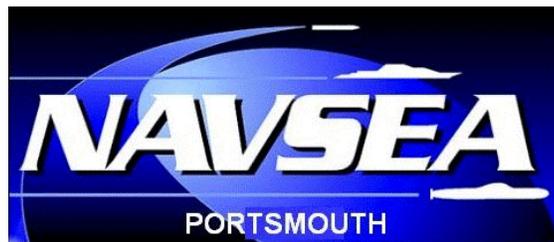


SEMAT II

USS KLAKRING - FFG 42

SHELL CONDITION ASSESSMENT SURVEY
INTERIOR AREAS
DECEMBER 3, 2001 - DECEMBER 14, 2001



SUPERVISOR OF SHIPBUILDING

PREPARED BY SUPSHIP PORTSMOUTH
JANUARY 2002

**USS KLAKRING (FFG 42)
SHELL CONDITION ASSESSMENT SURVEY
INTERIOR AREAS
TABLE OF CONTENTS – 12/01**

- I. GENERAL SUMMARY OF CONDITIONS FOUND.**
 - I.a. CONDITIONS FOUND 12/01**
 - I.b. CONDITIONS FOUND 4/01**

- II. SURVEY RESULTS BY DECK.**
 - II.a SURVEY RESULTS 12/01**
 - II.a.1 3RD DECK**
 - II.a.2 4TH DECK**
 - II.a.3 PLATS**

 - II.b SURVEY RESULTS 4/01**
 - II.b.1 3RD DECK**
 - II.b.2 4TH DECK**
 - II.b.3 PLATS**

- III. SPECIFIC DETAILS OF CORRODED AREAS.**
 - III.a EDUCTOR ROOM (5-51-0-E)**
 - III.b SEWAGE HANDLING AND BOILER ROOM, 4-160-0-Q**
 - III.c DRY PROVISIONS STOREROOM, 3-180-5-A**
 - III.d AUXILIARY MACHINERY ROOM NO. 2, 5-212-0-E**
 - III.e MAIN MACHINERY ROOM, 5-250-0-E**
 - III.f AUXILIARY MACHINERY ROOM NO. 3, 5-292-0-E**
 - III.g SUPPLY STOREROOM, 3-328-0-A**
 - III.h AUXILIARY PROPULSION UNIT ROOM, 4-100-0-E**
 - III.i MISCELLANEOUS SPACES**

- IV. SCLISIS DATABASE UPDATES**

I.a. Summary of Conditions Found 12/01 Shell Condition Assessment Survey Interior Areas

A survey of all accessible interior spaces adjacent to the underwater hull was conducted using Hull Structure MRC 1102, a Cygnus 1 BM ultrasonic thickness meter, serial no. 2008 with a 2.25 MHz ½” probe (#72163) and a DELMHORST model BD-2100 moisture meter. The survey was in conjunction with the SEMAT II visit from 12/3/01 – 12/14/01 at the Mayport Naval Station.

The attached list reflects areas found to be historically prone to corrosion on FFG 7 class vessels and the conditions found on USS KLAKRING during this survey. Based on a review of the levels of corrosion cited on sister hulls, the KLAKRING is in average or better condition. The structural deterioration is localized and replacement is necessary but the ship is still structurally sound. The SEWAGE HANDLING & BOILER ROOM (4-160-0-Q) was the area found to be in the poorest condition. Approximately 33 linear feet of shell stiffener were found thinned or holed. The other machinery spaces had significant areas of surface corrosion, but minimal structural deterioration. In most of the machinery spaces, lagging at or below the bilge level and surrounding the various overboard connections was usually saturated and the shell and structure behind it was found corroded. A review of the specifications for shell insulation coverage requirements may reduce the amount of corrosion in these areas.

No areas of shell deterioration were found to exceed 25%.

Overboard connection in piping space (3-154-1-Q) is leaking and requires replacement.

Many of the miscellaneous spaces showed no signs of corrosion at all. All insulated spaces surveyed were randomly checked with the moisture meter. Two spaces were found to have saturated insulation. Investigation revealed sources of the water and the areas were UT'd to ensure the corrosion was confined to the surface. 2K write-ups were developed for the leaks.

The Survey Results and Specific Areas of Corrosion sections provide additional details.

SUMMARY TABLE

LOCATION	AREA	RESULTS	ACTION
MER (5-250-0-E)	Fr 270-272, Strg P9, Corroded & holed	2-K Submitted-EM01-P005/A199-Valid	Crop-out & replace SUMMARY TABLE
	Fr 250 - 272 Stbd & Fr 250-268 Port	Shell Corroded, Lagging Saturated. EM01-P006/A198	Min UT .365, normal .375 Clean & preserve
	Stringer 9 Port Holed	2K Submitted-EM01-P005/A199	Crop-out & replace
Crew WR/WC (3-113-0-L)	Stbd Shell Behind Sheathing	2K Submitted-CS03-A037	Clean & preserve
Aux. 3 (5-292-0-E)	Fr 316 - 328 Port, Strg P9-P13, Shell & Stringers rusted. Lagging Saturated	Shell Corroded-EM02-A749-12/01	Clean & preserve. Replace lagging
	Fr 316 - 328 Portside Stringer 5 Holed Lagging Saturated	2K Submitted-EM02-A746-12/01	Crop-out & replace
	Fr 316, P, Fdn support at strg P10 holed	2K Submitted-EM02-A825-12/01	Crop-out & replace
Aux. 2 (5-212-0-E)	Fr 212-226, Insul saturated	2-K Submitted-EM02-P030/A745-12/01	Clean & preserve. Replace lagging
	Stiffner Replacement	2-K Submitted-EM02-P028/A748-12/01	Crop-out & replace
	Web frame 220 at strg P8 holed	2-K Submitted-EM02-A747-12/01	Crop-out & replace
CHT (4-160-0-Q)	Fr 164-172(S), Fr 170-175(P), strgs holed	2-K Submitted-EM02-P423-Valid	Crop-out & replace
Educt. RM (5-51-C-E)	P1 Stringer Holed	2-K Submitted-EM04-A699-12/01	Crop-out & replace
	Bilge Rusted	2-K Submitted-EM04-A698-12/01	Clean & preserve
Dry Prov (3-180-5-a)	Shell & Stringer Lagging Saturated	2-K Submitted-SS02-P022/A028-Valid	Replace lagging & UT
Laundry (4-140-1-Q)	Trough Rusted	2-K Submitted-SS03-A014-12/01	Clean & preserve
Sply Issue (3-328-0-E)	Drain Line Repair	2-K Submitted-SS01-P001-Valid	Repair
	Trough Rusted	2-K Submitted-SS01-A009-12/01	Clean & preserve
Plenum Chamber (4-77-0-Q)	Plenum Rusting	2-K Submitted-CS03-A038-12/01	Clean & preserve
Str'g Gear Rm (3-368-01-E)	Cool'g Coil Bilge Rusting	2-K Submitted-EM02-XXXX-12/01	Clean & preserve
	Eductor Rm Bilge Rusting	2-K Submitted-EM02-A711-12/01	Clean & preserve
	Eng Strm, Fr 378-406 (P)-Bilge Rusting	2-K Submitted-EM02-A854-12/01	Clean & preserve
	Strm, Fr 376-392 (S) Bilge Rusting	2-K Submitted-EM02-A855-12/01	Clean & preserve
	Strm, Fr 392-398 (S) Bilge Rusting	2-K Submitted-EM02-A710-12/01	Clean & preserve
	Strm, Fr 398-406 (S) Bilge Rusting	2-K Submitted-EM02-A226-12/01	Clean & preserve

