possible. We anticipate fabrication of the new antenna in the summer of 2026 with installation on the boat by year end. This antenna is in line with our plans to continue to bring the boat back as close to original configuration as possible.



MONEL ANTENNAS

Outstanding for marine installations and those other commercial uses where high strength and unusual resistance to corrosion are prime considerations, Premax Monel Antennas have satisfactorily stood up under the most severe wind and shock strains, even when installed on the speedy boats of the navy and coast guard. Monel antennas have proven their ability to resist the action of sea air, salt spray and other corrosive agents.

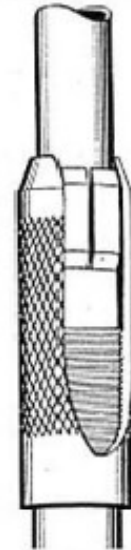
The monel masts are built up of multiple sections of hard-drawn monel tubing which is a product of Superior Tube Company of Norristown, Pa. They are fully telescoping and adjustable. Their rich, highly polished appearance conforms perfectly with the equipment of even the finest craft, yet their cost is not excessive for the more modest installations when their indefinite life and operating efficiency is considered.

Monel is without doubt the perfect material for radio antennas, far more resistant toward more corrosives than either the nickels or coppers which are used in the formulation of monel. It has both the corrosion resistance and mechanical properties which enable it to withstand weather conditions, low temperatures and sudden shocks without affecting its toughness.

Monel is stronger and tougher than common steels and its fatigue strength exceeds the limits of mild steel or all brasses and bronzes. This means freedom from internal structural failures, season cracking and other weaknesses, which, in ordinary metals, result in poor contacts, increased resistance or mechanical break-downs. The endurance of monel is well shown by the fact that a monel roof on the Pennsylvania Terminal in New York City is still practically perfect after more than 25 years of exposure.

Rigid tests by both government and private shipbuilders have shown Premax Monel Antennas as the most dependable unit available for high efficiency and completely-satisfactory service under the most exacting conditions.

Two types of Monel Antenna are offered, the MM which is standard for most installations and the USM which is a heavy duty antenna in 25-foot length only, developed especially for navy use. The MM type and the USM-525 are telescoping and fully adjustable within the maximum and minimum lengths shown. The USM-325 is a jointed non-adjustable antenna.



Details of Locking Clamp

SPECIFICATIONS AND LIST PRICES

No.	Old No.	Description	Extended Length	Collapsed Length	Base O. D.	Top O. D.	Base I. D.	Weight Each	List Each
MM-313	MM-213	2-sec. telescoping	13'1"	6'9"	.625"	.489"	.555"	2 3/4 lbs.	\$ 65.00
MM-419	MM-119	3-sec. telescoping	19'1 1/2"	6'9"	.750"	.489"	.665"	5 lbs.	90.00
MM-425	MM-225	4-sec. telescoping	24'10 1/2"	6'9"	.875"	.489"	.777"	8 lbs.	120.00
MM-430	MM-330	5-sec. telescoping	30'0"	6'9"	1.063"	.489"	.935"	13 lbs.	150.00
MM-435	MM-335	5-sec. telescoping	35'0 1/2"	7'8"	1.063"	.489"	.935"	15 lbs.	160.00
USM-525	USM-225	4-sec. telescoping	25'0"	7'6"	1.063"	.625"	.932"	12 lbs.	145.00
USM-325		3-sec. jointed	25'0"	9'0"	1.312"	.750"	1.146"	30 lbs.	225.00

(For Base Mountings and Insulators see Pages 9 and 10)

PREMAX PRODUCTS, DIVISION CHISHOLM-RYDER COMPANY, INC. • NIAGARA FALLS, N. Y.

Above: Original 1945 Catalog page from Premax during WW II

We have been in contact with Superior Tube Co., which supplied the Monel material to build these antennas. Over the next year we are planning to build a historically correct antenna replica. A better solution would be to acquire an original antenna. They are still used by ham radio enthusiasts.

Can you help us find an original PT antenna?

