

USS SLATER (DE 766)  
LAUNCHED 13 FEB. 1944  
TAMPA SHIPBUILDING COMPANY

HAS BEEN PLACED ON THE  
NATIONAL REGISTER  
OF HISTORIC PLACES  
BY THE UNITED STATES  
DEPARTMENT OF THE INTERIOR

The USS SLATER has earned recognition by the United States Department of the Interior as a place of national historic significance. We are pleased to welcome you to step back in time and take a tour of this "trim but deadly" warship.

The Destroyer Escort Historical Museum is chartered by the New York State Department of Education as a not-for-profit educational corporation. Our mission is the preservation and dissemination of the history of the United States Navy's Destroyer Escorts to the public for future generations.

All funds to preserve and operate the SLATER as a museum come from our ticket and store sales, and the contributions of our supporters. Our volunteers collectively donate over 25,000 hours per year to keep the SLATER looking like she's in fighting trim. It is a labor of love for all involved, whether they are performing routine maintenance, restoration or guiding visitors. If you are impressed with our effort and want to join the crew or make a contribution towards the restoration, please notify any staff member.

Don't let your visit end when you leave the ship today. Monthly updates on our progress as well as detailed information about the ship's history and equipment can be found on our web site at:

[www.ussslater.org](http://www.ussslater.org)

Restoration work continues in other areas of the ship. *For your own safety please do not enter areas of the ship marked off limits.*

## VISITOR SAFETY

- \* No food or beverages on board.
- \* No smoking on board.
- \* Children under age 15 must be accompanied by an adult.
- \* Appropriate footwear required.
- \* Stay on tour route.
- \* No climbing on vertical ladders.
- \* No running on board.
- \* Keep small children close at hand.
- \* Do not lean on or through lifelines.
- \* Exercise extreme caution on ladders  
- always hold handrails.
- \* Failure to comply with these rules will result in your removal from the ship.

Thank you for touring the ship today. Your visit supports the restoration and preservation of USS SLATER, a memorial to the "Greatest Generation" that built and sailed these heroic ships.

# USS SLATER

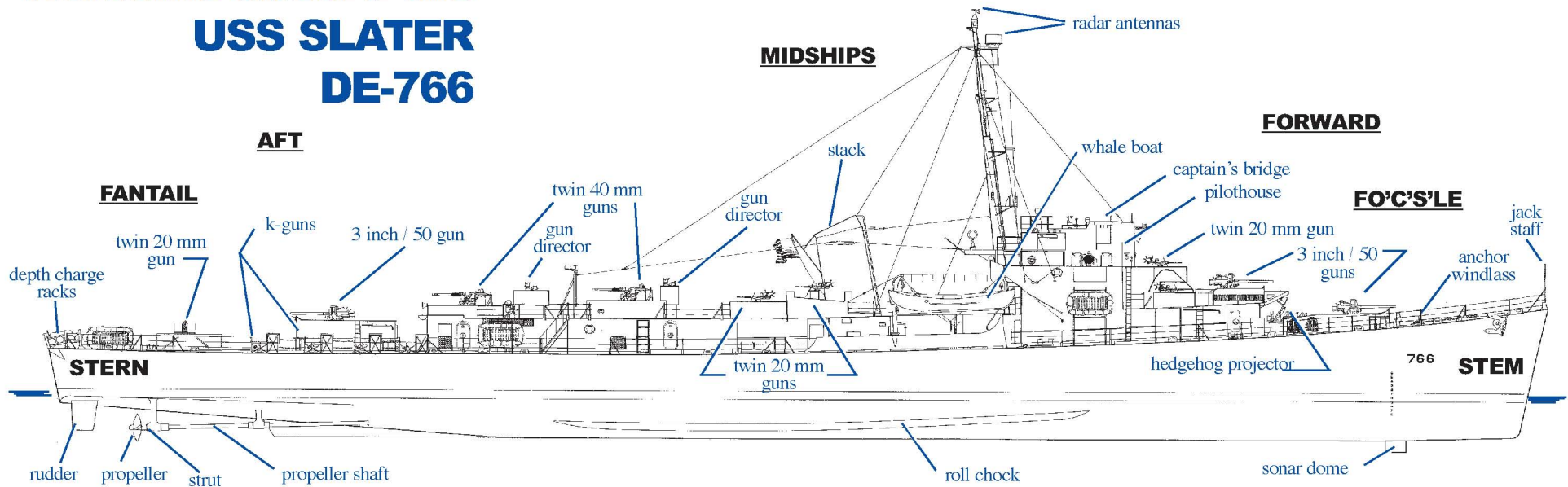
## Visitors Guide



**USS Slater**  
**Albany, New York**  
**518-431-1943**

[www.ussslater.org](http://www.ussslater.org)

# Welcome aboard the USS SLATER DE-766



Commissioned May 1, 1944, this ship was named in honor of Seaman Frank O. Slater. Slater lost his life while a gunner aboard the cruiser SAN FRANCISCO during the battle for Guadalcanal in November 1942.

