

TRIM BUT DEADLY

The Quarterly Newsletter of
**The Destroyer Escort
Historical Museum**

Volume 28 Number 2
Second Quarter 2022



Annually, on the third Saturday in June, we celebrate DE Day aboard Slater. This day honors the 1,316 shipmates who gave

their lives during WWII, never to enjoy the fruits of victory. As the name of each of the fifteen ships lost is read, the ship's bell is tolled, and a carnation is dropped into the waters of the Hudson River from the main deck. We also honor all sailors who served aboard destroyer escorts from their inception to the last decommissioning.

'Tin Cans' was a term use to describe destroyers and destroyer escorts, due to their lack of armor. We noted the recent passing of James Hornfischer, the historian who wrote The Last of the Tin Can Sailors. This recounts the story of the Navy's finest hour off the coast of the island of Samar in the Philippines, on an October morning in 1944.

Chairman's Report

By Bartley J. Costello, III

There, USS SAMUEL B. ROBERTS, a DE, and other Navy ships, including USS JOHNSTON, a destroyer, were outgunned but not lacking determination and unparalleled courage, charged into the fight against the largest ships in the Japanese

Chairman's Report: continued on page 3.



Teaching the new interns how to tighten the mooring lines.

A View From the Bridge

By Mike Swezey, President DEHM



Summer has finally arrived to Albany and your USS SLATER is looking mighty fine floating in the Hudson. As you all know

the SLATER has been expertly restored by our volunteers over the last 25 years. We have made two trips to the dry dock at Staten Island to ensure that our vessel will still be floating long after many of us are gone. All the effort and planning to restore our ship has paid off tremendously. Recently you may have read in the news about the Fletcher class destroyer – USS THE SULLIVANS – which started taking on water April 13th in Buffalo. The good news is that after tremendous effort, and the pumping out of 500,000 gallons of water and the patching of 53 holes, THE SULLIVANS has been righted and is once again afloat.

The power of water is amazing. So, although our ship looks good, our dockside facilities have not kept up. The trailer that houses our Ship's Store, classroom, rest rooms, and offices has seen better days. We have begun the formulation of a plan to build a new Welcome Facility for USS SLATER. The good news is we have been the recipient of a \$500,000 grant from the City of Albany to do just that. This grant is shared between the SLATER and the Dutch Apple Cruise. The funds were part of the 2021 federal American Rescue Plan Act and

have given us a real leg up on fundraising. As more details are developed we will be sure to share them with you all.

On behalf of our board, thank you to all of our volunteers for everything you do. USS SLATER is a fine and proud ship. It represents our “finest generation” and all that they did those many years ago to fight tyranny. But more than that today this ship represents our future. Where can our children go to learn about the past? Where can they see, feel and touch the same tools and controls that allowed our Navy and its sailors to go to sea? Where? Right here in Albany. I am attaching a picture of my grandson, Nolan Swezey, as he looks out off the deck of the SLATER towards Rennselaer with his brand new (thanks to the SLATER Ship's Store and Shanna) telescope. To be prepared for the future you need to learn from the past. We are blessed to have USS SLATER in our midst. Stay well.



Nolan Swezey on lookout duty.

Chairman's Report: continued from page 1.

Navy. Their actions saved American carriers and the thousands of soldiers on transports, ready to land on Samar, fulfilling General MacArthur's pledge: "I shall return."

The result of the Battle of Leyte Gulf ended the effectiveness of the Japanese Navy, which remained largely in port for most of the remainder of the war.

This year, USS SAMUEL B. ROBERTS was discovered over 4 miles below the ocean's surface. A representative of the company involved in the discovery will be joining us at our October 20 annual fundraiser, to give us the details of the historic find. Four U.S. Navy ships were lost in the Battle off Samar. An Albany Sailor assigned to "SAMMY B.," Robert Cummings, was among the casualties. However, every DE-Day, his family, led by his daughter, Marianne Donovan, join us to participate in our very moving memorial ceremony.

The discovery of SAMUEL B. ROBERTS has obviously sparked excitement for Destroyer Escort fans. It is a great reminder of the reasons we exist and work so hard to save SLATER and the history of destroyer escorts. Not only do our maintenance volunteers work so diligently to restore her to her glory days, but our education team bring her to life by sharing stories and relaying history. Here, every visitor is treated to a guided tour by our well trained and experienced guides. It is an honor to serve SLATER today, and witness the staff, volunteers, donors, and board members who selflessly serve this magnificent ship.

Finally, our former president, Tony Esposito, continues to serve the crew by providing breakfast for our maintenance volunteers every Monday. His faithful presence aboard Slater has set an example as leader for over twenty years. With his weekly presence and contributions to our ship and volunteers, Tony has been instrumental in all major evolutions since joining the Board many years ago. Thank you for all you do, shipmate!

Fair winds and following seas!



Tony, Tim, and Mayor Jennings.

Please Remember
USS SLATER
in your will.
She's your legacy.

The Discovery of USS SAMUEL B. ROBERTS

Written by: Parks Stephenson

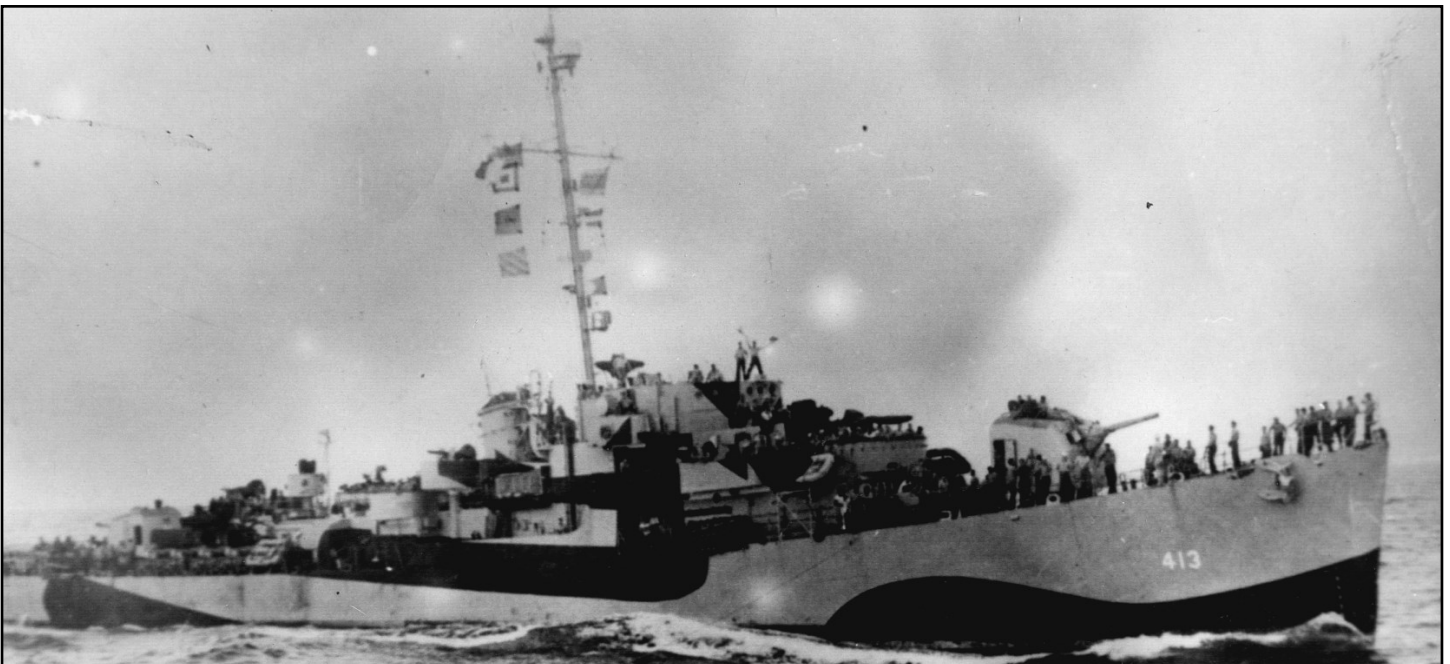
“The ‘*Sammy B.*’ was sunk, but not before she earned the accolade as ‘the destroyer escort that fought like a battleship’.”

VADM J. Metcalf III, Deputy Chief of Naval Operations, 1986, on the occasion of the commissioning of the USS *Samuel B. Roberts* (FFG-58).

On 25 October 1944, the USS *Samuel B. Roberts* (DE-413) disappeared seemingly forever from the surface of the waters off of the Philippine island of Samar, after being battered during a hellish 15 minutes by medium-to large-calibre shells fired from veteran battleships and cruisers of the Imperial Japanese Navy. For almost 80 years, the remains of the “*Sammy B*” – as *Roberts* was known by her crew – lay

somewhere in or near the Philippine Trench, a large subduction zone with a depth of 9000m (29,500’) or greater that lies to the east of the Philippine Islands. It has been generally accepted that the extreme depths in and around the Trench would frustrate efforts to find her. In June 2022, though, the perseverance of a determined group of explorers with the deepest-diving submersible would bring images of and information about the wreck back to the surface. *Sammy B*, the last surviving witness to her own demise, at last could tell her story.