MUSEUM AND EDUCATIONAL ACTIVITIES

The museum obtained an original Ron 13 boat plaque acquired from the family of Charles Henry Smith TM 2/c (PT 75 & PT83) and it is displayed in our museum. Squadron 13 was the first Higgins ‘Ron’ commissioned on Sept. 18, 1942. Cmdr. James B. Denny was the first Squadron commander (9-18-1942 – 6-8-1944) and the 13 boat was involved in the Aleutian campaign from March 1943 to May 1944. The Squadron was transferred to the Southwest Pacific where it saw action at Mios Woendi, Dutch New Guinea; Mindoro, P.I., and Brunei Bay, Borneo. Squadron 13 was awarded the Navy Unit Commendation for action at Mindoro December 15-19, 1944.



Crewmember Wally Boerger

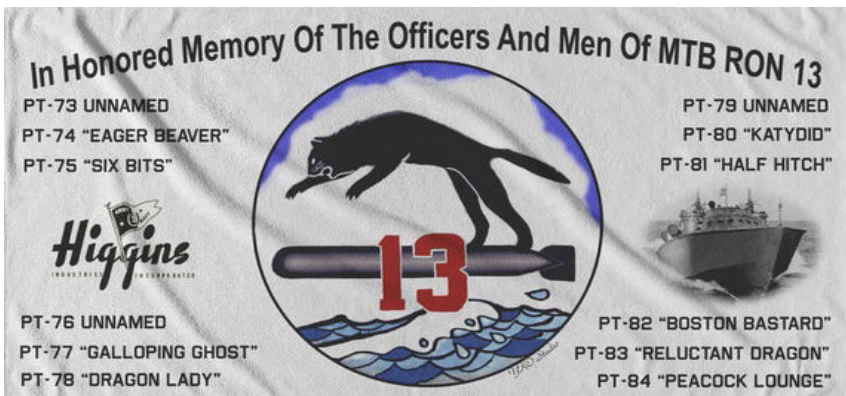


RON 13 Boat Adak, AK 1943

PT 252 MODEL DONATION

The museum recently received a gift from Skip Anderson (1974 USNA graduate) of a 1/20 RC model of PT252. He had obtained the model after seeing a magazine “Scale Ship Modeler” with a photo of the boat on the cover. Skips’s father, Ross E. Anderson Jr., was one of the skippers of PT252. Skip obtained the model from the builder and built a display case for it and donated the model and case to our organization. Skips’ father Ross told him that PT252 was the most heavily armed PT boat in the USN.

We were very pleased to receive this beautiful model in a very nice custom display case. We have several models in our museum that were built by PT veterans and donated to our organization for display and safe keeping. We are honored that PT veterans and their families choose us to care for these models. We proudly display them on behalf of these PT veterans.



LOOKING BACK INTO HISTORY....



PT'S 658 (TOP), 659 AND 660 AT PORT HUENEME IN SO. CALIFORNIA IN 1949

When WWII ended four Higgins PT boats were in Bremerton, Wa. They were loaded on a transport ship to make the trip to the East Coast of Russia. The boats, including 658 were to be given to the Russians under the Lend Lease program. As fate would have it, the war ended and the ship never left Bremerton. Three (658-660) boats were kept in the Navy and were sent south to the Naval Base at

Port Hueneme, Ca. Their mission was to support the newly established Pacific Missile Test Range at Pt. Mugu in Ventura County, Ca. Pt. Mugu was the main Navy facility on the West Coast developing new missile systems and you can see two large radar reflectors on the deck of the boat in the foreground above. The fourth boat in the group, PT 657, was immediately sold as surplus and converted to a sportfishing boat. It still operates today in San Diego, Ca. as the "Malahini".

OUR BOAT...THE 658

The 658 was utilized in a very unusual role during its test U.S. Navy service following WW II. It was busy at Port Hueneme, delivering troops and supporting missile operations, until it was surplused in 1958. One of its main duties was to move personnel 42 miles to an Air Force radar facility on Santa Rosa Island. Santa Rosa Island is part of the Channel Islands chain and the 658 made multiple trips per day to and from Santa Rosa.

Enjoy the photos below of this time in history. We are certain that the 658 would not have survived if not for this period of unusual service after the war.



1951 photos of the 658 which has been modified to carry personnel to Santa Rosa Island. These were taken from the pier on Santa Rosa Island and show a full load of Air Force troops headed back to the mainland.

A tradition of the "arrival" of Air Force personnel, on Santa Rosa Island, was to give them a "dunking" before landing them on the dock in the basket at the right. Needless to say, the Air Force folks weren't too happy or impressed with their delivery by the Navy!



