



## SLATER SIGNALS

The Newsletter of the USS SLATER's Volunteers  
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August means it's time for our U.S. Coast Guard birthday celebration, and this year Charlie Poltenson, Dick Walker, and Shanna Schuster put on a splendid event. For the first time, Charlie arranged to have a Coast Guard Cutter present. Thus, we had USCGC WIRE alongside and her crew participating in the ceremony, celebrating the 233rd birthday of the Coast Guard. Board Trustee, Steve Long, served as our "Master of Ceremonies" and Ken Kaskoun worked with the USS ALBANY Division of the Sea Cadets, who served as our color guard. Dick Walker provided the birthday cake, beverages, shared with us the history of the U.S. Coast Guard.



*Sea Cadets were interviewed for Channel 6 as part of the Coast Guard Birthday celebration.*

Charlie Poltenson shared the history of the Coast Guard Auxillary and the important work that they still perform to this day. We were treated with beautiful renditions of the National Anthem and God Bless America by the Pitch Hitters Quartet from Racing City Chorus. These four men have really stepped up for us over the last few years, and our ceremonies are so much better when they are included! We had over 70 people in attendance for this birthday celebration.

Our tour guides have stayed busy through the rain and humidity. We didn't have many scheduled groups, but the groups of families and friends showing up to see SLATER kept us moving all month.

**The theme this month in Collections has been cataloging.** Anytime we add an item to our collection it must have a unique accession number assigned to it within our database. Various metadata is then entered into the database—we use PastPerfect 5—including a description of the object and the associated destroyer escort. A photograph or a scan of the item is taken, and it is packed away in a proper box, or placed on display.



*It's always a better day when Cathy is aboard to clean.*

**If you recall last month, we moved some documents and photographs from the ship to our new building where it is temperature and humidity controlled.** Well, each of those pages and photographs needs to then be updated within PastPerfect so we know where they are. In some cases, new scans are taken, and updated metadata is inputted. Needless to say, it takes a while to get through boxes of items!



*There's a lot of activity around the work bench on Mondays and Tuesdays.*

**The main focus of summer maintenance has been preparing the ship for the Historic Naval Ships Association Convention in September.** The great amount of rainfall that we have had this summer has given **Doug Tanner** ample opportunity to find leaks. We still have an annoying leak in CIC that's coming from a rotted stuffing tube in the main battery director platform. The wire is live. That got **Barry and George Gollas** involved, disconnecting the wire so the shipfitters could go to work.



**Another issue has been the door to the upper sonar hut.** Unfortunately, when the ship was completed, a non-watertight joiner door was used to access this compartment. The original door has gotten pretty beat up from the ship's eighty-year lifespan. We're adding a temporary outer door until we can figure out a permanent solution. But it hasn't been unusual to find four inches of standing water in the sonar room after a rainstorm.



*Danny completed the repairs to the starboard ammo locker, and is now working on the port locker.*

**Back aft, Danny and Earl have been making good progress on the ready service ammunition lockers.** The starboard locker is now complete, with new stands and a rebuilt bottom. They've now lifted the port locker off its base, and it will get the same treatment and repair as the starboard locker. In the same area, **Dale** has been replacing the fire control selector switch that is used to select whether the Forward MK-52 director or the aft MK-51 director is controlling gun 33.



*Gary's artwork on the light tower is getting a lot of attention.*

**Leonard, Chuck, and Doug have all the materials laid out for machining the parts needed to reinstall the manual drive for the gun 2 train.** They will need to make a dummy shaft and bushing first, so they can set the pinion and ring gear. You may recall that we stripped parts from gun 32 to repair the manual train drive on the display gun, mount 31.

**The deck gang, Ron Prest, Bill Wetterau, and Thomas Scian have been trying to get the 01 level painted out, but rain has**

**been a real problem.** In our continuing effort to find a primer that will get the rust pits under control, we experimented with a product called Eastwood Rust Encapsulator. The problem was that it dried so hard that our deck paint wouldn't stick to it. We solved that problem by sanding the primer to scuff it up, and then putting a layer of Tuffcoat primer over it. Now, if it will just stay dry enough to get the topcoat down, we might be in good shape.



***Our three senior volunteers, Earl Herchenroder 88, Larry Williams 88, and Ken Kaskoun 89.***

**The late Gordon Lattey continues to give to the project.** His wife **Michele** called and said that **Gordon** had some SLATER stuff in the garage that had never made it down to the ship. **Dick Walker** went over to pick it up, and recovered three MK-14 gunsights, one that was in like-new condition. Also, a very valuable box of gunsight parts, glass, knobs, and a box of Navy dishware.



***The volunteer painters from Goldman Sachs got the interior decks looking great.***

**I'm not sure if I made it clear how invaluable Gordon's contribution to the project was.** If he and Michele had not come away from their inspection of the ship in 1997, and reported to Mayor Jennings that they thought bringing the SLATER to Albany was a viable project, it is doubtful that we would call Albany our homeport today. For that we will be eternally grateful.

**We also had Andrew King aboard leading ten volunteers from our local Goldman Sachs office.** The plan was to have them paint out the 01 level deck. But rain



forced us to move inside, so they painted the interior decks in the galley, messdeck, forward berthing and the CPO passageway.

**This is your last chance to join us in Albany for this year's Historic Naval Ships Association conference.** You can register until 11 September. It is always a great opportunity to meet and learn from other historic ship professionals from around the country. Shanna has planned a full itinerary of fun activities to keep everyone entertained throughout the conference.

**It's not too late to sign up for our Fall Work Week, from Sunday October first to Friday October sixth.** If you can only make a couple of days, you don't have to come for the whole week. We just need you to register with us in advance for meal planning. The cost is \$5.00 per meal. You will eat, sleep and work aboard USS SLATER. If you want to participate or land yourself on the mailing list for notifications about future work weeks, email me at [tim@usslater.org](mailto:tim@usslater.org)

**See you next month,**  
Tim



***August 27th marked 30 years since USS SLATER arrived in the United States from Greece.***