Built by the Tampa Shipbuilding Company of Tampa, Florida, SLATER was one of 72 ships of the diesel-electric CANNON class. Destroyer escorts were designed to be small, maneuverable, high speed combat ships that could protect convoys from submarine, air and surface attack. SLATER had a light load displacement of 1240 tons, and displaced 2000 tons fully loaded. At 306 feet in length and 36 feet abeam, SLATER could make 21 knots at flank speed. She was propelled by four sixteen-cylinder diesels driving DC generators, providing power for four electric motors that developed 6,000 shaft horsepower. During wartime she required a complement of 216 officers and men to sail her.

SLATER spent most of her WWII service in the Atlantic Fleet, but her current configuration reflects her refitting to prepare her for service in the Pacific Fleet.

At that point she carried three 3 inch/50 caliber guns, three twin-40 mm guns, nine twin-20 mm anti-aircraft guns, eight "K-guns" for launching depth charges, a 24-missile "hedgehog" for forward-arrayed anti-submarine attacks, and two stern depth charge racks.

At the end of the war, USS SLATER returned to the Atlantic Fleet and was mothballed in 1947. She was recalled to service and transferred to the Greek Navy in 1951 under the Truman Doctrine (Mutual Defense Pact). She served the Hellenic Navy for 40 years as AETOS-01.

USS SLATER was stricken from the Greek Navy and headed for scrap in 1991. The SLATER owes her present existence to the devoted members of the Destroyer Escort Sailors Association. In 1993 they collectively raised the \$300,000 needed and made arrangements with the government of Greece to tow the SLATER home to New York. Since then, we have made incredible progress. Our goal is to restore the USS SLATER to her World War II configuration and

to include as much original equipment as possible. The restoration has included locating and back fitting over twenty tons of World War II vintage equipment, ranging from radar antennas to depth charges. We can appreciate her today as one of the last surviving Destroyer Escorts of the 563 ships that were built between 1943 and 1945.

As you tour the ship imagine yourself aboard on "family day" in early 1945...

The Destroyer Escort Historical Museum is a non-profit, volunteer organization supported by admission fees, gift shop sales and contributions. For membership information or to volunteer, contact:

**USS SLATER**  
**Destroyer Escort Historical Museum**  
**Post Office Box 1926**  
**Albany, New York 12201-1926**

**518-431-1943** [info@usslater.org](mailto:info@usslater.org)

Your tour begins on the fantail or after deck of the ship. Below are the ship's two 6 foot diameter propellers and large twin rudders. The small deck hatch leads to the steering engine room and the large hatch to the aft crew berthing compartments that accommodated 150 men. One of two original depth charge racks still remains on the fantail. From these racks depth charges, or ash cans, were deployed against enemy submarines. The fantail area also served as the main fair-weather crew lounge for men who were off duty. When the ship was underway, a lookout was posted here, alert for a man overboard.

**1.** The Aft Crew's Head was shared by approximately 150 enlisted men. Privacy is not a factor aboard naval ships. Beyond the head is the crew's washroom. Four showers served the 150 men who lived in the aft berthing compartments. When fresh water was scarce, a shower consisted of a cold salt water wash, with a quick fresh water rinse.

**2.** The amid ships passageway. This was the original quarterdeck station.

**3.** The Ship's Galley is where the cooks prepared food for all 216 men aboard. Soups and stews were boiled in three large kettles or coppers. Grills and ovens were located against the aft bulkhead. Ovens provided a constant supply of fresh baked bread. The galley was a dangerous place in heavy seas; scalding broths and hot cooking surfaces presented a real danger to the men working in the galley. The galley was capable of keeping the crew well fed with hot meals as long as supplies held up and seas were moderate.