IN MEMORIAM

Tom Cates, a much admired and greatly respected 25-year member of our crew, and Vietnam Marine veteran, passed away on January 4 of this year. Tom was indispensable to the long-term restoration, upkeep and management of this historic project. In one crewmember's words, Tom was "The soul of the boat". Tom's steady leadership, unwavering patience, and generous spirit left an indelible mark on everyone fortunate enough to work alongside him. He took great pride not only in the preservation of PT658 but also in nurturing a sense of camaraderie and purpose among the crew. A man of many skills, Tom came to the boat following his retirement from Ma Bell. He was, in our minds, as resourceful as the original PT boaters were in keeping their boats afloat, provisioned and battle-ready.



Tom was a driving force in working with a volunteer crew, many of whom frequently asked how to get involved and make a meaningful contribution to the restoration effort. He was a great mentor and educator, often telling new volunteers to "Look for something that needs doing and do it", emphasizing that "it's your boat now" and reassuring them that in learning about how to restore an ancient wooden war boat that "there's nothing you can break that can't be fixed". Tom's mentoring style was always calm and positive, exemplifying humility and dedication while inspiring others to give their best in every endeavor. He was a friend and confidant to all he worked with, respected as much for his life skills as he was for his many contributions to the boat.



While Tom was an esteemed member of the PT658 organization, he was much more, working with veteran organizations such as 40 ET 8 and the Community Military Appreciation Committee (CMAC) to support active duty and retired veterans. Through these organizations he led significant fundraising efforts to benefit the boat. He was also a strong advocate for his native American heritage through the Cherokee Nation organization. A devoted family man, he is deeply missed by his siblings, children, grandchildren and great-grandchildren.



Tom's sons Travis and Troy scattering his ashes

On August 25, 2025, a memorial service was held aboard PT658 in the Columbia River, where his ashes were scattered in the presence of family and crewmates. Assisting with the service were the VFW Post 7284 Color Guard, and Pastor Steven Smith.



SEA SCOUTS VISIT PT658



We were pleased to honor our local Sea Scout Ship No. 202 with a trip on July 5th. Sea Scouts are a valuable part of the maritime future and we are very happy that we are able to donate a trip on the last operating PT boat to them. The Scouts were between 14 and 21 years old and all have a keen interest in boating. They took advantage of the equipment on the boat and thoroughly enjoyed the day. We gift a trip like this every summer and it is always well received.

The Sea Scouts are a division of Scouting America. They have contributed volunteer labor to PT 658 and other organizations. They were active in the restoration of our boat cradle which was recently used for the boat haulout. The generous support of the **Quest for Truth Foundation** and hundreds of individuals like you make this kind of donated event possible. Lots of lifelong memories are created for these young people. We recently learned that a few of the Sea Scouts already have plans to enter the military.

THANK YOU! We deeply appreciate the support of our mission provided by our friends between November 16, 2024-November 15, 2025!

- Aetta Architects
- Antique and Classic Boat Society
- Amphibious Forces Memorial Museum – LCI 713
- Peter F. Anderson, memory of my dad Lloyd F.
- Anderson, LT Commander, PT 230
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UA 290 Industry Advancement Fund

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Vigor Industrial LLC
 for providing moorage, crane and other significant services to PT 658

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 Donated machining services for impeller fabrication

We make every effort to ensure the accuracy of this listing but sometimes we fail to mention a few donors. If you feel anyone or any company has been omitted please email us at PTBoat658@gmail.com

LOOKING AHEAD

We continue to make every effort to keep this historic boat operational so that we can fulfill our educational mission to teach WW II PT history to current and future generations. To do this, we expand and enhance our presentation of its history by continuing to restore it to its original configuration, to the highest degree possible.

Your ever continuing generosity makes it possible for us to keep PT 658 operating in excellent condition and to continue to bring it closer to original condition. PT 658 is the last operational PT boat in the world. Without your support we would not be able to preserve and operate this important part of WWII history. On behalf of our entire crew, we are deeply grateful for your enthusiasm for and support of the 658!

We can only do this with the support of our donors and the skill and dedication of our volunteer crew. We also give a very sincere thank you to **The Quest for Truth Foundation** for their generous support for over 20 years!



THANK YOU!