Finding the wreck of the *Sammy B*, like *Johnston* before her, was no easy task. In the deep ocean, even the wreck of a large vessel – like an aircraft carrier or battleship – is tiny



USS SAMUEL B. ROBERTS DE-413. Photo courtesy of Navsource.org.

in comparison to the immensity of the ocean bottom. A DE-size target can be practically invisible, especially in rough terrain where a rock can easily shield a wreck from the sonar's search.

Where does one start a search? Historical research is the first step. For WW2 warships, we often have a wealth of valuable resource material, like battle reports, ship's logs, war diaries, etc. The problem is that too often, the information in there can be wildly inaccurate and even conflicting. In WW2, positional information was largely based, as it had been for centuries, on star sightings taken usually in the morning, and then updated throughout the following day via dead reckoning (DR) estimates. DR navigation became completely unreliable or non-existent during the chaos of battle. Practical experience has taught us that a shipwreck most likely will not be found at the position given in contemporary accounts. For the Battle off of Samar, no one even attempted to report the sinking positions of the USS *Johnston*, *Hoel* or *Samuel B. Roberts* after they charged off into the smoke and rain to attack the oncoming Japanese force; in fact, their fate wasn't even known until survivors were pulled from the water two days later. The only ship able to report its sinking position during that battle was the USS *Gambier Bay*, and we would later find no trace of her on the bottom at that location.

To find the wrecks of *Johnston* and *Sammy B*, Caladan Oceanic's DSV *Limiting Factor* (LF) would be used. The only commercially certified Full Ocean Depth submersible, LF was commissioned by



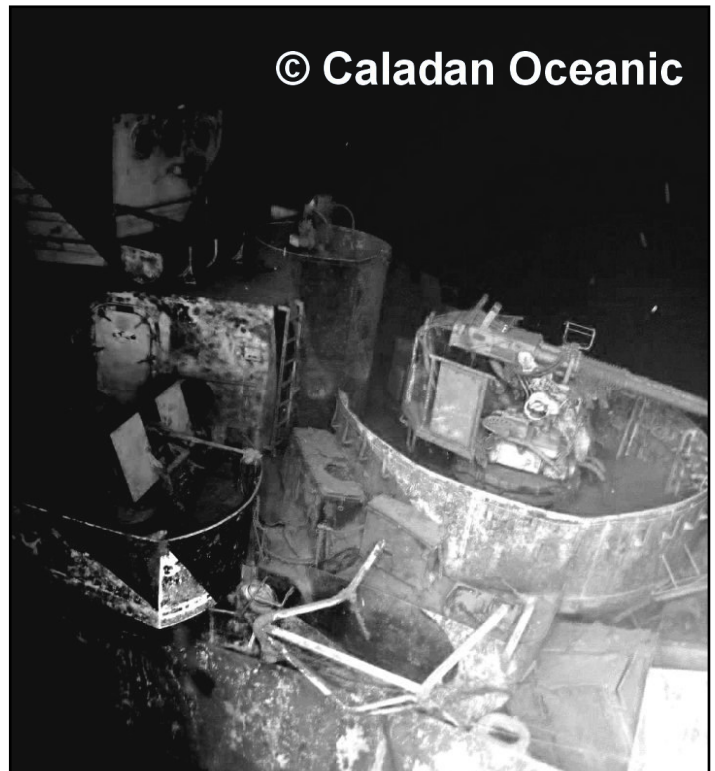
Parks and Victor

Victor Vescovo, a retired US Navy officer, and designed with one purpose in mind: to dive to the deepest spots on earth (~11,000m), where the crew could survey the bottom and conduct scientific study. In that, it has proven very successful. But Victor wanted to see if he could also use LF to search for shipwrecks in where others could not...in the hadopelagic depths (6000m and below). It was a perfect vehicle to allow people to put eyeballs on wrecks in the extreme depths, but how could the wrecks be found? The LF itself was not designed with wide-area ocean search capability. The LF's support ship, DSSV *Pressure Drop*, carries the Kongsberg EM124 – at this writing the most powerful commercial multibeam sonar afloat – which can map the seafloor terrain but does not have the resolution to locate shipwrecks. Given that *Sammy B* was only 93m long and the LF could typically search

an area 2x2 nautical miles square, how could we succeed in finding a target that comprises only 0.0068% of the search area?

To define our search area we used a process called re-navigation, or RENAV. This process looks not only at the reported positions of a given ship's track but also brings in as many cross references as possible to "fine-tune" those tracks. For a surface battle like the Battle off of Samar, we would plot the positions reported in the ship's logs of the surviving units of Taffy 3, and then cross-check those with the Japanese reports, especially their gunnery reports. An occasional photograph taken during the battle, if available, could provide an additional point of reference. RENAV is not an exact science and even when done well does not guarantee success, but it can narrow down the search area considerably. Working with Rob Lundgren, author of the book, *The World Wonder'd*, our RENAV of the Samar battle successfully led us to the wrecks of *Johnston* and *Sammy B*, but unfortunately did not immediately bring us to *Gambier Bay*. That said, we will use our recent diving results to continue to fine-tune the RENAV – we know now where *Gambier Bay* isn't – to the point where it may eventually lead us to the *Gambier Bay* and *Hoel*.

We used RENAV to put the LF where it could pick up the trail that hopefully would lead to *Sammy B*. Laying that area over a bottom terrain map created by the *Pressure Drop's* sonar, I was not happy with the presentation of terrain in the area underneath our RENAV point. I ended up essentially picking a nearby spot on the bottom chart



Gun 41 USS SAMUEL B. ROBERTS wreck.
Photo courtesy of Caladan Oceanic.

that, for lack of better words, just "felt right" to me. And that's where a multi-million-dollar expedition began its search: on a position that essentially narrowed down to what we in the engineering world call a WAG (Wild-Ass Guess)...in a specific area where we felt confident she lay, but a WAG, nonetheless.

At first, it appeared that our guess was wrong...the dive found nothing as it completed most of its run on the bottom. But just as the LF was scheduled to end the dive and resurface, LF pilot Tim Macdonald requested to extend the dive. Jeremie Morizet, operating the sidescan sonar aboard LF, had picked up a sparse trail of small man-made objects and Tim wanted to see where they led. An OBA regulator, a helmet bale and then suddenly, they came across a triple-

tube torpedo launcher sticking up out of the mud. There could be no doubt that *Sammy B* was nearby, but the dive was at an end and the LF had to surface. Victor would dive the next day with Jeremie once again operating the sidescan sonar but they would not need it...the main wreck of the USS *Samuel B. Roberts* lay only a few hundred meters away from where the previous dive had to end its search. She lay up against a rock outcropping (which helped to blend her into the local geology), upright and with the after quarter of her length separated from the rest of the ship.

Victor was able to spend the entirety of his dive surveying the wreck. I now have the task of analysing the imagery and writing a wreck report – as I previously did with the *Johnston* wreck – for the Naval History and Heritage Command. As of this writing, I am only just beginning that effort, but for

purposes of this article, I will summarise my initial impressions. More detail will come out later after the analysis is completed and the conclusions peer-reviewed.

Whereas *Johnston* told us more than we could know from the existing record, the condition of *Sammy B* confirms much of what we already knew. The wreck at first appeared to be broken in half at around frame 128 (where the after deck house ended), but in reality the bow and stern sections are still connected by the lower hull and keel. The hull split open upon bottom impact, where the port side of the ship had already been torn open on the surface between frames (approximately) 108 and 135, taking much of the portside main deck with it. This was the area where a salvo of 14-inch shells slammed into the side of the ship and destroyed the port engine room. The after deckhouse, where Mount 42 (after 40mm gun) was

