

# SLATER SIGNALS

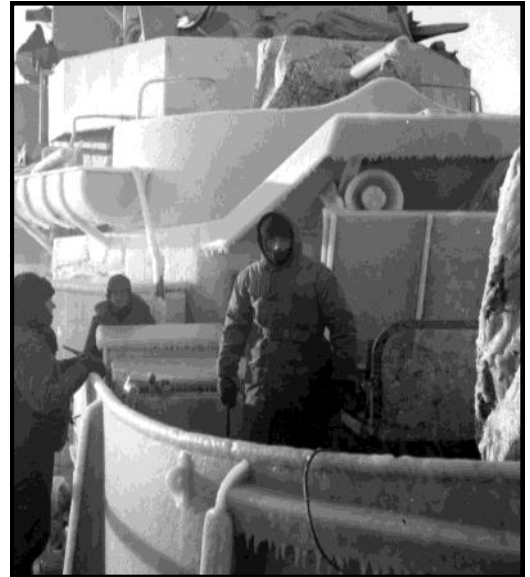
The Newsletter of the USS SLATER's Volunteers  
By Timothy C. Rizzuto, Executive Director

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Another year's end is almost here, as season 22 in Albany draws to a close. After 22 years, I still am amazed and grateful for the attention and support this ship has received. It's been a year of great progress. We've continued our ongoing restoration programs. Tour guides continue to receive accolades for their entertaining and informative tours. In addition, we have also continued the preparations for our 2020 shipyard visit.



*The name of this SLATER Sailor has been lost to history, but he has come to represent all our volunteers and supporters*



*Danny is justifiably proud of the wave guide he created.*

**All this only happens because of two huge forces: the dedication of our volunteers and the generous support of you, our donors.** Since its inception, the Destroyer Escort Historical Museum has functioned without any government operating support. Now, for the first time, our efforts

have been rewarded this year with **The Maritime Heritage Grant** and the **Save American's Treasures Grant**. However, these are both matching grants. We are still dependent upon you for the funding of our day-to-day operations. Ticket sales and operations only cover half of our needed funds to maintain the ship at this level of excellence. The other half must come from members such as you, those who care to see this ship endure.



*Dave Wasson assisted with the waveguide fabrication before he headed to Florida for the winter*



*Doug Tanner and his crew drained down the water lines for the winter.*

**On December 2nd we will close for the season, and our stream of operating income will cease.** However, we still have the overhead operating costs of utilities, insurance, payroll, and supplies. We also have volunteer workers, who continue our progress over the winter. That is why, for the past twenty years, we have reached out to our loyal supporters, such as you, to support our seasonal financial shortfall with our Winter Fund Drive. To that, you have responded magnificently. And that is why this is the only edition of SIGNALS that comes your mailbox, so we can include that little return envelope.

**A summary of this year's progress: January of this year started with the crew moving forward on three fronts.** The shipfitters, **Doug Tanner, Dave Wasson, Dave Mardon, Danny Statile, Chuck Teal, Gene Jackey, and Earl Herchenroder** focused their attention on the flying bridge, to deal with the multiple leaks that

have been dripping into CIC, the captain's stateroom, and the ship's office, ever since USS SLATER arrived in Albany. They covered the whole area with shrink-wrap, to enable the crew to work through the harsh Albany winter. Wasted patches previously installed were cut out and replaced. Wasted electrical stuffing tubes, a continual source of leaks, were replaced with brand new fittings. While doing that, it became apparent that the CIC exhaust duct had to be rebuilt, and the fan motor overhauled. That was done too. In the steering gear compartment, **Vince Montouri** continued leading the replication of the smoke generator project. By November, he had the unit totally complete, except for some labels and detail parts.

**We were thrilled to be included in the 2019 Tin Can Sailor Grant Program.** That grant enabled us to complete the restoration of the aft cross passageway, and the berthing compartment below C-201-L.



*Karl, Larry and Mike winterized the diesel generators .*



*Our RPI Midshipman volunteers did the annual inspection of tanks and voids.*

All of the bunks were removed. Then the whole compartment was scaled to bare metal. Non-1945 modifications were removed, and many improvements were made to the electrical wiring. Contractors were called in to remove the old fiberglass insulation, and replaced it with new insulation board. Following that, we brought in our contract painter, **Kevin Sage**, to repaint the whole compartment. We had it all back together for the USS HUSE work-week in May. Now all three aft berthing spaces have been freshly repainted. This is all thanks to **Tin Can Sailor** support.



