



SLATER SIGNALS

The Newsletter of the USS SLATER's Volunteers

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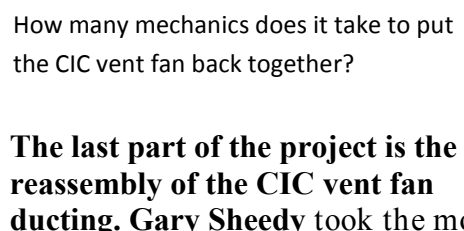


Mike Marko, on tour in the Mess Deck, with our first visitors of the 2019 season.

a very good amount of walk-in tours for a windy April. The five new interns were trained to give tours, open and close the ship, and run overnights before the month ended.

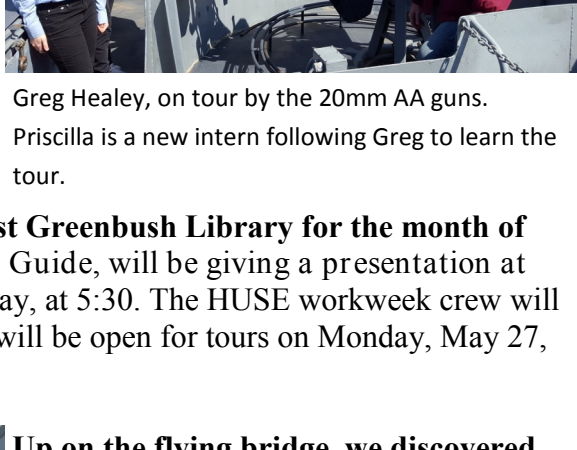
The two weeks around Easter were very busy for us, with schools on break and families in town. It almost felt like summer traffic! We also played host to over 90 campers, over three nights, in one weekend.

We'll have a display up at the East Greenbush Library for the month of May. Charles Starks, Slater Tour Guide, will be giving a presentation at the Dorset Village Library on 16 May, at 5:30. The HUSE workweek crew will be here from May 19 – 24, and we will be open for tours on Monday, May 27, for Memorial Day.



How many mechanics does it take to put the CIC vent fan back together?

The last part of the project is the reassembly of the CIC vent fan ducting. Gary Sheedy took the motor and fan blade apart, and took the motor to an electrical shop for an overhaul. All the pieces had been brought down to the workbench. Wasted metal was cropped out, new metal fitted, and all the pieces got a coat of primer. You'll recall that this project has been ongoing for about three months. Thus, when it came time to put the assembly back together, it wasn't surprising that two pieces were missing, a circular inspection port cover, and the fan blades. That set off a frantic search to find the missing parts.



Greg Healey, on tour by the 20mm AA guns. Priscilla is a new intern following Greg to learn the tour.

Up on the flying bridge, we discovered one more leak under the door to the sonar hut. The door is the original sliding joiner door, and it turned out that the deck was rotted out under the channel track that guides the bottom of the door. **Dave Wasson** went back, cut the whole track out, and doubled the deck under the track. **Danny Statile** ordered a new piece of channel, and fabricated a new track on the bench. Then Dave welded it into place on the flying bridge.



All the pieces are ready to go back together, as soon as we find the fan blade.

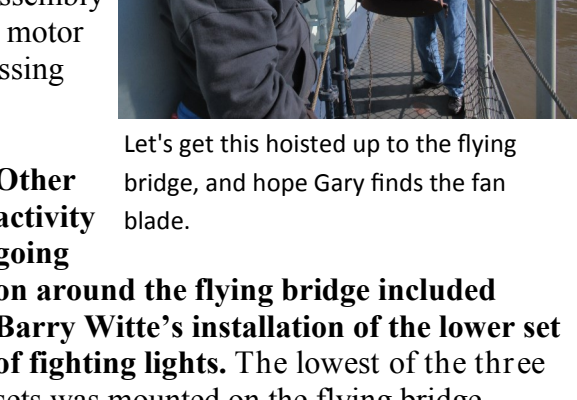


I think I can make this work, if Gary can remember where he put the fan blade.