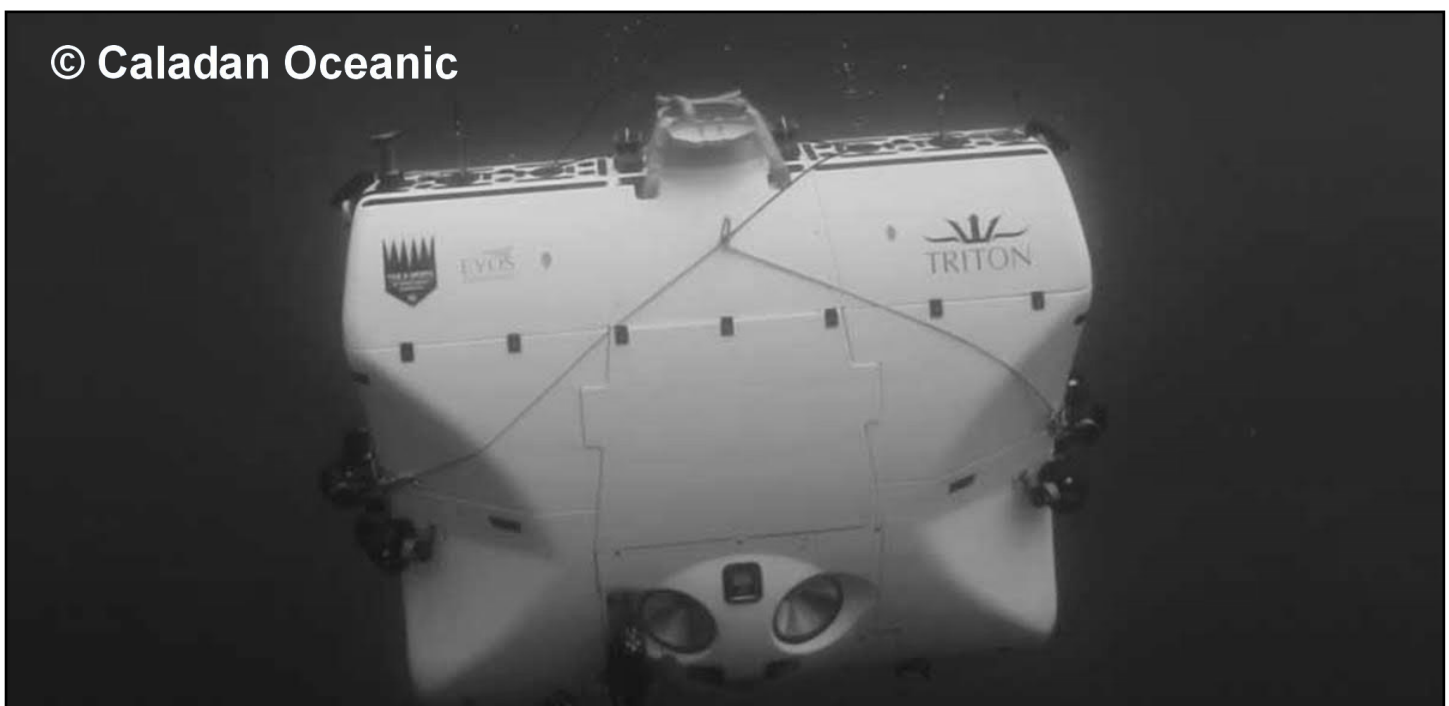


The support ship DSSV Pressure Drop. Photo courtesy of Caladan Oceanic.

located, was completely gone between frames 100 and 128. Mount 42 took a direct hit during the battle, witnessed by many of the crew. The Sky 4, 6 and 8 stations (portside 20mm guns) were destroyed, and the stack is riddled with shrapnel. The back of the No.2 5-inch gun (Mount 52) is blown out, and one can actually look into the interior where GM3c Paul Carr died trying to load the last shell in the ruined breech. As expected for wrecks of that depth, no human remains exist today.

But there is more to the wreck than we previously knew. *Sammy B* evidently nosed into the bottom but instead of her bow burying itself deep into soft mud, she hit hard rock and crumpled. From the bridge forward, the hull is distorted and twisted from both implosion of the forward compartments as the ship sank, and then collision with rock on the ocean bottom. The mast collapsed over the

stack. After the bow hit and crumpled, the stern settled across a ridge in the rocky outcropping and, combined with the damage she sustained from the battleship hit, the hull structure broke in a greenstick-fracture manner, with the broken ends of both bow and stern jutting upward from the lower hull. The middle of the wreck exposes the chaotic innards of the vessel...it will take some time to make sense of that mess. There are no reports of the stern suffering major damage on the surface but from approximately frame 152 aft, the stern is missing down to the First Platform deck. The steering gear and two rudder posts are completely exposed. This will take further analysis to determine exactly what happened there, because it does not appear to be the result of the collision with the ocean bottom. Interestingly, Mount 51 is pointed aft and port against its stops, and Mount 52 is pointed forward and starboard



The DSV, Limiting Factor. Photo courtesy of Caladan Oceanic.

against her stops. Knowing that both mounts were firing until they almost literally ran out of shells (or, in the case of #52, until a hot shell destroyed the mount), *Sammy B* was evidently surrounded by enemies at the very end.

The hull number “413” can still be found on the wrecked bow, along with her Camouflage Measure 32 Design 22D paint scheme. All of her hedgehogs remain in their launchers and some Mk6 depth charges are jammed unexploded inside the ruined K-gun racks on the starboard side (hazards from which Victor kept the LF well away). No one fully understands how explosive devices like hedgehogs and depth charges will behave at such a depth...sometimes they can

inadvertently explode but in this case, they didn't. The most intact section of the wreck is the forward superstructure and pilot house. The still-fresh camouflage paint scheme proved just as confusing to Victor as he manoeuvred the LF around the wreck as it was designed to be for enemy gunners.

More information – more stories – will come from the wreck as I analyse the imagery in more detail. For now, though, it can be said that the brave little destroyer escort that drove right into the teeth of a mighty Japanese surface fleet and fought like a battleship to help turn the tide of battle has been found. May her mighty accomplishments rise to our world again and thereafter never be forgotten.



***The crumpled bow of SAMUEL B. ROBERTS, showing the hull number 413.
Photo courtesy of Caladan Oceanic.***

SLATER SIGNALS

April, May, June 2022

By Tim Rizzuto, Executive Director

Every third Saturday in June aboard USS SLATER, we remember the destroyer escorts and sailors that were lost in the Second World War. As part of our tribute to the destroyer escorts lost in action, **Marianne Donovan** dropped a carnation into the Hudson River to remember USS SAMUEL B. ROBERTS (DE-413), lost during the Battle of Leyte Gulf with 89 of her crew, including Marianne's father, **Robert P Cummings** MM 3/c.

USS SAMUEL B. ROBERTS is arguably the most famous destroyer escort in history, thanks to the courage of her skipper LCDR Robert Copeland and his crew. Fearing that his ship would be lost before she could fire her torpedoes, Copeland followed three destroyers into action against a much larger force of Japanese battleships, cruisers, and destroyers in the epic battle. Scoring a hit on a cruiser, "SAMMY B." continued to engage the Japanese with gunfire for two hours, until her shattered hull finally sank beneath the waves. The ship carried 224 crewmembers, 89 of whom were killed. Copeland was one of the survivors.

At the same time that Marianne was remembering her father aboard SLATER, halfway around the world, the third of a series of six dives was taking place off of the Samar coast, in the Philippine Islands. The crew of the Deep Submergence Vehicle, LIMITING FACTOR, found a triple-tube torpedo launcher speared into the ocean

bottom. The pilot of the Limiting Factor was **Tim Macdonald**, and his observer was **Jeremie Morizet**. Jeremie was brought onto the expedition to operate a new deep-ocean sidescan Sonar, developed specifically to be carried aboard the LIMITING FACTOR. The torpedo mount was picked up toward the end of their planned dive, and Tim extended the dive to visually identify the artifact. There were isolated artifacts around the launcher, but there was not enough time remaining in the dive to pursue further.

Being a triple-tube launcher, it was immediately identified as having come



A set of triple torpedo tubes, that could only have come from one ship, USS SAMUEL B. ROBERTS. Photo courtesy of Caladan Oceanic.



***Marianne Donovan remembers
USS SAMEUL B. ROBERTS on DE Day.***

from USS SAMUEL B. ROBERTS, the only ship sunk off Samar with that configuration. The following day, LIMITING FACTOR owner/pilot **Victor Vescovo** and Jeremie dove onto the position and resumed the search. The full wreck of “Sammy B” lay just a few hundred meters to the northwest of the torpedo launcher. Victor was able to use his entire dive to survey the wreck for later analysis. The wreck is 6,895 meters deep (over 4 miles) making it the world’s deepest known shipwreck, taking that title from the wreck of USS JOHNSTON (DD-557), which had been found in March 2021 at 6,469 meters.

How appropriate that the heroic ship should have been discovered on Destroyer Escort Day. At one time, thirty chapters of the Destroyer Escort Sailors Association commemorated DE day on the third Saturday

in June. This year, the day was celebrated here in Albany and in Michigan, where the Michigan Chapter of DESA held their final meeting. As long as the USS SLATER exists in Albany, we will remember the sacrifices of the DE ships and sailors.

Our event was well attended with over 50 people filling our observation deck. Chairman of the Board **BJ Costello** was our emcee, **Steve Long** gave us the history of the day and read the list of the 15 DEs lost during WWII, and **Mark Stella** performed TAPS. The **Pitch Hitters Quartet** from Racing City Chorus performed the National Anthem and the Armed Services Melody, and the **Boy Scouts from St. Pius X Troop 1078** served as our color guard, under the direction of volunteer **Ken Kaskoun**. We had dignitaries Albany County Executive **Dan McCoy**, Assemblyman **John McDonald**, and Albany Mayor’s Chief of Staff **David Gallin** in attendance.