FFG-42 STRUCTURAL INSPECTION RESULTS 12/01

LOCATION		AREA	RESULTS
MER (5-250-0-E)	(1)	Fr 271 Port Transverse Weld Seam	Shell Thinned
	(2)	Fr 250 Port Bulkhead Under Adjacent Eductor Piping	Shell Corroded, Lagging Saturated
	(3)	Fr 250 - 272 Stbd & Fr 250-268 Port	Shell Corroded, Lagging Saturated
	(4)	Stringer 9 Port Holed	2K Submitted
Berthing (3-100-0-L)	(1)	Tank Top FO 5-116-2-F	Deck Preservation Complete
Crew WR/WC (3-113-0-L)	(2)	Stbd Shell Behind Sheathing	2K Submitted
	(3)	Deck Plating in way of X-Flooding Trunk	Deck Preservation Complete
APU (4-100-0-E)	(1)	Stbd Shell at Bilge Turn	Bilge Preservation Complete
	(2)	Overhead from Ops Berthing	None Noted
A/C Mach (3-84-0-E)	(1)	Port Outboard Near Ops Berthing	Deck and Bhd Repairs Complete
	(2)	Stbd Outboard	Deck and Bhd Repairs Complete
	(3)	Behind A/C Unit - Portside	Deck and Bhd Repairs Complete
	(4)	Under SFC's	Deck and Bhd Repairs Complete
Aux. 3 (5-292-0-E)	(1)	Eductor Overboard	Shell Corroded
	(2)	Fr 316 - 328 Portside Stringer 5 Holed Lagging Saturated	2K Submitted
	(3)	Under Nr 4 SSDG Cooling Pump	Surface Corrosion
	(4)	Aft Cooling Pump near Pot Wtr Tank 5-308-2	None Noted
	(5)	Outboard Shell near Pot Wtr Tank 5-308-2	None Noted
	(6)	Bulkhead Between Aux. 3 and MER	None Noted
	(7)	Pot Wtr Tank Top 5-308-2 Under Vacuum Priming Pump	None Noted
	(8)	Pot Wtr Tank Top 5-292-1	None Noted
	(9)	Longitudinal Under Nr 4 SSDG Enclosure	None Noted
	(10)	Under Oily Waste Tank Over Skeg	None Noted
Fire Pump (4-172-1-E)	(1)	Bulkhead Between CHT & FP Room	Clean Bilge Area , CHT Side Complete
	(2)	Pump Foundation	Repair Complete
CPO Berthing	(1)	Under FCU	Repair Complete
Aux. 2 (5-212-0-E)	(1)	Behind Nr 1 HPAC	2-K Submitted
	(2)	Stiffner Replacement	2-K Submitted
	(3)	Web Frame Holed	2-K Submitted
Aux. 1 (5-180-0-E)	(1)	Port Fwd Bulkhead into CHT at Bilge	SAT
CHT (4-160-0-Q)	(1)	Port Outboard Near OWS	2-K Submitted Completed
	(2)	Behind Pump	None Noted
CHT (4-160-0-Q)	(3)	At Margin Plate	2-K Submitted Completed
	(4)	Port & Stbd Side Stringer Holed	2-K Submitted

LOCATION		AREA	RESULTS
	(5)	Outboard Bilge Pocket Port & Stbd Frame 164	2-K Submitted
	(6)	Discharge Pump Foundation	None Noted
	(7)	Stringers Under CHT Tank	Tank Inspection
	(8)	FWD Bulkhead	None Noted
Foc'stle	(1)	Bulwark - Longitudinal & Vertical Stringers	Not Shell Related - 2K Sub
Pit Sword	(1)	Fathometer	Bilge Area Cleaned and Painted
Educt. RM (5-51-0-E)	(1)	Center Line Stringers Holed	2-K Submitted
	(2)	Bilge Rusted	2-K Submitted
Dry Prov (3-180-5-A)	(1)	Shell & Struc UT	Complete
	(2)	Shell & Stringer Lagging Saturated	2-K Submitted
Laundry (4-140-1-Q)	(1)	Trough Rusted	2-K Submitted
Sonar Cig Rm (4-48-1-Q)	(1)	Cooler Foundation	Repairs Complete
Sply Issue (3-328-0-E)	(1)	Shell Lagging Saturated	Complete
	(2)	Drain Line Repair	2-K Submitted
	(3)	Trough Rusted	2-K Submitted
Plenum Chamber	(1)	Plenum Rusting	2-K Submitted
Str'g Gear Rm (3-368-01-E)	(1)	Cool'g Coil Bilge Rusting	2-K Submitted
	(2)	Eductor Rm Bilge Rusting	2-K Submitted
	(3)	Eng Strm, Fr 378-406 (P)-Bilge Rusting	2-K Submitted
	(4)	Strm, Fr 376-392 (S) Bilge Rusting	2-K Submitted
	(5)	Strm, Fr 392-398 (S) Bilge Rusting	2-K Submitted
	(6)	Strm, Fr 398-406 (S) Bilge Rusting	2-K Submitted

I.b. Summary of Conditions Found 4/01 Shell Condition Assessment Survey Interior Areas

A survey of all accessible interior spaces adjacent to the underwater hull was conducted using Hull Structure MRC 1102 and a DELMHORST model BD-2100 moisture meter. The survey was in conjunction with the SEMAT II visit from 3/26/01 – 4/6/01 at Mayport Naval Station.