**4.** The Fo'c's'le or forward deck of the ship. The name has descended from sailing ship days when the raised forward deck was known as the forecastle. The deck is dominated by the anchoring gear or ground tackle. The huge chains lead to two Navy stockless anchors. Each anchor weighs a ton. The 3"/50 caliber guns are on open, pedestal mounts, and were used against land, sea and aerial targets. Ammunition was hand loaded and hand rammed. The nine-man gun crews consisted of a captain, pointer, trainer, checker, sight setter, fuze setter, first and second loaders and a hot shell man. Projectiles varied from 9" to 13" in length and weighed approximately 13 pounds. Early sonar equipment was only capable of scanning ahead of a ship, so the hedgehog projector, located behind the 3" gun, was designed to fire a pattern of 24, contact fuze, anti-submarine missiles about 200 yards in front of the ship.

**5.** The Forward Crew Berthing. In this space, men slept in by watch sections. There was very little personal space for sailors.

**6.** The Crew's Mess, Food Service & Berthing compartment was a multi-purpose space. The enlisted men ate and berthed here, and berthed in spaces on the first platform aft. Mess tables with folding tops were welded to the deck. Food, brought down from the galley on the main deck, was served in shifts to accommodate the full complement of men aboard.

**7.** The Wardroom was the dining area, lounge and work area for the twelve officers. Meals were served in two shifts by the officers' stewards from the adjacent wardroom pantry. Officers' staterooms were cramped and the large wardroom was a good place to spread out paperwork. It also served as the main battle dressing station at general quarters. The pharmacist's mate was stationed here to await possible casualties. The long table

served as an operating table. Note the operating lights above the wardroom table.

**8.** The Pilothouse and Flying Bridge above it were manned by as many as fourteen men. The helmsman steered the ship, keeping her on course by watching the gyro compass repeater. The magnetic compass, located in the binnacle ahead of the wheel, was only for use in emergencies. Orders to the engine rooms were sent by the lee helmsman by means of the engine order telegraph to the right of the wheel. During emergencies, or battle stations, the Captain

would take direct control of the ship. On the 03 level above, the completely open Flying Bridge provided an excellent, unobstructed view of the skies and the horizon. It was not, however, a pleasant place to be in foul weather.

The Combat Information Center or CIC was the nerve center of the ship. From this compartment all ships' weapons systems, radar watch and navigation duties were attended to. When

The small stacks on the deck are vents from the galley, directly below.

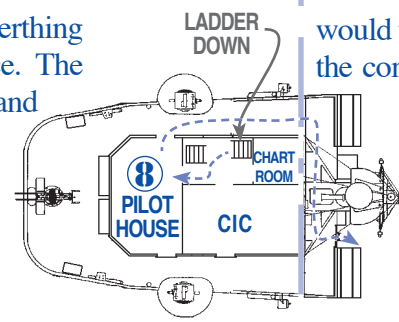
**10.** The 20 mm guns were heavy machine guns capable of firing 450 rounds per barrel, per minute, with a range of 2,000 yards. Each gun was manned by a crew of four: a gunner, sight-setter, and one loader per barrel. Ammunition was held in 60-round drums that fitted on top of the breech. Lead-computing MK 14 gunsights were mounted on the guns to improve their accuracy. The 20s were SLATER's smallest guns.

**11.** The 40 mm guns and 3" gun practice loading machine. The 40 mm guns were mounted when SLATER was refitted for duty in the Pacific Ocean. Firing 160 rounds per barrel per minute with a range of 4,000 yards, the 40s were aimed by the lead-computing MK 51 gun directors located in the two raised tubs. The 40 mm guns were manned by a crew of 7: a gun captain, trainer, pointer, 2 first loaders and 2 second loaders. The practice loading machine was used to increase gun crew proficiency in loading the 3"

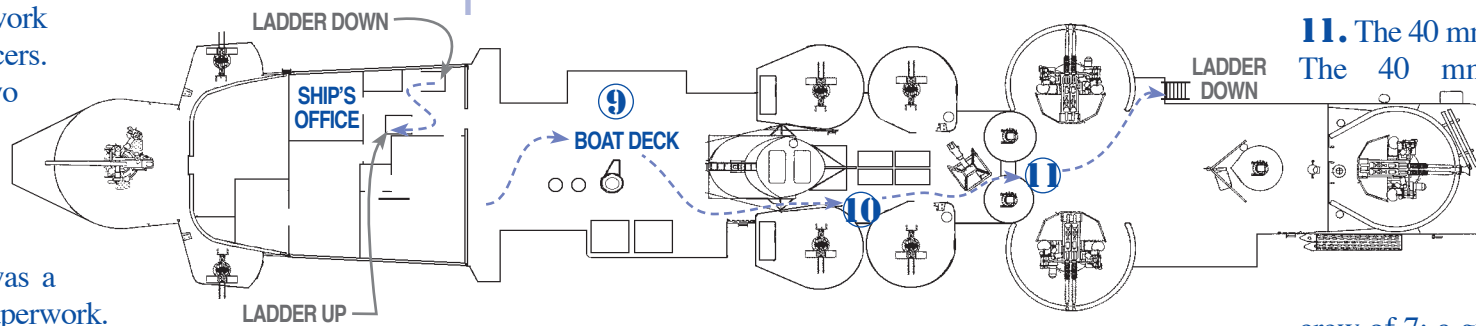
gun without subjecting the actual guns to the added wear and tear.

