



THE WHOLE NINE YARDS

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Price - expensive

WHAT TO DO IF YOU OR SOMEONE ELSE BRINGS IN MUSEUM DONATION ITEMS?

You might not think so, but DON'T BRING THEM TO THE MUSEUM!

Take 'em to the office area downstairs on the starboard side of the boat at the stern of the boat and get the paperwork started for the donation. After that they will be taken to the museum and added to the collections.

To make monetary donations (ctrl + click) below

MUSEUM NEWS

The “Quest for Truth Library” is Growing!

We continue to receive books and magazines for the library located at the back of the office area of the museum. Walt has been organizing the library contents on spreadsheets and getting things under control. If you haven't had a chance to look at its contents, take a look at what we have. Things are not to be taken from the museum, but you can peruse what you want there. If something is removed from a shelf, use a marker to show where it was taken from so that it can be returned to its place. If you have books or magazines to donate, we are focusing on WWII and most specifically works that relate to PT boats and/or places where they operated.



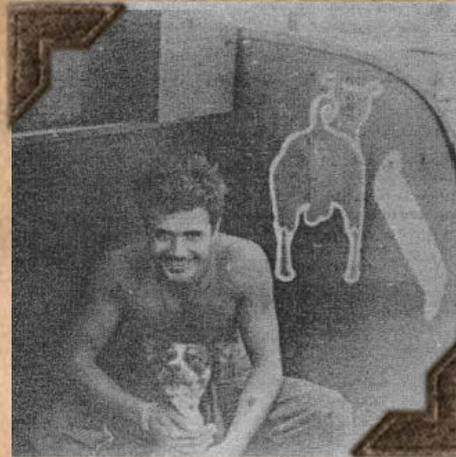
EXHIBITS AND COLLECTIONS

Monkeys and Doggies, OH MY!

PTer's sometimes adopted pets as boat mascots, dogs seemed a favorite but there were other critters too including monkeys. Examples include "Eight Ball" the monkey aboard PT 187, which was also the name given to the boat. "Hatches" the dog was aboard PT 373.



PT 187 Eight Ball



L.D. Rizzi with Hatches



PT 373 pet and mascot "Hatches" in lifejacket swimming with crew

EXHIBITS AND COLLECTIONS



361 Alfred "Cookie" Weiland & Tojo



Umbriaggio



309 Crew with Mascot Frankie



209 with Mascot Umbriaggio



Chick Duerden



346 Crew Chopper the Irish terrier



346 Ollie Talley With Chopper. Chopper survived the war. Thanks to the Talley family for the photos



Back row L to R: Lt(jg) Jahn, Lt(jg) McNamara, Hunt
Frnt row L to R: Eads, Rice, "Yank", Sanders, Seifert

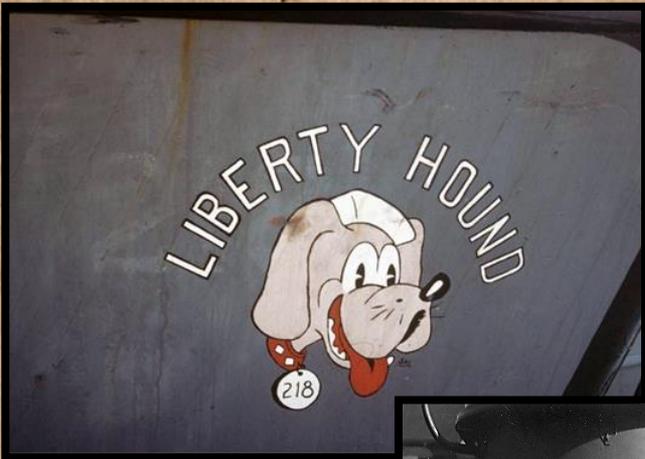
PT Base 17 with "Yank"

BOAT ART AND NICKNAMES

Pt 216

Speaking of mascots, many boats had nicknames and were often decorated with art which symbolized their names. Nicknames included Abracadabra, Ruptured Duck, Stork Club, Return Ticket, Night Wind, Hotshot, Sidewinder and many others. You can go to (ctrl + click) <http://www.pt-boat-list.gdinc.com> and see a complete list of boat nicknames put together by Will Day.

Rumor has it that PT-309 was nicknamed "Oh Frankie" following a meeting between the boat's first skipper, Wayne Barber, and Frank Sinatra at a night club in New York City just prior to her departure for the European Theater. Let us know if someone knows if this is a fact.