The attached list reflects areas found to be historically prone to corrosion on FFG 7 class vessels and the conditions found on KLAKRING during this survey. Based on a review of the levels of corrosion cited on sister hulls, the KLAKRING is in average or better condition. The structural deterioration is localized and replacement is necessary but the ship is still structurally sound. The SEWAGE HANDLING & BOILER ROOM (4-160-0-Q) was the area found to be in the poorest condition. Approximately 33 linear feet of shell stiffener were found thinned or holed. The other machinery spaces had significant areas of surface corrosion, but minimal structural deterioration. In most of the machinery spaces, lagging at or below the bilge level and surrounding the various overboard connections was usually saturated and the shell and structure behind it was found corroded. A review of the specifications for shell insulation coverage requirements may reduce the amount of corrosion in these areas.

During the survey, the shipyard was power tool cleaning and painting the bilge areas in AUXILIARY MACHINERY ROOM Nos. 1 & 2. Ships Force indicated that the MAIN MACHINERY ROOM bilge areas would also be cleaned and painted during this availability. The bilge areas of the EDUCTOR ROOM (5-51-0-E) and AUXILIARY PROPULSION ROOM (4-100-0-E) had already been completed. In the APU Room, portions of the shell and forward bulkhead were being UT'd by the shipyard, due to conditions found during cleaning.

Many of the miscellaneous spaces showed no signs of corrosion at all. All insulated spaces surveyed were randomly checked with the moisture meter. Two spaces were found to have saturated insulation. Investigation revealed sources of the water and the areas were UT'd to ensure the corrosion was confined to the surface. 2K write-ups were developed for the leaks.

The Survey Results and Specific Areas of Corrosion sections provide additional details.

FFG-42 STRUCTURAL INSPECTION RESULTS 4/01

LOCATION		AREA	RESULTS
MER (5-250-0-E)	(1)	Fr 271 Port Transverse Weld Seam	Shell Thinned
	(2)	Fr 250 Port Bulkhead Under Adjacent Eductor Piping	Shell Corroded Lagging Saturated
	(3)	Fr 258 - 264 Stbd	Shell Corroded, Lagging Saturated
Berthing (3-100-0-L)	(1)	Tank Top FO 5-116-2-F	Deck Preservation in Progress
	(2)	Stbd Shell Behind Sheathing	None Noted
	(3)	Deck Plating in way of X-Flooding Trunk	Deck Preservation in Progress
APU (4-100-0-E)	(1)	Stbd Shell at Bilge Turn	Bilge Preservation in Progress
	(2)	Overhead from Ops Berthing	None Noted
A/C Mach (3-84-0-E)	(1)	Port Outboard Near Ops Berthing	Deck and Bhd Repairs in Progress
	(2)	Stbd Outboard	Deck and Bhd Repairs in Progress
	(3)	Behind A/C Unit - Portside	Deck and Bhd Repairs in Progress
	(4)	Under SFC's	Deck and Bhd Repairs in Progress
Aux. 3 (5-292-0-E)	(1)	Eductor Overboard	Shell Corroded
	(2)	Fr 316 - 328 Portside Shell to Stringer	Lagging Saturated
	(3)	Under Nr 4 SSDG Cooling Pump	Surface Corrosion
	(4)	Aft Cooling Pump near Pot Wtr Tank 5-308-2	None Noted
	(5)	Outboard Shell near Pot Wtr Tank 5-308-2	None Noted
	(6)	Bulkhead Between Aux. 3 and MER	None Noted
	(7)	Pot Wtr Tank Top 5-308-2 Under Vacuum Priming Pump	None Noted
	(8)	Pot Wtr Tank Top 5-292-1	None Noted
	(9)	Longitudinal Under Nr 4 SSDG Enclosure	None Noted
	(10)	Under Oily Waste Tank Over Skeg	None Noted
Fire Pump (4-172-1-E)	(1)	Bulkhead Between CHT & FP Room	WI to Clean Bilge Area , CHT Side
	(2)	Pump Foundation	WI
CPO Berthing	(1)	Under FCU	Repair in Progress
Aux. 2 (5-212-0-E)	(1)	Behind Nr 1 HPAC	2-K Submitted
Aux. 1 (5-180-0-E)	(1)	Port Fwd Bulkhead into CHT at Bilge	Not Assessed
CHT (4-160-0-Q)	(1)	Port Outboard Near OWS	2-K Submitted
	(2)	Behind Pump	None Noted
	(3)	At Margin Plate	2-K Submitted
	(4)	Stbd Side Bulkhead Frame 172	2-K Submitted
	(5)	Outboard Bilge Pocket Port & Stbd Frame 164	2-K Submitted
	(6)	Discharge Pump Foundation	None Noted
	(7)	Stringers Under CHT Tank	Tank Inspection
CHT (4-160-0-Q)	(8)	FWD Bulkhead	None Noted

LOCATION		AREA	RESULTS
Pot Wtr Tank (5-308-2-W)	(1)	Inboard Lower Bilge 16" From JOB	None Noted
Pot Wtr Tank (5-292-2-W)	(1)	Inboard Lower Bilge 16" From Bilge	None Noted
Pot Wtr Tank (5-292-1-W)	(1)	Outboard Margin Plate	None Noted
	(2)	Inboard Bulkhead	None Noted
Foc'stle	(1)	Bulwark - Longitudinal & Vertical Stringers	Not Shell Related
Pit Sword	(1)	Fathometer	Bilge Area Cleaned and Painted
Fan Room (1-200-2-Q)	(1)	Intake From Weather	Not Shell Related
Scullery (2-203-2-Q)	(1)	FO Tank Top 5-204-2-F	Not Shell Related
Laundry (4-140-1-Q)	(1)	FO Tank Top 5-140-0-F and 5-164-2-F	Not Shell Related
Sonar Clg Rm (4-48-1-Q)	(1)	Cooler Foundation	Repairs in Progress
Gen. Workshop (2-292-2-Q)	(1)	Under FCU	Not Shell Related

USS KLAKRING (FFG 42)

