Notes on 8” Alvan Clark at Chabot Observatory

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*Advice on the restoration:*

* Take LOTS of pictures
	+ From all angles
	+ For each step
* Keep of log of what people are doing, when they did it, etc
* Classify each part
* Look for abuse
* Approach it carefully
* Any corrosion will be unseen – so BE CAREFUL
* May need to add protections
	+ Engineering back then was a little less safe than it is now
	+ Add supports, etc
* Decide if we want it to still be in working in order and to what extent
	+ Do we want to keep the same clocking mechanism
	+ Do we just want to keep it on display?
	+ DO we want to use it for photography

*Problems/Decisions the Chabot Engineers had to deal with:*

* For the color – serendipity
	+ Instructed by CEO to paint color similar to wall panels in original dome
	+ Series of mixing colors together
	+ Seeing what colors made the mechanics stand out
	+ Wanted to make the telescope look “pretty”
* Used enamel/lacquer car paint, which is expensive
* The original du cap made of tin (possibly)
* Back end of gears – rim of the circle has a silver inlay
* Had to cut down part of the tube for photography use
* Wanted to put the telescope in use, replaced clock mechanism with a motor
* Has only one set of gears, which are locked by a rope (you pull on the rope to rotate the telescope
* They had to make their own parts
	+ Screws – original
* Observa-dome
	+ Issues with being waterproof
	+ Using circuit breakers
	+ Tracks possibly pop out
	+ Think about wind

*People to Contact:*

* Santa Clara University
	+ 16” Alvan Clark
	+ Similar Vintage
	+ Mechanics are the same
* Antique Telescope Society
* US Navy
	+ They own the twin to the 12”
	+ In fact, there is some history with the governor mechanism related to our 12”
	+ Question to ask: Is their governor a spring loaded or pendulum?
* Smithsonian museum of American history