During the memorial tribute portion of the ceremony as Steve read the lost ships, intern Tyler Warman rang the bell for each ship, just as a carnation was laid in the Hudson River. The carnations were handled by **Mike Marko**, a SLATER Volunteer and USS BROUGH & USS PETERSON sailor, **Alan Fox**, a SLATER Volunteer, son of a USS HAYTER sailor, and cousin of USS STERN’s namesake, **Ray Smith**, son of a USS FECHTELER sailor, and of course **Marianne Donovan**, daughter of a USS SAMUEL B. ROBERTS sailor. You can watch the entire ceremony on our YouTube channel!

Earlier this spring the crew worked

very hard to have **USS SLATER** ready for the opening of our 25th season on **Wednesday the 6th of April**. Thanks to the hard-working crew, we had everything cleaned up and ready for visitors. Opening day started with **Shanna** being an hour late because of an accident on I-90 but our crew stepped up to the plate while waiting for her to arrive. **Coast Guard Cutter KATHERINE WALKER** tied up alongside that night and enjoyed Liberty in Albany. **Alan Fox** was the lucky man to conduct the first tour of the season.

Our first Saturday was marred by a blown main electrical transformer on a power pole. That resulted in having to cancel our first overnight encampment of the season, something **Shanna Schuster** was not happy about. Thankfully, the Scouts were able to reschedule for later this spring. The power did return and we've had an overnight each weekend in April. Returning interns, **Austin,**

Cassidy, and **Christian** have made sure the Scouts on those first overnights had a fantastic experience.

With seven new tour guides joining this spring, Shanna and John have had their hands full with training. Thanks to their efforts, first year guides **Tyler, Andrew, Viktor, Aung, Gio, Kara** and **Dennis** were all up to speed and functioning by the end of April. **Jo Ann** has covered the register as well as all her other duties. Departing intern **Liam** has been very helpful on the register on Fridays and Saturdays and **John** is still on Sundays. Things smoothed out in May when **Shanna's** interns finished school for the summer and their availability increased.

Most of our Education volunteers are returning from last year, and they are doing a wonderful job. We hosted over four thousand visitors this spring and countless messages stating that people enjoyed their tours have been shared with us. The season



New Intern Gio explaining the operation of the 20mm guns.



Historian and author Marty Irons did a book signing for his new work, “Corsair Down”.

has been filled with school groups, 362 overnight campers, and seven speaking engagements, where our volunteers traveled to area libraries to teach about the importance of Destroyer Escorts. Our attendance numbers are up from last season and now that schools are out, we are enjoying the frenzy that summer brings!

Off site, on May 1st Interns Austin and Liam manned our table at the Annual Albany History Fair, held at the historic home, Cherry Hill. They entertained the masses by bringing an empty 3-inch shell for people to hold, distributing our brochures, and enticing people to visit with their sea stories. On the 3rd, **Shanna** set up an artifact display inside the **Voorheesville Public Library**. These displays promote the ship, as well as the partnership that we have with the library. Many area libraries participate in our Museum Pass Program. Through this program, patrons of the libraries can check

out our Family Pass and tour the ship with free admission. **Austin** gave a hybrid presentation at the Clifton Park-Halfmoon Public Library on the 6th. There were people inside the library following him on his Virtual Tour of the ship, as well as people participating over Zoom.

Martin Irons made his way aboard on Memorial Day to sign copies of his books for SLATER visitors. He has written about the kamikaze hit on the USS HAYNSWORTH (DD-700), and about Marine Corsair pilots trained for carrier duty in 1945. Turnout was great and Martin sold out all of the copies he came with. His visit was topped off with a private tour with tour guide extraordinaire, **Chief Art Dott**.

On the collections side of the museum, more artifacts, documents, and uniforms related to destroyer escorts were donated to the museum. These have all been

catalogued and stored away in our collections space. **John** has also begun the process of going through all of our boxed artifacts, to get an idea of what the museum has, and how to make them readily accessible to family, friends, and researchers that may inquire about a particular destroyer escort. Some have been digitized and uploaded to our website.

John began a weekly video series following the SLATER through her wartime service from commission to decommissioning. Not only do you get a glimpse at the ship's deck logs, but also period photographs of the crew and ship taken during WWII. Also included were views of compartments you don't get to see on the tour route. You can see all of that on our YouTube channel. Also on YouTube, you can view weekly vlogs of the maintenance



Cathy Wheat continues to keep our ship clean and tidy.

projects for the week. In celebration of getting 500 subscribers on YouTube our man in the bilges, **James Miles**, conducted a Q&A special. Make sure you check it out and subscribe to the channel. We've got a goal to reach 1,000 subscribers this season!

Our program of monthly podcasts has continued. April's episode of our podcast *DE Classified* featured the French Destroyer Escort SENEGALAIS. In May **Liam** explored one of the *other* last destroyer escorts in existence, USS ATHERTON DE-169 (BRP RAJAH HUMABON). She has a fascinating story of sinking subs, including one of the last U-Boats sunk during WWII. The ship was still active in the Philippine Navy up until 2018 so she had over 75 years of service under her belt. In June, **John** released an episode featuring the heroics of USS ENGLAND. This story is especially fascinating because the record-holding ENGLAND sank 6 submarines in 12 days. You can listen to all these stories on our website, www.ussslater.org/de-classified, or anywhere you get your podcasts.

In May we had a visit from one of Frank Slater's nieces. Karen Slater Bryan, her husband, and children traveled to Albany to learn about the ship named after her uncle. **John** gave them the VIP tour and by all accounts, they had a great time, and we all learned a lot about the Slater family. Karen is the daughter of Frank's youngest brother Paul, and he was a small child dressed in a Navy Uniform for the Christening ceremony.

Up in the radio shack, Steve and Chuck have been busy preparing for the Museum Ship Radio Weekend, using all vintage



The USS HUSE Association work week gang.

gear. On Saturday, 9 April, they spent some time swapping various master oscillator tubes in the TBL Transmitter and checking their performance. They installed the cleanest sounding one, which is still a little chirpy but nowhere near as bad as the one we had in there. Once we buttoned everything back up, they fired up the TBL on 7062 kc and began to call "CQ." They were answered by Ken, WB2KWC in Massapequa who gave us a reception report.

They were transmitting along nicely with the Morse code key, on the TBL when - BANG! The power went out. All over the ship...*did we do that?* A little checking told them it was a shore power issue. A transformer had blown south of us along the river. That was the end of transmitting for that Saturday. They have tried to tune the TBL on 20 meters but have not been able to get any antenna current, so more research and work is

certainly needed to understand what is going on there.

Saturday morning June 4th dawned clear and bright for the Museum Ships Radio Weekend. **Chuck Chandler** and **Steve Syrotynski** were joined by in the radio shack by **Samuel**, a US Navy sailor attending Communications school down in Groton, CT. He had family in the area and wanted to come observe our "old-school" operation. As they got ready to operate, they were interrupted by the incredibly loud rattle of a needle-gun scaling off old paint just aft of Radio Central, that lasted until 1000.

The first evolution was changing the frequency of our TBL transmitter. While Steve had been using an RBB Superheterodyne receiver for 75-meter AM, Chuck went further old-school with an RAL-7 regenerative receiver for 40 meter Morse code. That meant no volume control, and near



The radio gang made over 30 contacts during the Museum Ships Radio Weekend.

-constant adjustments of the sensitivity, regeneration, and frequency vernier controls. However, when properly adjusted, the regen is just as sensitive as any gear of the time. Chuck's first contact was a bit after 1400Z, **Dave (K1VUT)** in eastern Massachusetts. He was followed a short time later by **Stan Levandowski (WB2LQF)**, a long-time Slater Radio Gang member.

After that it was a steady stream of transmitting, listening, tour groups stopping by the doorway, and tracing the 1945 Radio Central workflow for our Navy visitor. There weren't dozens of callers at once, but we found the RAL-7 could do a pretty good job of separating close-in signals with its two audio filters. Chuck listened through a large bulkhead-mounted amplified speaker, so the tour groups could hear the Morse code. He also had that turned up all

the way, to overcome the noise of the motor generator and the exhaust fan pushing the warm air to the outside.

By the time they shut down at 1700, they had worked stations in MA, NY, OH, PA, CT, MI, NH, NJ, and ME. Chuck worked one other museum ship, the submarine, USS REQUIN, in Pittsburgh. Our best distance was with **Dan (KB6NU)** in Michigan. Our final logs will be submitted to Battleship New Jersey for the Museum Ships Weekend event. Kudos to **Steve and Chuck** for getting so much of our original equipment operational.