II.a.1 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 12/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3RD DECK							
3-20-0-Q	N	N	Y		CHAIN LOCKER	N	
3-32-2-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-32-1-K	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-36-2-T	Y	Y	Y		100% ACCESSIBLE	N	SAT
3-40-2-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-46-1-A	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE. SMALL DENT IN SHELL, FR 56, 2' ABV THE DECK	N	SAT
3-48-2-A	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
3-53-2-A	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
3-36-1-A	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
3-56-0-A	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
3-64-2-V	Y	N	Y		NOT OPEN	N	SAT
3-64-1-V	Y	N	Y		NOT OPEN	N	SAT
3-84-0-E	Y		N	FRS 94-100 STBD SIDE SHELL, DECK TO OVERHEAD, FR 95 PORTSIDE AT TANKTOP.	100% ASSESSABLE	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3-100-1-L	Y	Y	N		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 100 TO 113)	N	SAT
3-113-0-L	Y	Y	Y	FRS 113-124,STBD SIDE OF SHELL,DECK TO OVERHEAD	LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 113 TO 123)	2K SUB. FOR CORR. RUSTED SHELL	UNSAT
3-140-2-L	Y	Y	Y		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 140 TO 155)	N	SAT
3-140-1-A	Y	Y	Y		LAGGING 100%	N	SAT
3-144-0-L	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100%	N	SAT
3-156-2-Q	Y	Y	Y		ACCESSIBLE LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-154-1-Q	Y	Y	Y		ACCESSIBLE LAGGED 100% (100% OF SHELL ASSESSABLE) HULL PENETRA'N LEAKING	2K SUB. FOR REPAIR OF HULL PENETRATION	UNSAT
3-180-2-C	Y	Y	Y		ACCESSIBLE LAGGED 100% (100% OF SHELL ASSESSABLE) HULL PENETRATION LKG	N	SAT
3-180-5-A	Y	Y	Y		UT ACCOMPLISHED 12/01. SAT.	2K SUB. FOR LAGGING REPLACEMENT	UNSAT
3-196-2-A	N	ANTI-SWEAT COATING	N		NOT ASSESSABLE	N	

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3-328-0-A	Y	Y	Y		SEE SPECIFIC SECTION. DECK DRAIN LINE LEAK	2K SUB. FOR CORR. AND LEAK REPAIR	UNSAT

USS KLAKRING (FFG 42)

II.a.2 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 12/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
4TH DECK							
4-32-0-Q	Y	Y	Y			N	SAT
4-48-2-L	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-48-1-Q	Y	Y	Y	FRS 49-55 STBD SIDE OF SHELL, 4'-0" OFF DECK		N	SAT
4-56-2-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-56-0-M	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
4-64-0-Q	Y	ANTI-SWEAT COATING	Y		100% ASSESSABLE	N	SAT
4-77-0-Q	Y	Y	Y		PLENUM CHAMBER RUSTED	2K SUB FOR CORR.	UNSAT
4-100-0-E	Y	Y	Y	FRS 100-101 STBD SIDE OF SHELL, 6" BELOW GRATING		N	SAT
4-140-0-Q	Y	Y	Y	TANK TOP FOR 5-140 & 5-164-2-F	TROUGH RUST'G	2K SUB FOR CORR.	UNSAT
4-140-3-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-151-3-A	Y	N	N		100% ASSESSABLE	N	SAT
4-152-1-A	Y	N	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
4-160-O-Q	Y	Y	Y	STIFFENER P7 & S7	SEE SPECIFIC SECTION. STRINGER AND SHELL CORRODED. P7 S8 &S9 HOLED. SEE UT SKETCH	2K SUB TO REPL STRINGER	UNSAT
4-172-1-E	Y	Y	Y	FRS 174-180 STBD SIDE OF SHELL, 6" BELOW GRATING BETWEEN L7-L9	100% OF STBD SHELL ASSESSABLE	N	SAT

USS KLAKRING (FFG 42)

II.a.3 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 12/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
1ST/2ND PLAT							
5-51-0-Q	Y	N	N		100% OF PORT & STBD SHELL ASSESSABLE. SEE SPECIFIC SECTION STRINGER HOLED & PRESERVATION DETERIORATED	2K SUB REPL.	UNSAT
5-137-1-T	Y	N	Y		SPACE REQUIRES GAS FREE	N	
5-180-0-E	Y	Y	Y	FRAME 180, PORT SIDE, 15'-0" OFF CL, 8' SQ FT	100% PORT & STBD SHELL ASSESSABLE UT READ'G 12/01 SAT	N	SAT
5-180-01-E	Y	Y	Y		100% STBD SHELL ASSESSABLE	N	SAT
5-212-0-E (UL)	Y	Y	Y	FRS 215-220 PORT SIDE OF SHELL, U/L BETWEEN L13-L14	SEE SPECIFIC SECTION. CORRODED STRINGERS AND SHELL IN WAY OF SATURATED LAGGING	2K SUB TO PRES STRING & SHELL	UNSAT
5-212-0-E (LL)	Y	PARTIAL	Y		STIFFENERS P9&P10 FOUND THINNED AND POSSIBLY HOLED.	2K SUB TO REPL STRING & SHELL LAGGING	UNSAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
5-226-2-E	Y	N	Y		ACCESS COVERS WERE OPEN. BILGE AREAS WERE HEAVILY SATURATED WITH OIL. THE WERE SOME AREAS OF PAINT FAILURE, BUT THE OIL WAS PREVENTING CORROSION	N	SAT*
5-226-1-E	Y	N	Y		ACCESS COVERS WERE OPEN. BILGE AREAS WERE HEAVILY SATURATED WITH OIL. THE WERE SOME AREAS OF PAINT FAILURE, BUT THE OIL WAS PREVENTING CORROSION	N	SAT*
5-250-0-E	Y	Y	N	FR 271-272 PORT SIDE OF SHELL, TOP OF LO TK TOP, FR 250 PORT SIDE OF SHELL BETWEEN P9 AND P12, FR 258-264 STBD SIDE OF SHELL BETWEEN S9 AND S12	SEE SPECIFIC SECTION SOME SHELL THINNING IN WAY OF TRANSV. WELD SEAM AT FR 271 PORT. EXTENSIVE LENGTHS OF BILGE AREA STRINGER, ESPECIALLY ON THE PORT SIDE, SHOWED HEAVY SCALING WHICH HAD BEEN PAINTED OVER. THE LOWER 6-8' OF LAGGING WAS SATURATED AND THE STRUCTURE BEHIND IT WAS CORRODED, PORT AND STBD, FR 250-264.	2K SUB TO REPL STRING WEB, FR WEB & SHELL LAGG'G	UNSAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
5-292-0-E	Y	Y	Y	FR 316-328 PORT SIDE OF SHELL, BETWEEN L5-L9, FR 292-328 PORT SIDE OF SHELL, BETWEEN P1 AND P3	SOME CORROSION WAS NOTED IN THE AREAS AROUND THE STERN TUBE AND THE STRINGERS UNDER THE AIR FLASK IN THE DIESEL ENCLOSURE. UT'S INDICATE CORROSION IS SURFACE RUST AND SCALING. STRINGER HOLED & PRES'N DETOR'D FOUNDATION SUPP HOLED	2K SUB TO REPL STRING & FDN SUPP PRES STRING & SHELL	UNSAT
5-368-01-E	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE) COOL'G COIL RM, ENG. STRM EDUCTOR RM & (3) STRM BILGES RUSTED	2K SUB TO PRES BILGES	UNSAT
5-376-1-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
5-390-1-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT

USS KLAKRING (FFG 42)

II.b.1 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 4/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3RD DECK							
3-20-0-Q	N	N	Y		CHAIN LOCKER	N	
3-32-2-A	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-32-1-K	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-36-2-T	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-40-2-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-46-1-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE. SMALL DENT IN SHELL, FR 56, 2' ABV THE DECK	N	SAT
3-48-2-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-53-2-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-36-1-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-56-0-A	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
3-64-2-V	Y	N	Y		OPEN FOR INSPECTION	N	SAT
3-64-1-V	Y	N	Y		OPEN FOR INSPECTION	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3-84-0-E	Y	LAGGING WAS REMOVED FROM LOWER AREAS OF THE SHELL FOR DECK AND AFT BHD REPAIRS	N	FRS 94-100 STBD SIDE SHELL, DECK TO OVERHEAD, FR 95 PORTSIDE AT TANKTOP.	SFC'S AND A/C UNITS WERE REMOVED FOR DECK REPAIRS. SOME CORROSION WAS NOTED AT THE THIRD DECK LINE, BUT WILL BE CLEANED AND PRESERVED AS PART OF DECK REPAIRS	N	SAT*
3-100-1-L	Y	Y	N		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 100 TO 113)	N	SAT
3-113-0-L	Y	Y	N	FRS 113-124,STBD SIDE OF SHELL,DECK TO OVERHEAD	LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 113 TO 123)	N	SAT
3-140-2-L	Y	Y	N		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 140 TO 155)	N	SAT
3-140-1-A	Y	Y	N		LAGGING 100%	N	SAT
3-144-0-L	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% INSPECTORS CLIMBED OVER OUTFITTINGS TO ACCESS SHELL. SOME SURFACE CORROSION WAS NOTED. SHIPFORCE INDICATED SHIPYARD WAS TO CLEAN AND PRESERVE.	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3-156-2-Q	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-154-1-Q	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-180-2-C	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
3-180-5-A	Y	LAGGING WAS OPENED TO EXPOSE CORROSION	N		SEE SPECIFICS SECTION. GRAY WATER DRAIN LINE LEAK DISCOVERED BY MOISTURE CHECK. INVESTIGATION REVEALED SURFACE CORROSION ON THE SHELL AND STIFFENERS BEHIND THE LAGGING IN WAY OF THE LEAK. UT ACCOMPLISHED 4/4. SAT.	2K SUB. FOR CORR. AND LEAK REPAIR	UNSAT
3-196-2-A	Y	ANTI-SWEAT COATING	N		SPACE WAS EMPTY. 100% ASSESSABLE	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
3-328-0-A	Y	LAGGING WAS OPENED TO EXPOSE CORROSION	N		SEE SPECIFICS SECTION. DECK DRAIN LINE LEAK DISCOVERED BY MOISTURE CHECK. INVESTIGATION REVEALED SURFACE CORROSION ON THE SHELL AND STIFFENERS BEHIND THE LAGGING FROM FR 330 TO 367. UT ACCOMPLISHED 4/4. SAT.SHIPYARD TO REMOVE LAGGING AND CLEAN AND PRESERVE.	2K SUB. FOR CORR. AND LEAK REPAIR	UNSAT

USS KLAKRING (FFG 42)

II.b.2 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 4/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
4TH DECK							
4-32-0-Q	Y		N			N	SAT
4-48-2-L	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-48-1-Q	Y	LAGGING REMOVED FOR REPAIRS	N	FRS 49-55 STBD SIDE OF SHELL, 4'-0" OFF DECK	REPAIRS INCLUDE REPLACING 12' OF STRINGER. *THE SHELL WILL BE CLEANED AND PRESERVED WHEN REPAIRS ARE COMPLETE	N	SAT
4-56-2-A	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-56-0-M	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
4-64-0-Q	Y	ANTI-SWEAT COATING	N		100% ASSESSABLE	N	SAT
4-100-0-E	Y	Y	N	FRS 100-101 STBD SIDE OF SHELL, 6" BELOW GRATING	SEE SPECIFIC SECTION. COMPLETE CLEANING AND PRESERVATION OF BILGES IN PROGRESS. SOME PITS AND DETERIORATION NOTED IN THE SHELL. SHIPYARD WAS UTING HOLED AREA IN FWD BHD, STBD SIDE AT THE MARGIN PLATE	N	SAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
4-140-0-Q	Y	Y	N	TANK TOP FOR 5-140 & 5-164-2-F	STAINLESS STEEL 100% (100% OF PORT SIDE SHELL ASSESSABLE)	N	SAT
4-140-3-A	Y	N	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-151-3-A	Y	N	N		100% ASSESSABLE	N	SAT
4-152-1-A	Y	N	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
4-160-O-Q	Y	N	N	STIFFENER P7 & S7	SEE SPECIFICS SECTION. STIFFENERS AND SHELL CORRODED. P7 S8 & S9 HOLED. SEE UT SKETCH	Y	UNSAT
4-172-1-E	Y	N	N	FRS 174-180 STBD SIDE OF SHELL, 6" BELOW GRATING BETWEEN L7-L9	100% OF STBD SHELL ASSESSABLE	N	SAT

USS KLAKRING (FFG 42)

