



PATROL TORPEDO FAST 3

Restoration Project
Sea Scout Ship 5544
BOY SCOUTS OF AMERICA

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www.ptf3restoration.org

NEWSLETTER 31 AUG 2007

PROGRESS

Deltrans, the makers of the "Battery Tender", battery chargers has come to the rescue and stepped up to the plate. They have offered to host the trailers and related equipment of the PTF 3 Restoration on their property. Located next to the west side of the PTF 3 Restoration Project we will be allowed to install a chain link sliding gate and position our trailers 25 feet from the port side of the boat. This will satisfy the City of DeLands request and leave the hull in place with no need to move. Moving the trailers next door will not satisfy Mr. Alexander who wants the boat off of his property.

DNAS continues to harass by dropping pallets and other items to block access to the boat, it is juvenile at best and creates hazards for those working on the boat. We notified DNAS board member last week that we had worked out a deal to move our equipment trailers and had cancelled our original move day, Wednesday 29 Aug 07 to allow for DNAS to unload their building. Before we can reschedule our move we receive a notice to evict by E mail from DNAS Board member John Fuller, we have handed this over to an attorney to provide a response. It seems being honorable with DNAS will get you a sharp pain in the back by a mean spirited group.

The situation with the DNAS Museum is a pitiful mess, all of the volunteers who worked on the museums exhibits are gone, the F-14 on display has not been maintained, and the TBF-Avenger has not seen any restoration work in 10 months. According to the public radio network the City of DeLand has dropped the DNAS Museum from any funding and a recent attempt to acquire funding from the county met with a fusillade of pointed questions from the county funding board.

Moving the trailers will give us a little more space to spread out, we will also acquire 3 more steel table tops and steel frames that can be used for shop equipment. Deltrans has donated steel top tables to the project in the past, which we use for reclaiming hardware and scaffolds next to the boat.

Having completed most of the bow framing work has moved to the port side, where the boat jacked a piling during hurricane Andrew. After a discussion, the idea of installing a bay window with a window shaker air conditioner in the hole was dumped, proper repair work has started. An 8ft. by 6ft. hole has been cut in the port side behind the bridge, a lot of frame work has deteriorated in this area and has to be removed. The aluminum chine sections that act as spacers between frame ribs and tie the side walls and bottom of the boat together go from very good condition to swiss cheese. The aluminum sections will be inspected, repaired or remade as needed.

The wood 'I' beam that supports deck above the forward head and anchor rope locker has been recreated along with sub-deck framing tying deck supports to the bow

stem. All of the new wood sections and exposed hull planking have received a healthy dose of penetrating epoxy to saturate the wood. Most of the bow section hull framing has been completed, leaving the detail work of small brackets and fittings to be finished. The planking will have wait till framing on the inside of the rest of the boat is completed back to the engine room, allowing long pieces to be moved into the forward sections. The mahogany that is used in the boat repairs is some of the best furniture grade hardwood I have seen in a long time, comes from Chipmunks hardwoods in Edgewater, Fl. They found the mahogany sitting in an old warehouse in Tampa, Fl., it is old growth timber some 2-3 inches thick, 2 ft. wide and 20ft. long that is well cured and stable. Yes, it has the price to go with it, but this is what is needed for a proper restoration.

Recently, Billy Thomas and Bob McCray took a 33 inch model of a World War 2 ELCO Class PT Boat and reconfigured model to the planned appearance of PTF 3, as she will appear at the completion of the project. HR products supplied the white metal miniatures to accurately portray the ordnance and other accessories. We will build 4 or 5 more models with the hull widen to match the PTF hulls, the models will be of museum standards and will be for presentation.

A 40mm deck gun from Hawaii maybe in the offing, complete with a deep rich tan, in other words it has a thin layer of rust but is in good condition with loaders deck and safety rail. Originally used for tourist photo souvenirs with the Battleship Missouri memorial the gun has been retired to a base museum. We are still trying to get back in contact with a supplier in England, we will try to acquire both guns, giving us the option of placing both on the boat or use one as a ground mount display. Bob Stoner has reported that Dr. Rod Speers has submitted a request for surplus inert display ordnance from inventory, Rod Speers will be retiring soon and this will be one of the last chances to go after some of this equipment.

As work progresses to the side of the boat the need for some of the scaffolding that has been blocking view of the nose of the boat will be moved to handle the new work. Instead of a gutted mangled mess where the nose use to be a new framed structure will be visible to the public, along with treated mahogany planking. Despite the continued distraction of the harassment and threats by certain members of the DNAS Board, we have been able to keep moving and accomplishing a great amount of work, which is always possible when you have quality people in your crew.

LOOKING AHEAD

We feel the more the public knows of the high jinks of the City of Deland and the DNAS Museum the better. Close scrutiny and exposure to the light of day do more to stop the opposition and behind the scenes activity threatening the PT Boat. We are trying to notify all of the appropriate parties for assistance, and need all we can get. We have been completely honest and honorable with all parties, only to be stabbed in back and have rug pulled out from under us the moment that we received actual funds for the project. Any proper assistance regarding our plight is greatly appreciated.

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.

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@hughes.net.

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. I 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.

TOOLS – TALK TO HARDWARE STORES, WE NEED BELT SANDERS, COMPOUND POWER MITERS, HEAVY ROUTERS, 4 ½ INCH RIGHT ANGLE GRINDERS, ½ INCH DRILLS AND BITS, A SOURCE FOR FIBERGLASS AND RESIN, AND CLEAR PENETRATING EPOXY SYSTEM (CPES).

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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