At the end of April, the USS HUSE Association volunteers joined us for their annual work week. It was a great success, despite colder than average temperatures. Twenty volunteers joined our regulars. They came from Seattle, New Jersey,

Pennsylvania, Michigan, and Wisconsin. We had **Blair Sandri** back in the galley, supported by **George Amandola**, and together they kept the crew well fed and happy.

The event was organized by Brandon Easley, who inherited the responsibility from George Amandola. Brandon brought a load of stainless-steel hardware, donated by Coral Connell of Liberty Recycling. Brandon also purchased a brand new gas pressure washer that he donated to the ship. The crew got an early start on Sunday afternoon. As soon as the last visitor was off the ship, Brandon, Ron Frankosky, and Jan Schweiger set to work, pressure washing and painting the main deck on the portside. Usually this doesn't get done until the end of the tourist season, but the deck took a real beating this winter, so now we have it

looking great for our spring visitors.

Monday dawned as a perfect painting day. Ron and Brandon climbed down on the paint float. Paul and Marc Suzdak, and Bill Meehan handled the lines to bring the float around to the starboard side. There, battling high winds and waves, they got all the camouflage panels on the starboard quarter pressure washed and painted. This area takes a beating, as the rust generated by the metal cutting and grinding by the work bench causes streaking on the hull.

Bill Meehan took care of the paint locker and mixing up the epoxy paint all week. Jan Schweiger and Gail Esker helped the paint crew with touching up the camouflage all over the ship. Trustee, Gary Dieckman tackled needlescoring the deck adjacent the port depth charge projectors. Stan and Gary Ray worked on needlescoring



The USS HUSE Association work week enabled us to get some hull painting completed.

and painting roller loader number six. **Sue Streiter** scaled and repainted our 20mm ready service ammo locker display and did touch up painting on all the three-inch guns.

George Gollas, Anthony Amandola, John Meeker, Doug Streiter, and Joe Stout spent the week checking out interior communications systems. On Tuesday we held a memorial service, to remember departed shipmate volunteers **Joseph Delfoe** (USS DOUGLAS A MUNRO), **Walter Bringslid** (USS PURDY), **Jeffrey Robbins** (Father -USS HUSE), **Jim Ray** (USS DOUGLAS A. MUNRO), and **Frank Heckart** (USS LeRAY WILSON). Our resident Deacon and Coast Guardsman, **Dick Walker**, performed the ceremony in his dress uniform, as we remembered those who have given so much to USS SLATER.

Our local maintenance volunteers have continued to with several projects. The shipfitters have several projects going. **Doug Tanner, Super Dave Mardon, Gene Jackey, Tim Benner, Warren Brozio, Earl Herchenroder, Chuck Teal, Chuck Tanner** and **Danny Statile** finally located the source of the leak on the flying bridge that was dripping onto the Dead Reckoning Tracer in CIC. They welded a doubler plate over the wasted metal on the flying bridge. There is now another section of wasted deck that leaks over the forward crew's head, adjacent to gun 31.

They have also completed repairs to two of the three watertight doors that needed replacement. The third is presently on sawhorses in the welding area, as they continue the process of converting quick



Danny did most of the work on the watertight door restoration, but he's had plenty of supervision.

acting doors salvaged from USS GAGE to manual doors. They also determined that the fo'c's'le, hatch was leaking, so that is now under repair.

Elsewhere around the ship, Danny Statile completed his hedgehog restoration project, and **Thomas Scian** got them moved to the hedgehog magazine and set up on display. **Carl Camurati** even made replica caps to put over the replica fuses. Volunteer quartermaster, **Dennis Murray**, has been taking care of the pilothouse, cleaned up our magnetic compasses, and filled them with isopropyl alcohol. He did total restoration of the secondary conning station compass.

Ron Prest, Charles Desrosiers, John

Jerome, and Bill Wetterau spent the spring needle scaling, priming and painting on the fo'c's'le, a project that has become an annual event. They have since moved to scaling under the roller loaders, and the aft gun tubs. The deck gang got the accommodation ladder lowered and brought the paint float alongside. The engineers have been working with **Tommy Moore** to bring the whaleboat back from **Scarano's Boatyard**. Tommy has spent the spring caulking and painting, and he has it ready to go. We are happy to say that the whaleboat is alongside, and fully operational.

Richard and Henry Bourgeois have continued their work on the Mark 14 gunsights, as well as assisting Barry Witte with his pipe insulation project. Vic Consiglio was back aboard helping us out with stenciling, and **Ed Nowik** has been busy keeping up with **Gary Sheedy** and his various projects.

The engineers Mike Dingmon, James Miles, Jim Skewes, and Jim Niemynski and Charles Derosiers continued their bilge preservation. They decided to dewater the inboard V-16 engine in B-3. This was done by attaching a valve to the drain port on the lowest portion of the thermostat, on the heat exchanger, and then using a sump pump to remove the water. This water was added several years ago when engineers were evaluating the engine for future use. While not an issue for most of the system, some fittings were made of steel, and were showing signs of rot. Rather than wait for the hundreds of gallons to find a way out while we weren't aboard, we decided to drain it out on our

terms.

James has also continued his bilge preservation project. He worked a whole section in B-3, cleaning it with Simple Green and a large paint brush. He dried it with rags, gave it 30 minutes, and it was ready to coat. They used a 50/50 mix of turpentine boiled linseed oil. When dry, it will be coated with red primer. It will look amazing when painted over again.

Doug Tanner has new friends at Grace Roofing. He offered to do a welding job for them, so in return, they have offered to assist us with temporary repairs to the trailer roof. We don't want to do anything too permanent, because we are planning to replace the trailer with a new building soon. Though the roof is

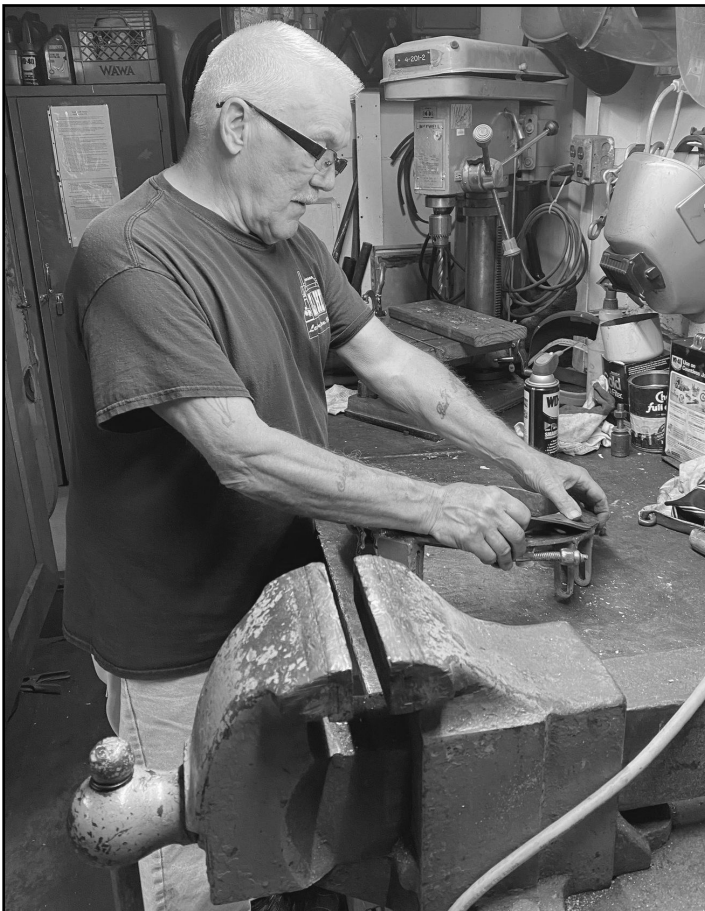


Doug and Earl made final adjustments to the starboard door.

leaking and needs some attention if we are going to make it through the summer.

Thanks to the efforts of our Program Manager, Shanna Schuster, we applied for and received a Covid relief grant. This grant came through the American Rescue Funding to support the City of Albany's recovery from Covid. Partnering with our neighbors, **Dutch Apple Cruises**, we are planning for shoreside improvements that include better security, repaving the parking lot, and replacing our aging trailer with a new structure. We are most grateful to Mayor **Kathy Sheehan** and the City of Albany for this award. Congratulations to Shanna for all the hard work on the application.

Barry Witte, Alex Titcomb, Jack Myers,



Chuck Tanner is becoming an expert on porthole restoration.

and Thomas Horsington have been replicating missing piping systems on the second deck forward. Many of the steam heat and condensate drain lines are missing. They were probably deemed as unnecessary in the forty years that SLATER spent as AETOS, in the warm Mediterranean climate.