II.b.3 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX – 4/01

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
1ST/2ND PLAT							
5-51-0-Q	Y	N	N		100% OF PORT & STBD SHELL ASSESSABLE. SHIPYARD CLEANED AND PAINTED BILGE AREA	N	SAT
5-137-1-T	Y	N	Y		SPACE REQUIRES GAS FREE	N	SAT
5-180-0-E	NO. SHIPYARD CLEANING AND PRESERVING BILGE AREA	Y	N	FRAME 180, PORT SIDE, 15'-0" OFF CL, 8' SQ FT			
5-180-01-E	NO. SHIPYARD CLEANING AND PRESERVING BILGE AREA	Y	N				
5-212-0-E (UL)	Y	Y	N	FRS 215-220 PORT SIDE OF SHELL, U/L BETWEEN L13-L14	SEE SPECIFIC SECTION. CORRODED STIFFENERS AND SHELL IN WAY OF SATURATED LAGGING	Y	UNSAT
5-212-0-E (LL)	Y	PARTIAL	N		STIFFENERS P9&P10 FOUND THINNED AND POSSIBLY HOLED. SHIPYARD CLEANING AND PRESERVING BILGE AREAS	Y	UNSAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
5-226-2-E	Y	N	N		ACCESS COVERS WERE OPEN. BILGE AREAS WERE HEAVILY SATURATED WITH OIL. THE WERE SOME AREAS OF PAINT FAILURE, BUT THE OIL WAS PREVENTING CORROSION	N	SAT*
5-226-1-E	Y	N	N		ACCESS COVERS WERE OPEN. BILGE AREAS WERE HEAVILY SATURATED WITH OIL. THE WERE SOME AREAS OF PAINT FAILURE, BUT THE OIL WAS PREVENTING CORROSION	N	SAT*
5-250-0-E	Y	Y	N	FR 271-272 PORT SIDE OF SHELL, TOP OF LO TK TOP, FR 250 PORT SIDE OF SHELL BETWEEN P9 AND P12, FR 258-264 STBD SIDE OF SHELL BETWEEN S9 AND S12	SOME SHELL THINNING IN WAY OF TRANSV. WELD SEAM AT FR 271 PORT. EXTENSIVE LENGTHS OF BILGE AREA STIFFENERS, ESPECIALLY ON THE PORT SIDE, SHOWED HEAVY SCALING WHICH HAD BEEN PAINTED OVER. THE LOWER 6-8' OF LAGGING WAS SATURATED AND THE STRUCTURE BEHIND IT WAS CORRODED, PORT AND STBD, FR 250-264.	Y	UNSAT

USS KLAKRING (FFG 42)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	INSPECTED DURING SEMAT II	HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT
5-292-0-E	Y	Y	N	FR 316-328 PORT SIDE OF SHELL, BETWEEN L5-L9, FR 292-328 PORT SIDE OF SHELL, BETWEEN P1 AND P3	SOME CORROSION WAS NOTED IN THE AREAS AROUND THE STERN TUBE AND THE STIFFENERS UNDER THE AIR FLASK IN THE DIESEL ENCLOSURE. UT'S INDICATE CORROSION IS SURFACE RUST AND SCALING. SHIPSFORCE INDICATED BILGE AREA HAD BEEN PAINTED DURING THE LAST AVAILABILITY, BUT THAT THEY WERE SPOT PAINTING IT NOW.	N	SAT*
5-368-01-E	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
5-376-1-A	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT
5-390-1-A	Y	Y	N		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)	N	SAT

**III.b SHELL CONDITION ASSESSMENT SURVEY
SEWAGE HANDLING & BOILER ROOM – 12/01
(4-160-0-E)**

1. **2K's submitted:**
 - a. **EM04-P225 – Shell and structure UT. (COMPLETE).**
 - b. **EM04-P423 - Stiffener replacement.**
 - c. **EM04-P226 – Bilge cleaning and preservation. (COMPLETE).**

2. **Random UT's of corroded stiffeners and shell port and stbd, Fr 160-180, indicates corrosion is surface deterioration except as noted in the 2K's and UT readings.**

USS KLA KRING (FFG 42) MATERIAL ASSESSMENT FORM - COMPLETE

ITEM NUMBER		SHIP USS KLA KRING FFG 42						
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC		
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A		LOCATION 4-160-0-Q	WORK CENTER EM04	JSN P225		
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED 3			.9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 2	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 30MAR02 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE 7		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 0001	MAN HRS REMAINING 1	COMPLETED ACTION TAKEN 1		S/F MANHOURS	PRIORITY			
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4			
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SEWAGE HANDLING & BOILER ROOM (4-160-0-Q),								
THE 2ND THRU 5TH STIFFENERS(S6-S9) FROM THE DECK, STBDSIDE, FR 160-172 WERE FOUND								
CORRODED. APPROX. 3 SF OF THE SHELL(.375 HY80) IN WAY OF THE CHT OVBD, FR 167								
AND APPROX 5 SF OF THE F/FPMP ROOM (4-172-1-E),FWD BHD IN WAY OF LONG STIFFENERS ARE								
CORRODED. THE 4TH STIFFENER FROM THE DECK (P8), PORTSIDE FR 160-168 IS CORRODED.								
RECOMMENDED REPAIRS								
REMOVE CORROSION AND ACCOMPLISH UT SURVEY OF AREAS ON SKETCH PROVIDED TO THE								
CHIEF ENGINEER. (APPROX. 106 READINGS) ACCOMPLISH IN CONJUNCTION WITH EM01-2896								
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI								
CSMP SUMMARY SEWAGE HANDLING& BOILER ROOM(4-160-0-Q) STIFFENERS CORRODED						TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION H1						STEP # 1.a		
SYSTEM LEVEL IMPACT								
PART NO.	NOMENCLATURE		QTY	NSN		COST		
FIRST CONTACT DANZING	RATE HT2	SECOND CONTACT KESSELRING		RATE DC1	PHONE			
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES NO		
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN	TSP	

