

# SLATER SIGNALS

## The Newsletter of the USS SLATER'S Volunteers

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We are still awaiting the arrival of a promised loaned generator from either the State office of emergency management or a contractor that Mercer deals with. Hopefully this situation will resolve itself this week.

In addition to making the ship safe, we still feel that our first priority has to be to make her exterior appearance look much better. To that end we are having Lonax Contracting, a company recommended by Mercer, give us quotes on repainting the mast and hull. We will then try to fund these projects through grants. The other topside painting will proceed at a slower rate with volunteer labor when the weather warms up.

We have about 15 volunteers involved aboard three days a week. We are limited as to what we can do without power. We are concentrating on interior and exterior clean up. Our plan is to stow all our tools, spare parts and junk in the aft living spaces, so topside and forward will be free of clutter for restoration work. We're talking with Norm Wason about starting the Sea Cadets drilling aboard in April so they can help us with this sorting and stowing. We've moved all the surplus material off the weatherdecks and stored it in shed one. We still need a crane to lift off the whaleboat, 20mm gun stands and the steel plate on the fantail. This will happen when our funding situation improves.

The cleaning of the electrical switchboards and circuit breakers by volunteers is now complete. Work is about 60% complete on checking out the lighting circuits. The Greeks made a real rats nest on the messdecks which will require some rewiring. We also had shipboard fire extinguishers checked and recharged.

With regard to the Snow Dock, our main expenses will be the bollard installation, building a system to hold the ship 25' off shore, fabricating two gangways, and the utility hook ups. DOT is providing us with plans for the bollard installation, and two alternative systems of spacing the ship out, 25' x 25' wooden camels, or a system of hinged arms to hold the ship off that they could provide the material for. We will discuss these systems at a meeting tomorrow. We're estimating the electrical power at the Snow Dock will run ten grand. We are hoping to have either public works or an army engineering unit assist us with the installation of the bollards. Kevin Lynch is approaching the army about their support. From a cash flow standpoint, it is critical that we be at the Snow Dock and open for topside visitation by April 15th, but I am just not sure if we can move all the agencies involved that fast. The permitting process still baffles me.

Volunteers from the Westinghouse nuclear program are investigating the possibility of getting one of the SLATER'S generators operational. They have rolled the engine so it is not frozen. We are trying to determine if there is any freeze damage. There is a great deal of excitement about getting an original engine operational. Also, Naval Reservists from the Glens Falls unit are working on repair of topside leaks and getting the public address system

operational. Saturday they hooked up the gas, plugged the welding machine into our little Honda generator, and struck the first arc since the SL:ATER arrived in Albany. Hal Hatfield has also volunteered his firm to repair several wasted watertight doors.

Administratively, we have completed our general grant boilerplate, the restoration plan, the curatorial plan, and the safety manual. Kevin Lynch is completing the guide training manual, and that will just leave visitor brochures and sales/cashier procedures to iron out.

Saturday, we opened the ship to all one hundred DESA veterans and their families at low tide with a rickety wooden gangway, no heat, dim lights, and ice still on the decks. Naval Reservists from the Albany Center assisted the people getting on and off. I was scared to death, but nobody got hurt and We did not hear a single complaint.