Barry Witte has continued his valuable work, guiding the RPI Midshipmen as they assist with our restoration projects. This year's group has completed their semester and has headed off for their summer training. We owe a debt of thanks to this year's unit leader, Midshipman **Tom Horsington**. He was commissioned as an Ensign this spring, and has been volunteering aboard SLATER for three years. In his time here, he worked on mast component fabrication, pilot house portlight wipers, thermal insulation, steam heat system restoration & lagging, and a variety of other small projects. He has orders to report to the Nuclear Power School in Charleston, SC. Fair Winds and Following Seas, Tom. We appreciate your enthusiasm while you were here, and we hope you learned a wealth of practical information that you can take to the fleet.

By now I am sure everyone reading this edition is aware of the situation on the museum ship, USS THE SULLIVANS (DD-537) (not to be confused with the current active duty ship of the same name, DDG-68). She sank from uncontrolled flooding in Buffalo, New York, on 14 April. Salvage operations have been successful, and she is now floating again, with temporary patches on her hull.

We thought it would be good to explain



***Our RPI Midshipmen play an important role.
Here, they are checking the condition of our tanks and voids.***

to you, our supporters, how we manage the same threat of flooding on our ship. First and most importantly, our maintenance issues are greatly reduced by the fact that we only have one small ship to take care of. We're not trying to maintain a fleet. SLATER has recently been to drydock, twice. Thanks to your generous financial support, SLATER has had her waterline hull plating reinforced in 2014, with a four-foot band of three eighths inch steel. Prior to that, I can only say it was a miracle that we didn't develop any leaks.

The reason why the hull was reinforced in 2014 was to reduce the ship's vulnerability to ice. The spring thaws on the Hudson can send large sheets of ice downriver. These sheets can weigh several tons. Fortunately, our location immediately downstream of the Dunn Memorial Bridge

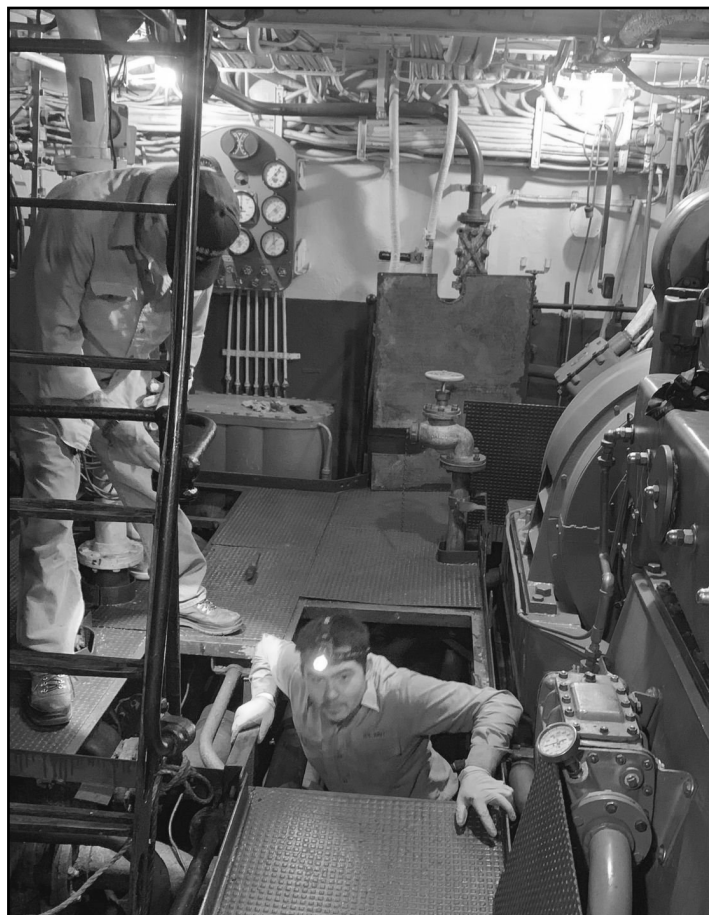
causes the ice to break into smaller sections, and the direction of flow is parallel to the ship. Ice does scrape along our starboard side, but none hits directly.

During the dry docking, magnesium sacrificial anodes were added to protect the hull from oxygen in the water. Since magnesium is a more active metal than steel, it will preferentially corrode instead of the steel hull. This is the same technology modern ships use when spending time in fresh water. In 2020, our ship returned to the drydock to add the best hull coating available. The magnesium anodes were found to be working well, and did not need replacement. The hull coating and anodes should last another 20 years.

One of the most significant pieces of advice I received was years ago when

Walter Rybka told me, “**Remember, these ships rot from the inside out. Keep your bilges dry.**” That explains the one small hole that delayed our undocking, and we took the opportunity to repair it. It was in a spot that was almost impossible to access. But our volunteers work to ensure the ship is maintained to high standards, which includes attention to the interior hull. New volunteer, **James Miles**, has taken responsibility for main space bilge inspections and maintenance, while the **RPI midshipmen** conduct annual visual inspections of all the tanks and voids. This year, RPI Midshipman, **Liz Flynn**, supervised this inspection. Any moisture found is dealt with immediately. **Another source of corrosion is electrical grounding.** Our electricians diligently check for electrical grounds and eliminate any found. Besides the hull paint coating, keeping the ship free of electrical grounds is the most important thing we can do, because if the hull has stray electric currents in it, it will deteriorate much more quickly than an isolated hull would. **Doug Tanner** also insulated all our mooring cables going to shore.

In addition, we have a few flood mitigation procedures in place. We pay attention to watertight integrity below the main deck. We shut all watertight doors before we leave every night, as this also serves as fire protection. We shut off the fresh water supply every night. We have installed many flood sensors in the lower parts of the ship. These sensors are also tested annually. If one detects water, **Shanna**, a few select volunteers, and I get phone calls and text



James and the engineers continue long-term bilge preservation.

alerts immediately.

Lastly, in the event we actually start taking on some water, we have the ability to begin pumping. We have three electric submersible pumps, each capable of removing about 50 gallon per minute. In the two motor rooms, (B2 and B4) we can use the installed circulating pumps to remove up to 500 gallons per minute. The fire pump in B-3 can be used for dewatering as well. With your continued financial support, we plan to restore the Main Drainage System, and then extend that to the forward and aft fuel tanks, all of which are completely empty. This system will allow us to remove water from any major bilge and tank on the ship and pump ashore.

We have the ability to run two of the ship's diesel generators, so we can continue to run pumps even if there was a power failure ashore. As with any steel ship of great age, we do expect that someday there will be a leak. It is our intent that we find the leak early on, when it is very small, and take action to protect your investment in the ship. We maintain a financial endowment that will allow us to return to the drydock for repairs should that be required. With your continued support, USS SLATER will continue to be maintained as one of the best in the Historic Fleet. But we could not do it without you.

We have three passings to remember this spring. We were saddened to learn of the passing of one of the last USS SLATER original crew members, Daniel H. Drummond Sr. passed away on May 20th in Ft. Myers, Florida. He served as a quartermaster third class aboard, and got to visit the ship several times with his family. He was waiting for us in the parking lot when we returned from the shipyard in 2020. We send our condolences to the whole Drummond family.

We lost another one of our HUSE workweek volunteers. Ernie Aeschliman was always one of my favorites. Quiet, unassuming, and thorough, he was a pleasure to work with. It was a loss for the whole crew when he got too old to participate. Ernie served aboard USS HUSE during the Korean War as an Engineman.

Finally, we lost Barbara Jones Higbee on June 10th. Barbara was the vice president of Development at Mercer Companies, when USS SLATER arrived in Albany. She was

tasked by her boss, **Bill Bantz**, with getting me acquainted with Albany and paving the way for the initial arrangements and permitting for USS SLATER. She served as our functional Chairman of the steering committee for about six months, before **Frank Lasch** volunteered to relieve her. As such she played a critical role in getting us established and making SLATER a success. These three will all be dearly missed.

OVERNIGHT CAMPING

aboard USS SLATER for organized groups.
Get more information at usslater.org



Our Business Manager, Jo Ann continues to provide lunch for the crew on Mondays.

Mail Call

Second Quarter 2022

1 June 2022

Dear Tim,

After all this time since the Slater left New York City, I am finally getting to write you. It's hard to believe come October it will be 25 years.

As you know, while the Slater was in New York City for 50 months, I was responsible for all electrical restoration and other technical advice. It was a pleasure and I took pride in my volunteer work involved on our ship. I basically lead a crew of 10 volunteers, which included men from SOLDESA and a couple from New Jersey.

When we started working on her she was just a rust bucket with water leaks everywhere. The ship was loaded with graffiti. It was a real mess. We did a lot of welding patches, cutting off updates and improvements the Greeks added to modernize AETOS 01. Paint chipping and painting from the waterline up to the bridge was a chore because of all the rust.