PT 214



PT 309 notice music note then name Oh Frankie

DID YOU KNOW

Total thought to have served in all aspects of PT service: 60,000-64,000. It's impossible to determine number of replacements. Everyone didn't go through Melville MTBSTC and MTBRTU. Oft-published statements that PT men were all volunteers are untrue.

Lost in Action

According to PT Boats, Inc. (ctrl + click) (<http://www.ptboats.org/20-12-05-trivia-001.html>), and Haze Gray & Underway (<https://www.hazegray.org/navhist/pt>) 26 PT boats were lost by enemy action from December 15, 1941 to February 1, 1945. Of these, 5 were destroyed by surface ship gunfire; 1 was rammed by a ship; 1 rammed a ship; 1 by aircraft strafing; 4 by bombings; 2 by kamikaze attacks; 5 by shore batteries; 4 by mines; 1 was damaged by enemy fire then destroyed; and 2 were lost in transit when the tanker carrying them was torpedoed. Another 43 were lost by accidents, friendly fire, or sea conditions. These numbers do not include the fates of Lend-Lease boats. The museum is installing a "Lost in Action" sign and with it a silhouette of a PT boat with the boat numbers of those vessels lost by enemy action. Thanks go to Richard Morris for acquiring the sign from Jim Mask of Storyline Fabrication and Bob Alton for cutting out the silhouette.

ONE HELLUVA BOAT!

Photo # 80-G-88183 USS PT-564 underway



In fact, only one of these boats was ever produced. It was the wartime experimental Higgins PT-564, the "Hellcat". Ptboatworld.com notes that in 1943, Higgins Industries decided to attempt to save weight and increase the speed of the boats. This was achieved on a smaller hull (70 feet) that had less mass in the area of the upperworks. That meant more speed for the boat. The Hellcat was faster than the production based PT boats of the time. The boat was armed with two twin .50 caliber machine guns in turrets, a 20mm Oerlikon anti-aircraft gun on a tripod mount and four lightweight Mark XIII torpedoes, mounted in lightweight side-launching roll-off racks. Tests were also performed with mounting two sets of twin .50 caliber machine guns side-by-side on the foredeck and firing them remotely from the cockpit.

It was found that the Hellcat was too small to carry the extra added guns carried by the boats in action at that point of the war to the later stages of the war and the design was not put into production. According to Navsource.com the following are significant dates and specs for the boat: 70' Higgins "Hellcat" Motor Torpedo Boat (Prototype):

Laid down in 1942 by Higgins Industries, New Orleans, LA

Completed 30 June 1943, Acquired by the Navy 6 August 1943, Placed in service 2 September 1943. Assigned to Motor Torpedo Boat Squadron FOUR (MTBRon 4) 27 November 1944 under the command of Lt. Comdr. Jack E. Gibson

MTBRon 4 was the training squadron, based at the MTB Squadrons Training Center, Melville, RI. It was the largest squadron, having a peak of 28 boats in service at one time. When the training center was decommissioned early in 1946, Squadron 4 was assigned to the Operational Development Force, and based at Solomon's, MD