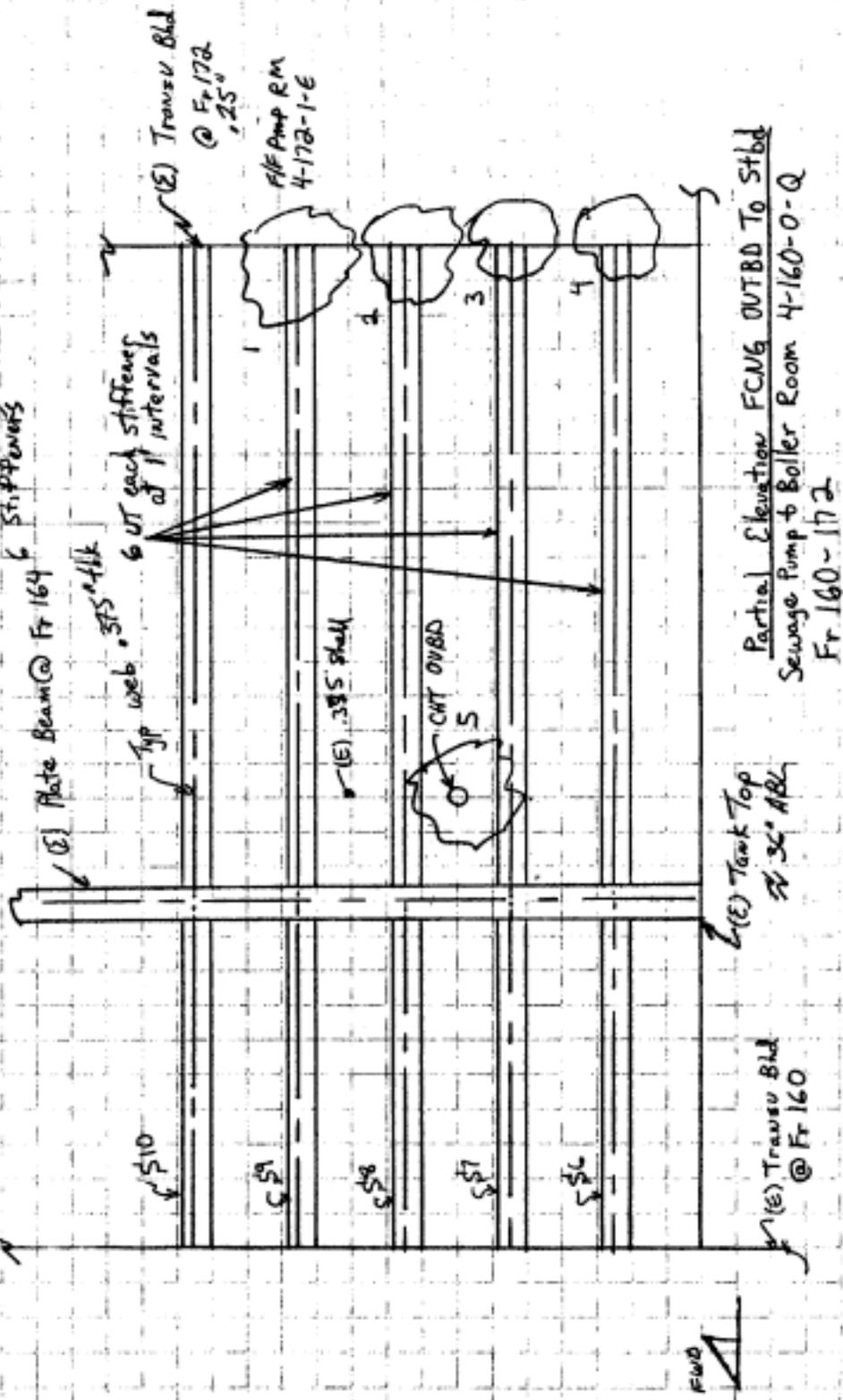
USS KLAKRING (FFG 42)

2 Lima

EMO4-P225

Survey Areas

- 1 Shell and bld in way of S9
- 2 Shell and bld in way of S8
- 3 Shell and bld in way of S7
- 4 Shell and bld in way of S6
- 5 CHT OVBD 3 SF
- 6 Stiffeners



Partial Elevation FCNG OUTBD To Stbd
Sewage Pump to Boiler Room 4-160-0-Q
Fr 160-172

E) Tank Top
Fr 30 ABL

E) Transv Bld
@ Fr 160

USS KLA KRING (FFG 42)

MATERIAL ASSESSMENT FORM - VALID

ITEM NUMBER		SHIP USS KLA KRING FFG 42			
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A	RIC
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A	LOCATION 4-160-0-Q	WORK CENTER EM04	JSN P423
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		.5
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 0001	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SEWAGE HANDLING & BOILER ROOM (4-160-0-Q),					
STIFFENER S7(7"X6 3/4"T) FROM FR 160-172, S8 & S9(6"X 6 1/2" T) FROM FR 164- 172 AND P7(7"X6 3/4" T)					
FROM FR 170-175 WERE FOUND CORRODED AND HOLED. UT READINGS 4/4/01 AND 12/01 INDICATE					
STIFFENERS ARE BELOW MINIMUM TOLERANCES.					
PICS 1, 2, 3					
RECOMMENDED REPAIRS					
CROP OUT AND REPLACE APPROXIMATELY 17 LF OF (7"X 6 3/4" T) AND APPROX 16 LF OF (6"X 6 1/2" T)					
AS INDICATED ABOVE. PRIME AND APPLY ANTI-SWEAT COATING OVER ALL NEW AND DISTURBED					
SURFACES. FTSC/LANT TO MAKE FINAL RISK ASSESSMENT AND REPAIR RECOMMENDATION.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY SEWAGE HANDLING& BOILER ROOM(4-160-0-Q) STIFFENERS CORRODED				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1				STEP # 1.a	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT DANZING	RATE HT2	SECOND CONTACT KESSELRING	RATE DC1	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI			TD	TL	LOGISTICIAN TSP

USS KLA KRING (FFG 42)

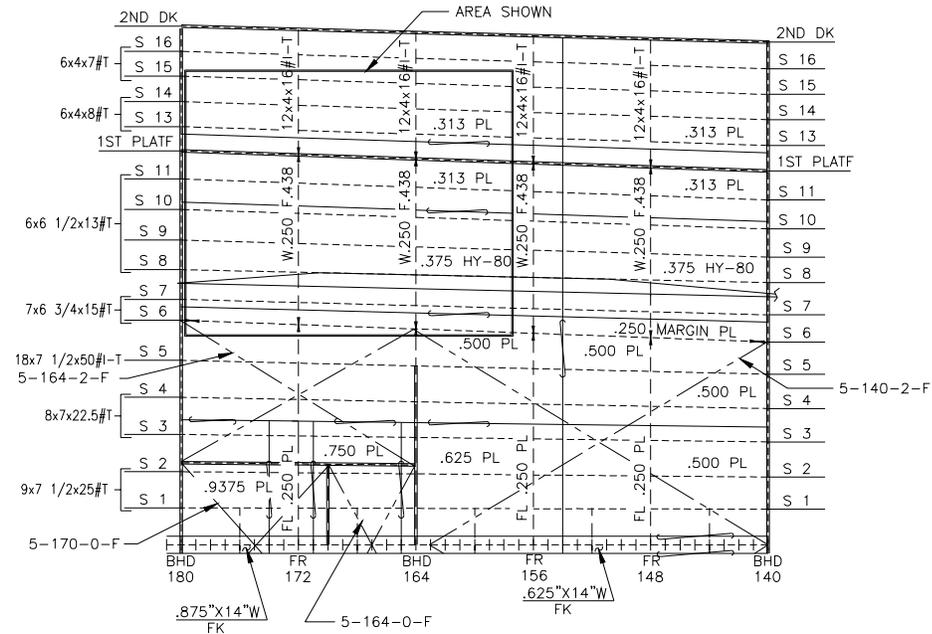
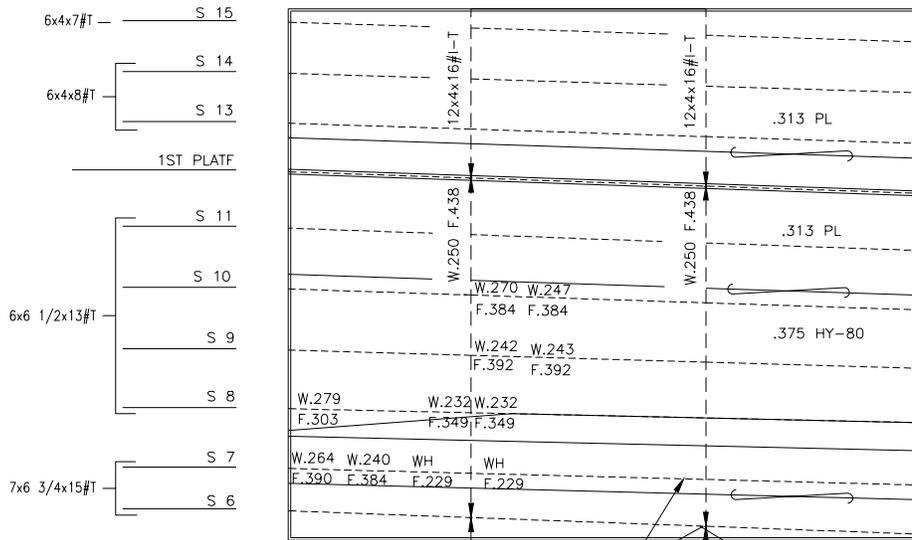
MATERIAL ASSESSMENT FORM - COMPLETE