We downstate volunteers did not want Slater to leave NYC. About 4 locations were looked into for her to move from NYC. When you look back, none would have been a good fit. No visitors and most importantly lack of a volunteer base. However, we did not want to see her leave us. I wrote a letter to the New York veteran's representative John Behan, who I knew, about taking Slater to Albany. I don't know if my letter had anything to do with Slater going to Albany but Marty Davis said "you shot yourself in the foot".

I am sure that I and all the other NYC volunteers see that it was the best thing that could happen. Up in Albany, you have a great selection of extremely dedicated volunteers from the various crafts, backgrounds, and expertise. I can see from your newsletters that requires continuous attention and she

looks great. I am sure Slater will live on for many years to come with that excellent group of volunteers.

Thank you for all you have done and the tremendous job your volunteer staff is doing. Keep up the excellent restoration job you are leading and keep the very interesting newsletters coming. Wish I could be of help up there. However, at 88 I am slowing down. I built a scale model of an Edsall class DE from the actual 1/8 to the foot blue prints of my ship, USS Sturtevant DE 239. On and off she took 10 years to build. I've attached a picture of it.

Respectfully,
Theodore E. Prager
USS Sturtevant DE239



10 June 2022

Tim:

In 1961, forty "small boys" were called to active duty out of Group One and Group Two Reserve Status.

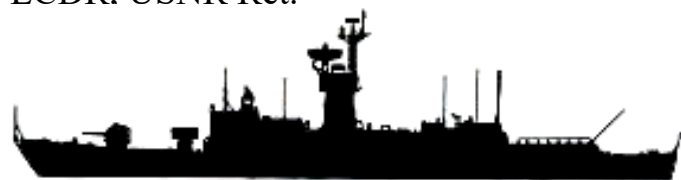
I was Supply and Disbursing in USS TWEEDY (DE 532).

The call up was for the Berlin Crisis (President Kennedy) and melded over into the Cuban Missile Crisis blockade. TWEEDY was home ported in Norfolk, and served some weeks in Cuban waters, interdicting merchant ships transporting missiles on their decks and also plane-guarding, USS ENTERPRISE, the first nuclear carrier. In fact, earlier in the year (1962), we refueled underway from her. That was a bit touchy!

TWEEDY's crew returned to civilian life in August 1962, with most of us going to western Florida (Pensacola to Tallahassee). History seems to have forgotten us. It would be interesting to find out how many were DEs.

I am now 92 and living in Marianna, FL. I recently purchased a sextant and an azimuth ring from MartiFacts in Jacksonville. The owner of the company is Navy, but "gator." Now I can get an exact fix on my bird feeder in my yard!

Homer Hirt
LCDR. USNR Ret.



24 May 2022

Dear Tim,

It was great seeing you, the crew, the ship, the needleguns, and hose! It means that the ship and what our "forebears" started lives on. Guys like Lou, Marty, Sam, Tom & Bill, and many others are why I am proud to say that I got to help preserve what was so dear to them. My uncles, dad, and all the veterans I have met have given me an appreciation of their time of trial. Seeing some of those names on bunk straps stirs emotion.

Well, I am recuperating from 5 days of "Restoration Yoga" and feeling great about it. Something is always pulling me forward to do more. You have a great team and I am very proud to be a member of the restoration crew. She has come so far and needs to continue on. I know she will.

In the past week, I have twice seen the movie "Mr. Roberts" on cable. Always loved the Captain's line "And you're never gonna leave this ship mista." And I never will.

Ron Frankosky



1 June 2022

Dear Tim + Shanna,

Thank you again for inviting me down for a Memorial Day book signing. It was a fun time. I sold most of the books I brought. But, more importantly, the meeting of the new Slater fans and staff, as well as hearing new tales and swapping sea stories, will create lasting memories of the day.

Of course, Chief Art Dott somehow manages to make each personal tour of the Slater more memorable than the last! I appreciate the extra effort and focus he gave my daughter while we were aboard the ship. Art blew me away when he started quoting relevant passages from "Phalanx Against the Divine Wind" as we moved from compartment to compartment!

Looking forward to next time I'll be at the Port of Albany!

Marty Irons



9 May 2022

Tim,

I celebrated my 97th birthday on May 4th, with 27 children, wives, husbands, and great grandchildren. Makes me want to hang on for 98. Thank you for all you do to keep the Navy up front.

Sincerely,

Julian Austin, TM 2/c

USS CHATELAIN DE-149

Dear Mr. Dott,

On behalf of my fellow New York City Urban Sketchers, I want to thank you for being so gracious on June 7th, when you agreed to give us a tour of the USS Slater, even though the ship was closed to the public on that day.

Your tour was extensive, and especially interesting was the insight you gave us into the everyday lives of men on the ship. I appreciated that you let us into the radio room when you learned that my father, a radio technician 2/C, worked there, and you helped me see what it might have been like for him on the ships he served.

My father, Godfrey Smith, served on the USS Washington (BB-56) when it participated in several operations, including the occupation and capture of the Gilbert Islands and the Marshall Islands. He also served on the light cruiser USS Wilkes-Barre (CL-103), when it participated in the occupation and support of the operations at Iwo Jima, and operations on Okinawa, both in 1945. I know he was quietly proud of his service. When he enlisted in the Navy on December 15, 1941, he and my mother had only been married for 3 months. I can only image how difficult it was for them when he entered the service.

I have the utmost respect and appreciation for all you and others do to maintain the USS Slater, and to keep alive the memory of those who served, and still serve, in our armed forces.

Respectfully,
Lorraine C. Smith



Dear Shanna,

My name is Ed Wessler and I served in the U.S. Navy from Aug 1948 to Aug 1952.

When the Korean War started, I was serving around the USS Spangler DE 696, operating out of the Fleet Sonar School in San Diego, CA. In 1951 I was promoted to BM3, and transferred to the USS Hanna DE 449, which had been pulled out of Mothballs and sent to Korea. I caught up with and went aboard the Hanna at White Beach, Okinawa, then went on to Korea.

There were four DE's in the division, and the Hanna had an ice cream machine. We became the division's ice cream makers. Each ship had to furnish the milk which came in five gallon metal containers. They would pass the milk to us and our commissary people would make and freeze the ice cream. We would then pass it back. Usually in a two to three day time span.

Sincerely,
Ed Wessler BM2



23 June 2022

Dear Tim,

I am privileged to be donating the enclosed two photographs of the USS Mills, DER 383, to the USS Slater Museum, in memory of my husband Louis John LaCorte. He served as a Radioman First Class for over two years, from January 1961 until prior to operation Deep Freeze. This destroyer escort was a fierce fighting war ship, equipped with the most up to date electronic combat equipment to date at that time, complete with munitions galore! Louis was so very proud of the US Navy, and to serve on the ship of the class he chose when he enlisted.

Louis's theater of operations was during

the Cuban Blockade, off of the southern coast of Florida; at the time the USSR was trying to install nuclear missiles just off our shore. And, to the best of my knowledge, the details of the missions are still classified.

As Radioman, he was a very busy sailor indeed! I hope you can use these photographs to add to your fine collection.

In memory of Louis J. LaCorte, I remain yours truly,
Millie (Mildred) LaCorte



July 1 2022

Dear Tim,

Regarding the letter by Ron Horne regarding the hedgehog incident in the last issue, this is what I recall about that happening. In 1967, on our first day back in Pearl after our deployment to Westpac, my ship, USS EPPERSON DD719, was along side the Bravo Docks. Because it was our first day back, and everyone was in their dress whites, the Captain allowed early liberty. Only a third of the crew was on board when this happened. The second ship behind us launched their hedgehogs during their PMS on the weapon. One projectile went through a DASH net; tearing it up-plus it bent up the frame. A second projectile hit the main deck just in side of the life line, about even with the aft gun mount. This is very close to where the quarterdeck was set up. The hedgehog left a dent in the deck which was not repaired while I was on the ship.

I was tasked with ordering a new net and getting it installed. The ship fitters repaired the frame before the net arrived through supply. I heard torpedo mate Anderson was on the dock headed to the Gedunk when the action started. He ran around in circles until the hedgehogs crested and he knew

where to run to be safe. The Gedunk shack was reported as destroyed on the pier. I do not remember anyone being hurt, but the sailors standing watch on EPPERSON may have needed clean underwear. I was on liberty when this happened, but I still call it being shot at by friendly fire.

Dan Bowers ETR2 Dash Crew, USS GALVESTON CLG 3, USS RICHARD BE ANDERSON DD 786, USS EPPERSON DD 719.



Chris Soulia conducts tours for groups of curious kids on Sundays.

Visit DEHM online:

www.ussslater.org

***Slater Signals is published every month online.
If you'd like to receive monthly SIGNALS via
email, send a request to Tim at
tim@ussslater.org***

Destroyer Escort Historical Museum 2021 Audited Financial Statement

Below is our audited financial statement for the year 2021. You might call this our "Covid Recovery Year" as we were finally able to conduct a full season of visitation.