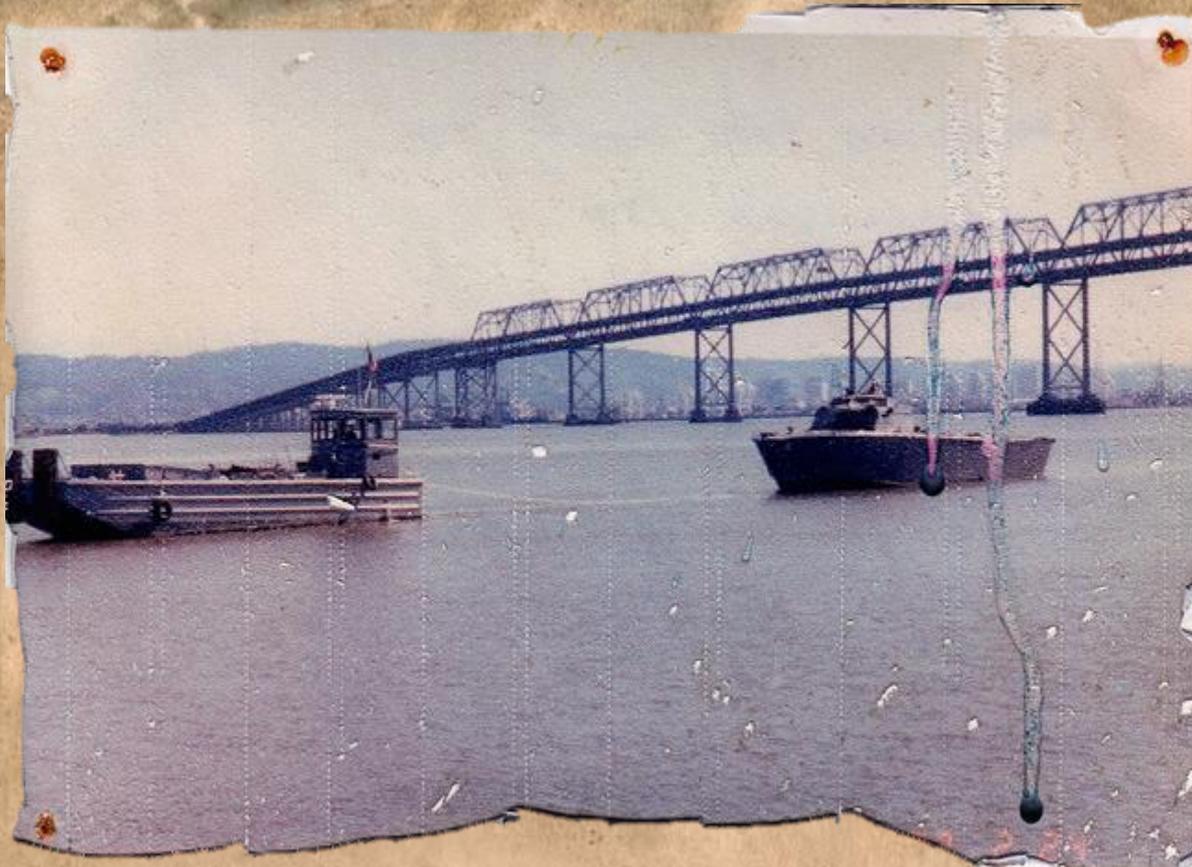
The "Hellcat" was placed out of service 1 February 1946. Struck from the Naval Register 25 February 1946. Transferred to the War Shipping Administration 2 July 1948 and sold. Acquired by the Israeli Navy and reclassified MTB-200. Fate unknown. Specifications:

Displacement 40 t. Length 70' Beam 20' Draft 4' 6". Speed 46 kts. Complement 11
Armament: Four Mk XIII 21" torpedoes, two twin .50 cal. machine guns and one 20mm mount. Propulsion: Three 1,500shp Packard W-14 M2500 gasoline engines, three shafts

c. June 1943 Higgins Shipyard, New Orleans, Louisiana

Library of Congress photos LC-USW3-034453-D, LC-USW3-034485-D and LC-USW3-034488-D





She Floats Again!

Found among a stack of photos in the museum's collection is this image replete with rusty thumbtack holes, runs, drips, and errors. We suspect it was tacked to a wall in the old work shed once found down the channel at the former home of PT 658. In the background is the old Oakland San Francisco Bay Bridge.

Behind the bridge is Berkeley and Oakland making this a view to the East. Significant here is that this shot is probably one of the first of PT 658 after it was patched, pumped, and refloated before being shipped to Portland.

The Porpoise, the name given to it by its former owners after being acquired from the U.S. Navy, is under tow and underway to its new home and eventual restoration. But wait, there is more. Let's look at the photograph of the PT boat sitting half sunk on a beach before its resurrection.



Here she is at low tide with patches on the stern being readied for the refloat and tow. Now let's go to Google Earth and see what we can find out about the whereabouts of that beach.

Looking down at the image, we find that Treasure Island has a couple of parts. At the top is Treasure Island itself, an artificial island in San Francisco Bay built 1936–37 for the 1939 Golden Gate International Exposition. Below that to the south is Yerba Buena Island which has also been known as Sea Bird Island, Wood Island, and Goat Island. Officially, the island was Yerba Buena Island until 1895, when on a decision by the United States Board on Geographic Names, it was changed to Goat Island. During the gold rush, a large number of goats were pastured on the island, and the name "Goat Island" came into popular use. It was changed back to Yerba Buena Island on June 3, 1931. We'll vote for a beach on Yerba Buena. **X Do you know if this was where 658 was?**

A note found in the museum- Frank Ray served on PT 658 for 18 months. (We have Franks uniform)