**12.** The "K" guns, or depth charge projectors, deployed MK 6 and MK 9 teardrop-shaped depth charges, packing high explosives and weighing 300 and 200 pounds respectively. Depth charges were released in rapid succession to form a pattern in depth, width and length around the ship, thus increasing the probability of hitting the submarine. The pattern was obtained by dropping some depth charges from release racks on the stern and firing others abeam from the projectors, with appropriate depth settings made prior to launching the charges. Depth charges depended on the crushing percussive wave created by underwater explosions for their effectiveness.

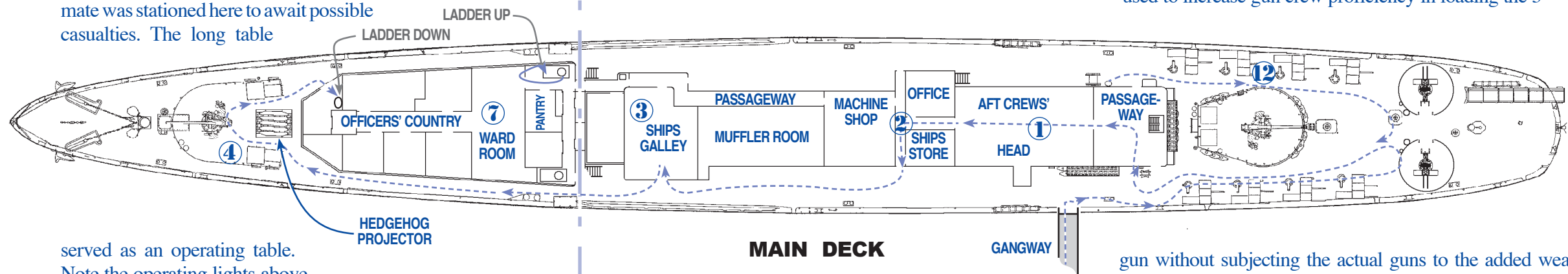
*Thank you for coming aboard! We hope that you enjoyed your visit.*



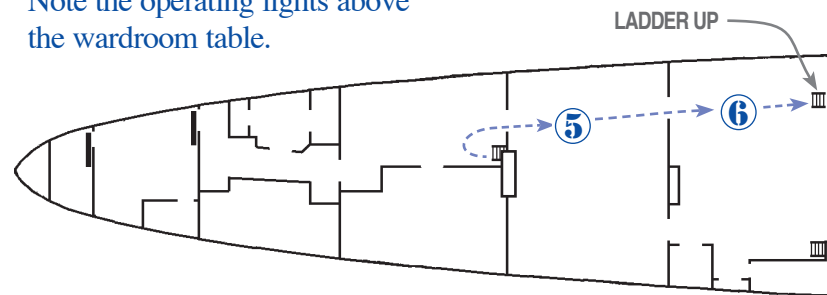
**(02) NAVIGATING BRIDGE**



**(01) SUPERSTRUCTURE DECK**



**MAIN DECK**



**FIRST PLATFORM, FORWARD**

contact was made with the enemy- either by radar, sonar, or visually- offensive and defensive plans were made and carried out from here. During general quarters, CIC was manned by 12 men under the command of the executive officer (XO).

**9.** Inside the passageway, the Radio Room was the communications area. Packed with equipment, this room also held the coding room where messages sent/received in code were encrypted/ decrypted.

The Boat Deck carries the ship's whaleboat. This diesel-powered, wooden boat was used for pilot rescues, transfers between ship and shore, mail runs, and side painting. When it was being used by the ship's commanding officer, the boat was referred to as the Captain's Gig. Fully loaded a whaleboat displaced three tons and carried twenty-five men. While it was the only lifeboat, four large rafts located about the ship served this important capacity as well.