Program Manager Shanna Schuster continues her efforts to increase our attendance and operating income. She has been very successful increasing Gift Shop and online sales through the introduction of new and creative items. Ship's Store sales this spring (2022) are up 24% from spring of 2021. Also, in terms of attendance we are up 17% from spring 2021, with over 4,300 visitors in April, May, and June.

The Frank Lasch Foundation is now up and running, and all Endowment Donations go into the separate Foundation. This gives our endowment assets additional legal protection in the event of litigation.

In the Fall of 2021, we awarded the contracts to do the restoration work on the first and second decks forward that was funded by our Save America's Treasures Grant. The work was actually completed and paid for in the first months of 2022, and we will be reimbursed for that work this year.

As always, we can't thank you enough for your continued support. We couldn't do it without you.

Audited Statement of Financial Position -- December 31, 2021

ASSETS

Current Assets

Cash & cash equivalents	\$	462,283.00
Grants Receivable		0.00
Investments		1,371,313.00
Merchandise Inventory		16,489.00
Prepaid Expenses		38,406.00

Total Current Assets 1,888,491.00

Property & Equipment, net, 2,868.00

TOTAL ASSETS **\$ 2,937,143.00**

LIABILITIES & NET ASSESTS

Current Liabilities

Accounts Payable & Accrued Expenses **\$ 23,801.00**

Net Assets

Without Donor Restrictions:

Undesignated **\$ 1,040,286.00**

Board designated 100,000.00

With Donor Restrictions 1,773,056.00

Total net assets 2,913,342.00

TOTAL LIABILITIES & NET ASSESTS **\$ 2,937,143.00**

Audited Statement of Activity for the Year Ended December 31, 2021

Operating Income/Expense		
Income		
Support:		
Individual & business contributions		\$ 658,279.00
Grants		400.00
Payroll Protection Program Income		
Donated use of facilities		195,458.00
Total support		854,137.00
Revenues:		
Ticket sales		79,905.00
Merchandise sales		31,158.00
Membership dues		28,693.00
Event Income (i.e. overnight camping)		8,165.00
Other income		5,360.00
Total revenues		153,281.00
Total Income		\$ 1,007,418.00
Expense		
Salaries & related expenses		
Staff salaries & wages		\$ 230,224.00
Payroll taxes		19,305.00
Retirement plan costs		10,968.00
Employee benefits		18,984.00
Total Salaries & related expenses		279,481.00
Non-personnel expenses		
Collection repairs & maintenance		43,126.00
Insurance		29,433.00
Professional fees		24,881.00
Printing		38,067.00
Utilities		19,209.00
Event expenses		11,768.00
Advertising		14,151.00
Postage		5,617.00
Other		9,238.00
Telephone		2,566.00
Computer expenses		3,288.00
Office supplies		7,289.00
Donated use of facilities & professional services		195,458.00
Depreciation expense		1,434.00
Trash removal		2,614.00
Dues & subscriptions		1,218.00
Total Non-personnel expenses		409,357.00
Total Expense		\$ 688,838.00
Increase in Net Assets		\$318,580.00
Investment Income, Net		\$207,306.00
Change in Net Assets without Donor Restrictions		\$603,651.00
Change in Net Assets		\$603,651.00
NET ASSETS AT THE BEGINNING OF THE YEAR		\$2,309,691.00
NET ASSETS AT THE END OF THE YEAR		\$2,913,342.00

Restoration Fund Donations

Second Quarter 2022

Tell Us Your Favorite Ship

Up to this point, if you served aboard multiple ships, we listed them all. However, going forward we will be listing one ship per donor, so if you served on multiple ships, let us know your favorite.

The reason for this change is simply to save space. In a sense, we're victims of our own success. The donor lists continue to grow and at the same time we have made the decision to increase print size to make the newsletter easier to read.

For the time being, for those who served on multiple ships we used the following formula to pick a ship: Destroyer escorts come first followed by destroyers. If you served on more than one DE or DD, we listed you with the ship with the lowest hull number. For other types, we made our best guess.

If you don't like the ship we selected, by all means contact us and let us know what ship you want to be listed. You can use the enclosed envelope. If you served and don't see a ship listed with your name, it means we don't know what ship you served on and you need to let us know. If your father or grandfather served on a ship, let us know the name of the ship so we can list you with that ship.

This change only affects what is printed in the newsletter. Your generous donations will be still credited to all the ships you have listed with us.

We appreciate your understanding and continued support as we move forward.

-Tim

\$2501 - \$15000

Mrs. Milena Leukhardt, USS DANIEL A. JOY DE585 *
Robert W. Witten Family Foundation, USS WITTER DE636 *

\$1001 - \$2500

Guinevere & Nigel Gorman (Grace Roofing) * Jack Lapidos * Stan & Janice Ray, USS DOUGLAS A MUNRO DE422, USS CANON PG90, USS DURHAM LKA114 * **Robert Weir**, USS ROBERT E. PEARY FF1073 *

\$501 - \$1000

DESA North Pacific Chapter * Guy Schneider, USS CONNOLE DE1056 *

\$251 - \$500

John Dietz, USS SLATER DE766 * **Don Schiemann**, USS DEMPSEY DE26, USS ALGER DE101 *

\$101 - \$250

John Curley, USS CALCATERRA DER390 * **Roland Draxler**, TS EMPIRE STATE IV * **Michael Farmer * Jeanette Featherstone * Robert & Florence Grimm**, USS HANSON DD832 * **Brent MacDougall**, USS LOWE DER325 * **CAPT Philip Palmer, USN(Ret)**, USS STRICKLAND DE/DER333, USS HISSEM DE/DER400 * **Patricia Sauer**, USS DOUGLAS H. FOX DD779 * **Edwin Uline ***

\$51 - \$100

Rod & Julie Agar, USS GILLETTE DE681 * **Don Baker**, USS HAROLD E. HOLT DE1074 * **Susan Bates**, USS ENRIGHT DE216/APD66 * **Paul & Rose Bertiaux**, USS MARSH DE699 * **Steven Billington**, USS KOINER DE331, USS MAHAN DLG11 * **Barry Black**, USS BROCK APD93 * **John Caddell II * John Craig**, USS SCOTT DE214 (Memorial) * **Richard Cromer**, USS WHITEHURST DE634 * **Anthony Deany**, USS CONNOLLY DE306 * **Timothy Donoghue * Art Dott**, USS SIERRA AD18 (Memorial) * **Donald Eberle**, USS NEWPORT NEWS CA148 * **Eric Feustel**, USS COCKRILL DE398 * **Henry Fuqua**, USS WISEMAN DE667, USS BARROW APA61 * **Anne Greener * Alan Grupp**, USS HAMMERBERG DE1015 * **Frank Haggard**, USS CHEMUNG AO30 * **Don Johnson**, USS KENDALL C. CAMPBELL DE443 * **Donald Johnson, USN (RET) * David Keyes**, USS HAYTER DE212/APD80 * **Kevin**

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Remember movies on the messdeck? I think we can squeeze in a few more. LIFE Archive photo.

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Was there any WWII Sailor that passed through Pearl Harbor and didn't come home with one of these souvenir pictures?

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FALL WORK WEEK

2 - 7 October 2022

If you'd like to join us for our live aboard
work week send an email to
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*I haven't had this much fun since our last
liberty in Olongapo.*



*Ted Prager's USS STURTEVANT as DER-239 post conversion.
Photo courtesy of Navsource.org via Nick Tiberio.*



Its hard to get this many of the crew together at one time, but we did it on DE Day.

TRIM BUT DEADLY

***The Quarterly Newsletter of the
DESTROYER ESCORT HISTORICAL MUSEUM***

***DEHM, USS SLATER. PO BOX 1926
ALBANY, NY 12201-1926
518-431-1943
INFO@USSSLATER.ORG***

Layout & Design: Shanna Schuster

Volume 28, Number 2, Second Quarter 2022

***Tim Rizzuto, Executive Director
Shanna Schuster, Program Manager
Jo Ann Mulligan, Business Manager
John Epp, Collections Manager***

The Destroyer Escort Historical Museum (DEHM) is an educational organization, chartered by the New York State Board of Regents, to increase the knowledge of the general public about naval history and heritage focusing on destroyer escorts and the men who sailed them through World War II, Korea, Vietnam, and the Cold War years. The Museum is a non-profit 501(c) (3) organization funded by contributions from members, corporations, and private foundations. All contributions are tax-deductible to the extent allowed by law.

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TRIM BUT DEADLY
The Newsletter of the Destroyer Escort Historical Museum
aboard USS SLATER



***In memory of RADM Marty Leukhardt we're featuring USS DANIEL A. JOY DE-585 underway.
She was flagship of the "Cornbelt Fleet" based in Chicago.
Photo courtesy of Navsource.org via Bill Gonyo.***