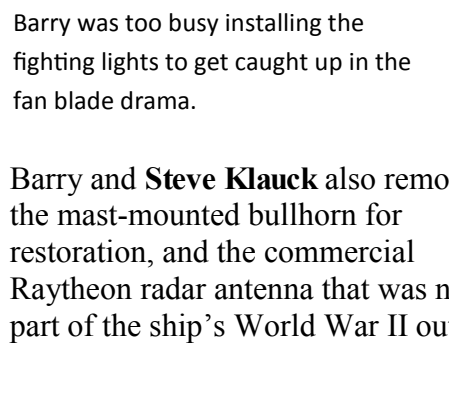
The inspection port cover only took about a week to find. Earl Herchenroder located it in the upper sonar hut. Danny was just about to fabricate a new cover. Fabricating a replacement part always ensures that the original part will be found shortly after. However, a thorough search failed to produce the fan blades.

No one was more concerned about the missing fan blades than electrician, Gary Sheedy. He searched the machine shop, the outside work area, the flying bridge, the upper sound hut, the fire control shack, and CIC. He checked his home basement workshop, thinking he had taken it home to clean it up. He even checked our scrap storage area, to make sure someone hadn't tried to scrap it out, by mistake. We all searched, but with no luck.

While the search continued, the shipfitters rigged a davit on the flying bridge. Then they used a chain hoist to lift the sections of ductwork up four levels to the flying bridge, where they were bolted together. As the month ended, the assembly was nearly complete, except for the motor that was still in the ship, and the missing blades.



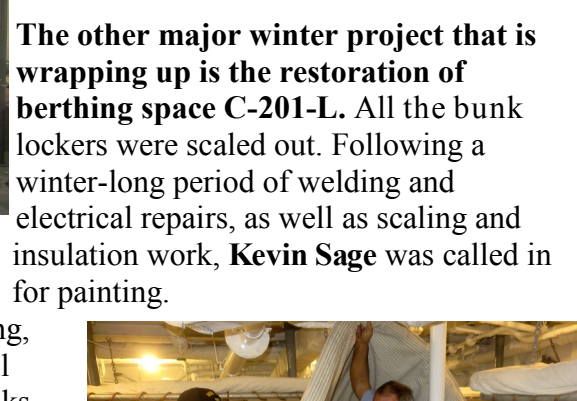
Let's get this hoisted up to the flying bridge, and hope Gary finds the fan blade.



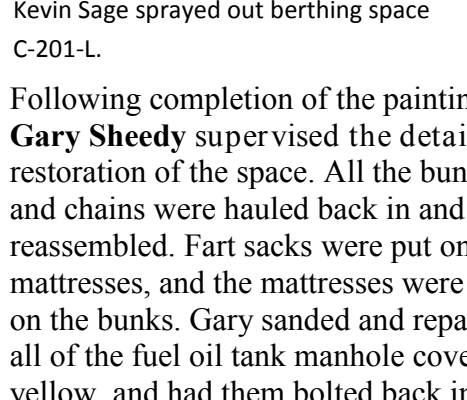
Barry was too busy installing the fighting lights to get caught up in the fan blade drama.

Other activity going on around the flying bridge included Barry Witte's installation of the lower set of fighting lights. The lowest of the three sets was mounted on the flying bridge bulwark. This installation is the culmination of three years of research, and the result of the efforts of over a dozen volunteers.

Barry and **Steve Klauck** also removed the mast-mounted bullhorn for restoration, and the commercial Raytheon radar antenna that was not part of the ship's World War II outfit.



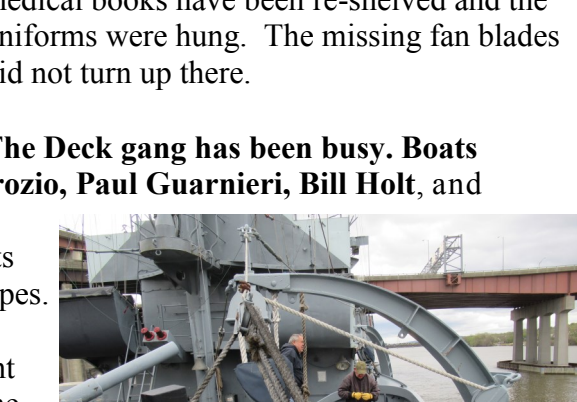
Barry and Steve Klauck lowered the bullhorn for restoration.