*Gary Sheedy wired up the recognition lights that will be installed in the shipyard.*



*A man of many talents, Angelo Bracco cut stencils for our memorial bunk straps.*

**All of the spaces in the aft end of the ship have been restored.** The only work remaining is the actual restoration of the steering gear, which **Gary Sheedy** is planning to start this winter. Shanna set up her destroyer artifact displays in berthing space C-203-L. Unfortunately, our visit to the shipyard will necessitate breaking down the displays and storing the artifacts. As part of the shipyard work, we are also planning to preserve the void spaces and fog oil tank

under the steering gear compartment, where serious corrosion exists. This work will certainly affect Gary's progress with the steering gear.

**By March, the whole crew turned-to, getting the ship ready for the visiting public.** The Deck Gang, including **Boats Haggart, Walt Stuart, Paul Guarnieri, Bill Holt, and Warren Brozio** led that effort. The circulators had to come out, get cleaned, and stowed. The paint float went back into the water, and the accommodation ladder was rigged. They uncovered all of the guns, rigged the awnings, checked lifelines and snaking, and did the first of the many topside wash downs they would do this season. Bunks were reassembled, and mattresses and covers placed back on the bunks.



*In the absence of Jim Gelston, Dick Walker USCG is keeping the clocks wound.*

**In April, we opened for tours. I am always in awe of all of the passion our volunteers put into this project. I always say that the tour guides don't get as much attention as they deserve. Photos of the tangible progress that the maintenance crew makes are amazing. But, without the tour guides getting visitors aboard and showing off all of our progress, maintenance would run out of funds to keep their work moving.**



*We welcomed the Lasch family aboard as one of the last tours of the season.*



*Tim Benner and Matt Clifford working on the wave guide installation*

**Thanks to the flexible Wednesday guides, Mike Marko, Bob Wheelock, Greg Healey, Alan Fox, and Greg Bischoff, who seem to get all the summer camp groups! Thanks to the Thursday guides, Carl Camurati, Richard Wallace, Don Cushman, and Bob Herbst, who we have to kick out at day's end because they enjoy chatting so much. Thank you Friday guides, Herb Marlow, Ken Kaskoun, Dan Healey, and Jerry Shapiro, who accept every challenge we throw at them. The Saturday and Sunday crews stay the busiest year round, and have less down time between tours. We try to make sure they at least get lunch.**

**Thank you Charles Starks, Paul Guarnieri, Art Dott, Grant Hack, Tom Cline, David Pitlyk, Bill Goralski, and Chris Soulia. Without their passion, dedication, and ability to communicate, the ship would not be where it is today.**



*Charles Starks points out Frank Slater's portrait in the wardroom*



*It takes a lot of coffee to get this crew through the winter.*

We also have had an incredible cast of college interns this season. **Evan Sanders, Alex Marinides, Merissa Marthage, and Lorna Lechak** started the season with us, and have now transitioned their lives either to full-time jobs or advanced schooling. We are very proud of **Cassidy Griffin, Liam Mitchell, and Christian Jones**, three guides who have stepped up to be duty officers this season. Their assistance has been essential, as Shanna picked up additional job duties when Rosehn left.

And of course, our thanks go to the interns **John Epp, Priscilla Capuano, and Austin Snyder**, who kept their tours on time and entertained every visitor.

Once we were open to the public, our preparations for the upcoming shipyard overhaul began in earnest. In our continuing quest for authenticity, **Ed Zajkowski** and **Barry Witte** identified fifteen major modifications to the mast that had been made since the war.



*Boats, Walt and Warren brought up the circulators for the winter.*



*Tommy Moore making repairs to the mess tables*

Some of these existed in 1945, but are now missing. Others were not there in 1945, but are on the mast now. In each case where something was missing, it had to be researched. In most cases, **Ed Zakjowski** was able to find the plans for it. For things without prints, RPI midshipman, **Jack Carbone**, worked with original WW2 photographs, and mastered photogrammetry to determine the necessary dimensions.

