



PATROL TORPEDO FAST 3

Restoration Project
Sea Scout Ship 5544
BOY SCOUTS OF AMERICA

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www.ptf3restoration.org

NEWSLETTER 31 DEC 2007

PROGRESS

After the lull of legal activity during November, December saw things begin to wind back up. First our request for a court injunction to stop the harassment by the DNAS self appointed board was scheduled for 31 January 2008. This set the need for depositions by some of the participants, an appointment was set at DNAS Atty K. Bauer Office in Deland with Bob McCray for PTF-3 and Dale Alexander, John Fuller and Harold London for DNAS, to be deposed by PTF 3 Atty.'s Mandy Pavlakos and Timothy Dave. Prior to depositions taking place DNAS Atty. Kirk Bauer came in and stated that DNAS wanted to settle.

First and most important the boat is not moving, we achieved our goal of preventing a forced removal that would have destroyed the hull. The Museum is assuming the position as landlord in the settlement which affords us rights as a tenant. Since the City of Deland left us in limbo and our rights may have been subject to interpretation, this places us in a solid position. We now have to make a monthly rent payment to our new landlord, this creates a new problem for the DNAS Museum as their lease with the City of Deland is very specific that the DNAS Museum can not sub-divide and to do so automatically voids their lease with the City. The DNAS Museum also requires that a fence is erected around the boat which segregates it from the museum, this places our fence line in the middle of the gate that we were locked out. As landlord DNAS has to provide access to our property, they still refuse to unlock the gate, we will let the attorneys handle this and may require additional legal action to get their attention.

We were able to force a date for the general membership of the DNAS Museum for 14 Jan 2008. Their President is scheduled to step down, but in a letter to DNAS membership the self appointed board claims that they don't need an election, it should be a very interesting museum business meeting. Other DNAS Members have a pending lawsuit against the self appointed board scheduled for hearing on 31 Jan 2008, this isn't over by any stretch of the imagination.

Back to the important stuff, we picked up one of the two high volume compressors that will be used to start the Deltic engines. Each Deltic engine has it's own dedicated air compressor and air tank to turn over and start the 2 cycle diesel engines. This compressor will do double duty by providing high pressure air to restoration tools and equipment, then will continue to serve as an equipment air source after it is installed in the boat. New wiring has been installed to handle the 230 volt, 175 psi unit, now new air lines are being laid to handle the sandblasting cabinet, plasma cutter and air tools.

As reported last month the hull crew has broken into two teams to maximize manpower, the forward team has completed the bow frame and have moved to the forward crew compartment repairing or replacing hull frame sections. The second team is has completed the frame repair on the port side and has moved to the stern. This

has been an area that has needed attention for some time, the bottom section under the post side rudder post has been cut out and is being re-sectioned. New aluminum rudder post bases for both sides need to be made, the original pieces are auditioning for the role as swiss cheese, salvaged fuel tank covers will fill the bill as replacement parts. We have used most of the 3/8 inch thick tank covers to fabricate mounting brackets for the bow frame mounts to the bow stem, replicating the original brackets. We finally had to purchase a new 1/4 inch thick 5ft.x12ft. piece of 5052-H32 plate aluminum to make replacement keel to frame brackets in the stern and engine room area, the thinner fuel tank metal won't work, the thinner stock will be used in other areas.

We reported last month that we have received notice that the 40mm BOFORS has been shipped, the delivery date is 19 Jan 2008 in the Port of Miami. We are expecting our documentation for the de-milled deck gun to arrive soon so that it can be forwarded to customs in Miami. The 40mm is an Army trailer mounted unit as was the guns used on the boats complete with trailer lights, if possible we will try to pull this through downtown Deland with a Police escort. We still need 20mm guns and mounts to go on the deck and are looking for other related equipment.

The Boy Scout Troop threw a Christmas Lunch for the restoration crew, Jack Waples raided his freezer for a lot bass and grouper that he has caught over the last few months. Plenty of hush puppies and other goodies hit the table but didn't last long. The scouts have begun working toward the day when they can man the deck of PTF 3, several have earned merit badges in small boat sailing and motor boating. Others have put in time restoring the PT Boat and will spend time learning the skills needed in building the woodwork and metalwork during the next year.

LEGAL FUND

Since it is unethical and illegal to use the State Funds that we have received for restoring the PT Boat, we had to take money out of pocket to create a Legal Defense Fund to stop the harassment created by the illegal DNAS Board. We are represented by the Law Firm of Mandy Pavlakos and the Law Firm of Timothy Dave, they are cutting us as much slack as possible regarding legal cost, but they have a business to run. Mandy and Tim are making a serious effort to help the project, Tim is an Army and Navy Veteran who use to fly off of the U.S.S. KittyHawk. We have added donation buttons to our website at www.ptf3restoration.org one button is to donate to the Restoration Project and a second button for our legal fund donation. If some wish to donate by mail the check needs to be made out to the PTF 3 LEGAL FUND, and mailed our regular address at the PTF 3 RESTORATION PROJECT, P.O. BOX 740789, ORANGE CITY, FL 32774-0789.

LOOKING AHEAD

As soon as the weather allows we will finish painting the bridge, this was halted some time ago when we had to begin repositioning equipment in early attempts to accommodate the DNAS Museum.

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.

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

BSA TROOP 544, INC; ROBERT MCCRAY; 1825 W. FRENCH AVE.; ORANGE CITY, FL 32763; TEL: 800/ 694-7161; redbarn2@embarqmail.com .