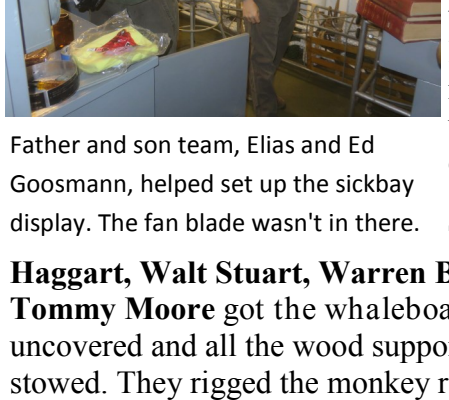
Kevin Sage sprayed out berthing space C-201-L.

The other major winter project that is wrapping up is the restoration of berthing space C-201-L. All the bunk lockers were sealed out. Following a winter-long period of welding and electrical repairs, as well as scaling and insulation work, **Kevin Sage** was called in for painting.

Following completion of the painting, **Gary Sheedy** supervised the detail restoration of the space. All the bunks and chains were hauled back in and reassembled. Fart sacks were put on the mattresses, and the mattresses were put on the bunks. Gary sanded and repainted all of the fuel oil tank manhole covers yellow, and had them bolted back into place. The bronze fuel oil overflow valves were stripped and polished.



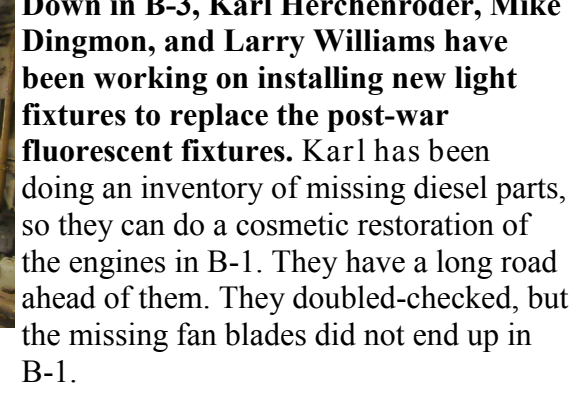
Fitting the mattresses with fart sacks. Remember them?



Father and son team, Elias and Ed Goosmann, helped set up the sickbay display. The fan blade wasn't in there.

In the adjacent sickbay, all the medical equipment that was located, purchased, and donated by Jim Decota has been cleaned and set on display. The examining table has been reinstalled. New surgical lamps were repaired, cleaned, and hung. The medical books have been re-shelved and the uniforms were hung. The missing fan blades did not turn up there.

Haggart, Walt Stuart, Warren Brozio, Paul Guarnieri, Bill Holt, and Tommy Moore got the whaleboat uncovered and all the wood supports stowed. They rigged the monkey ropes. They dropped the accommodation ladder and planned to bring the paint float over from Dutch Apple. But the river has been running so fast, they haven't been able to catch the tide. We brought another box of floater net floats. **Carl Camurati** drilled out and painted the floats at home, and the crew strung them together on the ship, and then set them in the baskets. They also rigged another spring wire, based on what we saw with the ice this winter. In addition, they checked all of the deck gear lockers and 20mm ready service lockers, looking for the missing fan blades. But they didn't turn up among their gear.



We didn't find the fan blade in the whaleboat, but we looked.

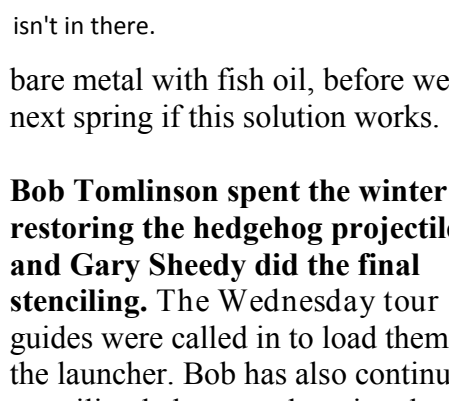


I'm telling you for the last time, your fan blade isn't down here!