Frank was stationed at Pt Mugu during 51 and 52. He was an Engineman and was assigned to CTBR14 (PT 658) which operated out of Port Hueneme. Franks notes: "At that time, we lived on the Seabee base although we were officially attached to Pt Mugu. He operated the engine room of "my" boat for 18 months. We locally referred to it as the 14 boat at that time we had 3 Higgins built PT boats, 6 AVR boats and 1 converted wooden minesweeper all berthed at Port Hueneme. My Boat your 658 boat was the best and most reliable of the 3 PT boats. The other two were the 13 and the 15 boats. The 6 AVR boats each had two hall Scott engines in them and were not as large as the PT boats. As you may recall I recently donate my uniform to your cause. Noteworthy are the following

The Regulus cruise missile, and others were being developed at the time and test fired at Point Mugu. PT 658 played a role in this work by intercepting both domestic and foreign shipping and keeping them from entering the test range which extended far into the ocean off the coast of Pt. Mugu.

My boat was on scene off of Pt Mugu when experimental work was done using a surfaced submarine as a launch platform We rescued injured crew members from Santa Cruz island when their fishing boat exploded in the channel and they needed immediate medical attention.



NEW IN THE MUSEUM

CARPENTERS HAVE BEEN BUSY



The museum continues to see additions and improvements. Examples are the display case supports being built by Jim Mitchell, Jim Waters, and John Kihlstrum. The pic shows Jim W. on the left and Jim M. on the right standing by their work (as they always do), a six-drawer cabinet designed to hold a portion of the museum's uniform collection. The drawers are lined with acid free tissue and equipped with cedar and desiccant to ward off moisture and bugs. Each uniform gets its own tissue wrapping for additional protection. Another cabinet is currently being fitted with drawers to do the same thing!



CARPENTERS HAVE BEEN BUSY



The cabinet committee has also constructed a bookstand for the Disney exhibit, a top for the drawers in the Higgins exhibit, a projector stand which double as a table for an interactive drill and bit station, and frames for wall hangings. It will serve as a projector stand with a shelf for a laptop when needed in the museum for large group presentations. The cabinet guys also made a interactive table where visitors to the museum will get to use a Brace aka Brace and Bit to drill holes in a block of wood and feel what it was like during boat construction to wield this tool.. The double crank brace that imparts continuous rotary motion and that woodworkers use today The first crude braces were found on the English flagship the "Mary Rose". They can be dated back prior to the sinking of the ship in mid 1500's..



They are also restoring a vintage oak display cabinet donated to the museum by John to go next to the drafting table in the Higgins area. Couldn't do it without you guys.

Michael Olson of Mesquite, Nevada with Wally Boerger donating the Japanese Arisaka 99 short rifle obtained by his father in 1945 off of Okinawa.

According to Wikipedia



During the Second Sino-Japanese War in the 1930s, the Japanese soon found that the 7.7mm cartridge being fired by their Type 92 heavy machine gun in China was superior to the 6.5×50mm cartridge of the Type 38 rifle, necessitating the development of a new weapon to replace the outclassed Type 38. The Imperial Japanese Army (IJA) developed the Type 99 based on the Type 38 rifle but with a caliber of 7.7mm. The Type 99 was produced at nine different arsenals. Seven arsenals were located in Japan, with the other two located at Mukden in China and Jinsen in Korea. The IJA had intended to completely replace the Type 38 with the Type 99 by the end of the war. However, the outbreak of the Pacific war never allowed the army to completely replace the Type 38 and so the IJA used both rifles during the war. As the war progressed, more and more cost saving steps were introduced in order to speed up production. Late war rifles are often called "Last Ditch" or "Substitute Standard" due to their crudeness of finish. They are generally as crude as the 1945 dated Mauser K98k of Germany, or worse. The Type 99 was produced in four versions, the regular issue Type 99 Short Rifle, the Type 99 Long Rifle (a limited production variant) and takedown Type 2 Paratroop Rifle and the Type 99 Sniper Rifle. The standard rifle also came with a wire monopod and an anti-aircraft sighting device. The Type 99 was the first mass-produced infantry rifle to have a chrome lined bore to ease cleaning. All of these features were abandoned by mid-war.

