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