Down in B-3, Karl Herchenroder, Mike Dingmon, and Larry Williams have been working on installing new light fixtures to replace the post-war fluorescent fixtures. Karl has been doing an inventory of missing diesel parts, so they can do a cosmetic restoration of the engines in B-1. They have a long road ahead of them. They double-checked, but the missing fan blades did not end up in B-1.

Guy Huse and Alex Titcomb have overhauled all of the gear boxes in the gun three sight assembly. All the pieces have been hoisted back into the gun tub, and are in the process of being needle-scaled prior to painting and reassembly. The missing fan blades did not end up in their tub.

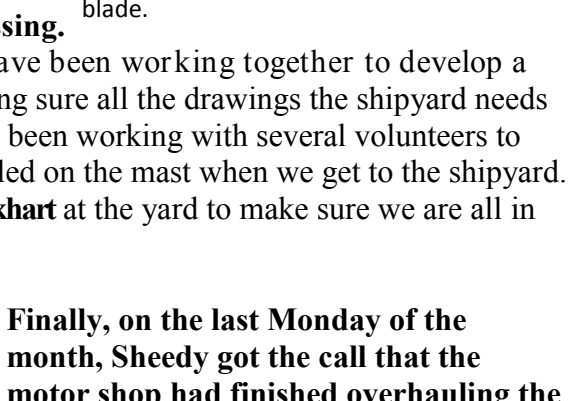
With the coming of good weather, it's back to the battle of the rusty decks. Each year, despite our best efforts to scale the decks to bare metal with needle scalers, and without sandblasting, the rust always seems to pop through. It gets better every year, but we still haven't found a primer that gives good adhesion. Now we're using a primer that has fish oil in it, which is supposed to give some bonding with the rust. This takes me back to my days on the training ship at SUNY Maritime College, when CDR Ducat used to have us coat the bare metal with fish oil, before we put down the red lead. We'll let you know next spring if this solution works.



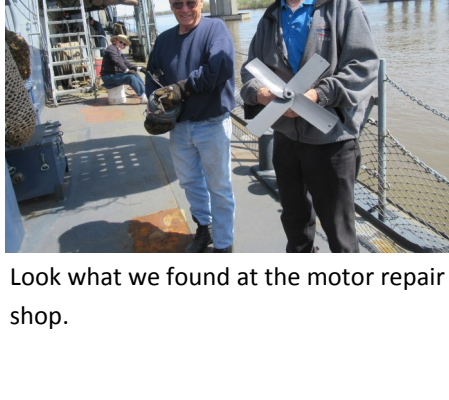
I checked the muffer room, while I was cleaning vacuum cleaners. The fan blade isn't in there.

Bob Tomlinson spent the winter restoring the hedgehog projectiles, and Gary Sheedy did the final stenciling. The Wednesday tour guides were called in to load them onto the launcher. Bob has also continued stenciling helmets and getting them into displays. It's all those details that make this ship special.

Preparations for our upcoming shipyard visit in 2020 are progressing. Ed Zajkowski and Barry Witte have been working together to develop a list of desired work items and making sure all the drawings the shipyard needs will be available to them. Barry has been working with several volunteers to prefabricate parts that will be installed on the mast when we get to the shipyard. Ed has been in contact with **Joe Eckhart** at the yard to make sure we are all in sync.



Cassidy, while you're showing these people around, keep a lookout for the CIC vent fan blade.



Look what we found at the motor repair shop.

Finally, on the last Monday of the month, Sheedy got the call that the motor shop had finished overhauling the CIC vent fan motor. Super **Dave Mardon** rode along with Gary when they went to pick the motor up. And you know what Gary found? He'd taken the motor over to the repair shop with the fan still on the shaft! Mystery solved. Gary may have forgotten that he sent the fan blades over with the motor, but the crew in the Chiefs Quarters will never let him forget that he forgot.

Our thoughts go out to Boats Haggart. He's on the binnacle list with a broken elbow. The rest of the deck gang is picking up the slack, but we're looking to our oldest active volunteer to make a rapid recovery and get back on duty.



The first ship since WWII to have fighting lights installed.

Don't forget the donate button on our homepage www.uss Slater.org and to like us on Facebook for daily updates.

See you next month!