NEW IN THE MUSEUM



Mike Heider has donated a U.S. M2 .50 caliber headspace and timing gauge used by his father, Douglas Heider, on a B-29 during the Korea War and just like those used during WWII. Mike's father was a staff sergeant and gunner aboard the B-29. Headspace is the distance between the face of the bolt and the base of the cartridge case, fully seated in the chamber. Timing is the adjustment of the gun so that firing takes place when the recoiling parts are in the correct position for firing. Because the cartridge is held by the T-slot of the bolt, headspace with the MG is measured as the distance between the rear of the barrel and the face of the bolt. This occurs when the recoiling parts are forward and there is positive contact between the breech lock recess in the bolt and the lock in the barrel extensions. Thanks much Mike, the gauge has been added to our display case at the Operations exhibit.

MUSEUM RECENT ACQUISITIONS



In the last newsletter we mentioned pillowcases as souvenirs sent home to wives and sweethearts by members of the armed forces. Thanks to the generosity of John Kihlstrum, we now have a pillowcase that was sent to his mother from Honolulu on December 6, 1941, one day before the attack on Pearl Harbor. The case is in mint condition and folded just as it was when sent from Hawaii. A great gift to the museum and certainly one of a kind! We should mention that Dave has donated other items to the museum that have been incorporated into displays and the boathouse store. Thanks Dave!

Electrical transcriptions, aka E.T.s were recordings made exclusively for radio broadcasting. World War II brought a new use for electrical transcriptions—storage of audio material for broadcasting to people in the military. These were for radio spots, advertising, jingles and announcements. Standard 16-inch transcription discs of the 1930s and 1940s usually held about 15 minutes of audio on each side. Many of these records had to be played on a special transcription disc player. Wally B donated G.I. Jive, N.B.C. Symphony and Show Time.



The mechanical pencil was found by Wally B. on eBay, yet another score among many for our first class scrounger and finder of historically significant items. The pencil was probably manufactured by Cross, is chrome plated brass, 11 cm. long, and has brass propellers at one end. It uses 1.1 mm lead and has no maker's marks, which is apparently typical of Cross's novelty pencils. An earlier Cross torpedo pencil of slightly different form is shown on p. 103 of Lambert's Writing History; it may be significant that Cross made torpedo propellers during WW2.



The squadron plaque is another Wally B. find and is from RON 39. RON 39 was commissioned on March 6, 1945 under the command of Lt. Russell E. Hamachek USNR, and included PT boats 575-588, all of which were Elco 80 footers. The squadron was assigned to the Pacific Fleet, Southwest Pacific and arrived in the Philippines at Samar in July 1945, but saw no action. RON 39 was decommissioned on December 24, 1945 while under the command of Lt. Charles A. Bernier Jr. USNR.



Russ Hamachek CO PT-150 Ron 8 and Ron 39

Born January 13, 1919 in Two Rivers, Wisconsin

He became a PT boat Captain for the New Guinea bound Squadron 8 and later LT Commander of Ron 39 assigned to the Southwest Pacific, had action in New Guinea waters at Tufi, Morobe, Kiriwina, Aitape, Rein Bay, Talasea - New Britain, in Philippine waters at Mindoro, Zamboanga, and Tawi Tawi. The squadron based for a time at Kana Kopa, Dreger Harbor, Mios Woendi, New Guinea, and at San Pedro Bay in the Philippines. He was awarded the Silver Star for bravery in action.



PT 579 was named "Gizmo"

U.S. Navy photo courtesy of Floating Drydock from "Naval camouflage 1914-1945: A Complete Visual History" by David Williams



MUSEUM IN THE WORKS



Many PT boat bases had sign posts which offered up directions and distances to various places. We are currently putting together our own post which will include arrows pointing to close and far distant locations as if from Tulagi. The post and base have been made and donated to PT 658 by Alan Twombly, a local cabinet maker. The arrows have been cut by Walt Haynes and John Kihlstrum, and all has been painted by Ron Taylor. Berritt Heinz Morris, the daughter of Richard Morris, is painting the names on the arrows. Keep an eye out for its installation. Majuro Atoll distance and direction signpost. On January 30, 1944, United States troops invaded, but found that Japanese forces had evacuated their fortifications to Kwajalein and Eniwetak about a year earlier. A single Japanese warrant officer had been left as a caretaker. With his capture, the islands were secured. This gave the U.S. Navy use of one of the largest anchorages in the Central Pacific. The lagoon became a large forward naval base of operations and was the largest and most active port in the world until the war moved westward when it was supplanted by Ulithi Yap, Federated States of Micronesia. Wikipedia

Majuro location on the planet and within the Marshall Islands



Hope you enjoyed The Whole Nine Yards



CAMO TULAGI HARBOR

“Feedback and Comments”

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