Then the process of fabrication began, using our local volunteers, Ed's crew, as well as RPI students and midshipmen. Through the RPI students we have access to a water jet cutting tool, which was very useful in the process. Among the parts fabricated were a new whistle platform, the surface search radar maintenance platform, new running light supports, and all six recognition (a.k.a. "fighting") lights. The IFF (Identification friend or foe) antennas that we acquired from LSM-45 in 2010 were restored. **Dan Statile** and **Dave Wasson** had a good time learning to fabricate replica waveguide from square tube. In an effort to save some money in the shipyard, **Barry Witte** and two Midshipmen climbed the mast and removed most of the old armored cable. That cable will be replaced with new cable in the shipyard. RPI Junior, **Jack Carbone**, has been doing a superb job, leading a handful of midshipmen who he coordinates to volunteer each Saturday.



*NPTU Ballston Spa provided a color guard for our Veterans Day Ceremony.*

A wealth of talent has blessed USS SLATER this past year. **Fred Antico** has been donating his time to reupholster chairs. **Angelo Bracco** continues his work at the sewing machine as our sailmaker. **Alex Titcomb** has come aboard with his machinist skills. Our resident artist, **Vic Consiglio**, continues adding stencils around the ship. **Steve Klauck** takes care of our interior communications. **Karl Herchenroder**, **Larry Williams**, and **Mike Dingmon** are preparing the generators for the run to the shipyard. **Bob Tomlinson** spends two days a week detail painting our ordnance. **Chief Smith** continues cooking for the crew two days a week. **Dick Walker** is on the road for supplies, **Jim Gelston** keeps the clocks wound, and **Cathy Wheat** does the most critical job of all-keeping the ship clean. **Ron Prest** remains my favorite chipper. **Mark Gardiner** is helping to solve our computer problems, and off-sight, **Richard Andrian** does our TRIM BUT DEADLY quarterly newsletter layout. I know I'll be hearing from the ones I left out.



*Cathy Wheat continues to keep the compartments shipshape.*



*Chief Smith will continue to keep the crew fed all winter long*

**Supporting all of this work takes money, and that's where you come in.** Once we close the doors for the season, our flow of cash stops unless you, our supporters, step up to the plate. That is why I have made my annual \$100 donation to the USS SLATER Winter Fund, and I hope that you all will do the same. If you can donate more, please do. If you can't, please give what you can. Despite the cold, the ship will hum with activity all winter long, as cold does not deter our volunteers.



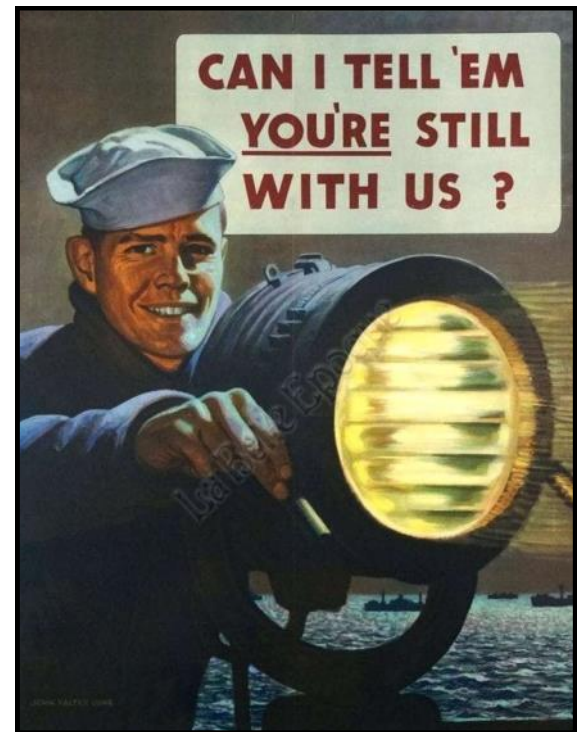
*Thomas Scian doing a last bit of touch up painting.*

**Thank you so much to every person who came to visit the ship this year, and to all of you who donate to keep our treasure afloat.** Our material condition improves every year, thanks to you. Our crew loves meeting new people, hearing their stories, and sharing sea stories of SLATER in her glory days. Each of you fills our days with a sense of gratitude, that we are lucky enough to have SLATER and this platform to preserve history. **Please help do your part to help keep a volunteer warm this winter, and give as generously as you can to the Winter Fund.**

**Thank you and see you next month!**



*The deck gang brought up the accommodation ladder.*



*Are you still with us?*

**Don't forget the donate button on our homepage [www.ussslater.org](http://www.ussslater.org)  
and to like us on Facebook for daily updates.**