ITEM NUMBER		SHIP USS KLA KRING FFG 42			
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A	RIC
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A	LOCATION 4-160-0-Q	WORK CENTER EM04	JSN P226
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED 3		.9
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 2 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 12FEB02 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 0001	MAN HRS REMAINING 1	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SEWAGE HANDLING & BOILER ROOM (4-160-0-Q),					
THE BILGE AREA FROM THE TANKTOP TO LOWER SIDE OF THE 1ST STIFFENER ABOVE THE TANKTOP					
FROM FR 143 -172, PORT AND STBD SIDE, INCLUDING THE SHELL, WAS FOUND CORRODED.					
RECOMMENDED REPAIRS					
REMOVE CORROSION AND PRESERVE APPROXIMATELY 180 SF OF BILGE AREA.					
SUPERCEDES AND CANCELS EM01-2896.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY SEWAGE HANDLING & BOILER ROOM(4-160-0-Q) BILGES CORRODED				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1				STEP # 1.a	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT DANZING	RATE HT2	SECOND CONTACT KESSELRING	RATE DC1	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI			TD	TL	LOGISTICIAN TSP

USS KLA KRING (FFG 42)

PLATING & SCANTLINGS		
SIZE	THICKNESS	ALLOWABLE
12.75#	.313	.313
12.3#	.375	.388
20.4#	.500	.475
7X6 3/4X15#	AB270, F.385	W.270 F.383
7X6 1/2X15#	W.138, F.400	W.138, F.383

S.374 = SHELL READING
 W.150 = WEB READING
 F.390 = FLANGE READING
 H = HOLED



FFG 42 UT SURVEY 12/01, PORT SIDE SEWAGE HANDLING & BOILER ROOM (4-160-0-0)

USS KLAKRING (FFG 42)

FR 172	FR 161	PORT
F. 303 W. 279	F. 349 W. 288	#17 Design MIN F. 386 W. 1270 #8 F. 400 W. 1138 #9 #10 W. 1138
F. 391 W. 263	F. 324 W. 240	
F. 385 W. Hole	F. 209 W. Hole	
MARGIN PLATE		PLATE .375 min. .338
C HT Pump Rm		
	MARGIN PLATE	
7	.380 F. 382 .195 W. 228	F. 392 W. 1270
8	Hole F. 390 W. 150	F. 394 W. 1250
9	F. 298 F. 248 W. 185 Hole W. 186	F. 428 W. 1266
10	.356 G. 280	F. 398 W. 238
	.383	.303



STDD

FJLarock/JLarock
G&D SYSTEMS INC
4/3/01

USS KLAKRING FFG 42

USS KLAKRING (FFG 42)
Sewage Handling & Boiler Rm (4-160-0-E) – 12/01



EMO4-P423



EMO4-P423

STIFFENER S7(7"X6 3/4"T) FROM FR 160-172, S8 & S9(6"X 6 1/2"T) FROM FR 164- 172 AND P7(7"X6 3/4"T FROM FR 170-175 WERE FOUND CORRODED AND HOLED. UT READINGS 4/4/01 AND 12/01 INDICATE STIFFENERS ARE BELOW MINIMUM TOLERANCES

USS KLAKRING (FFG 42)

Sewage Handling & Boiler Rm (4-160-0-Q) – 12/01



EM04-P423

STIFFENER S7(7"X6 ¾"T) FROM FR 160-172, S8 & S9(6"X 6 ½"T) FROM FR 164- 172 AND P7(7"X6 ¾"T FROM FR 170-175 WERE FOUND CORRODED AND HOLED. UT READINGS 4/4/01 AND 12/01 INDICATE STIFFENERS ARE BELOW MINIMUM TOLERANCES

USS KLAKRING (FFG 42)

FFG-42 Sewage Handling & Boiler Room 4-160-1-Q



EM04-P423

Heavy corrosion around CHT overboard, stbd shell, and stringer no. 9, FR 166. Shell is thinned but is still over 75% of original thickness. Stringer is holed.



EM04-P423

Close-up view of overboard area, stringer no. 7 at FR 166, stbd.

USS KLAKRING (FFG 42)

FFG-42 Sewage Handling & Boiler Room 4-160-1-Q



EM04-P423

View of the stbd shell and stringer no. 7 at Fr 164-172. Fresh anti-sweat coating masks heavy scaling of shell and stiffeners.



EM04-P423

Corrosion at Fr 172, stbd, bhd to F/F PUMP ROOM. Bhd is thin, but not holed after needle gunning

**III.c SHELL CONDITION ASSESSMENT SURVEY
DRY PROVISIONS STOREROOM
(3-180-5-A)**

1. **2K's submitted:**
 - a. **SS02-xxxx – Shell and structure UT. (COMPLETE).**
 - b. **SS02-P022/A028 – Shell and stringer lagging saturated.**
 - c. **SS02-P020 - Drain line repair. (COMPLETE).**

2. **Random UT's of corroded stiffeners and shell stbd, Fr 186-203, indicates corrosion is surface deterioration.**

3. **A gray water drain line from the galley leaked into the lagging. The leak was discovered after the moisture meter indicated saturated lagging. (NOTE: Drain line replaced.)**

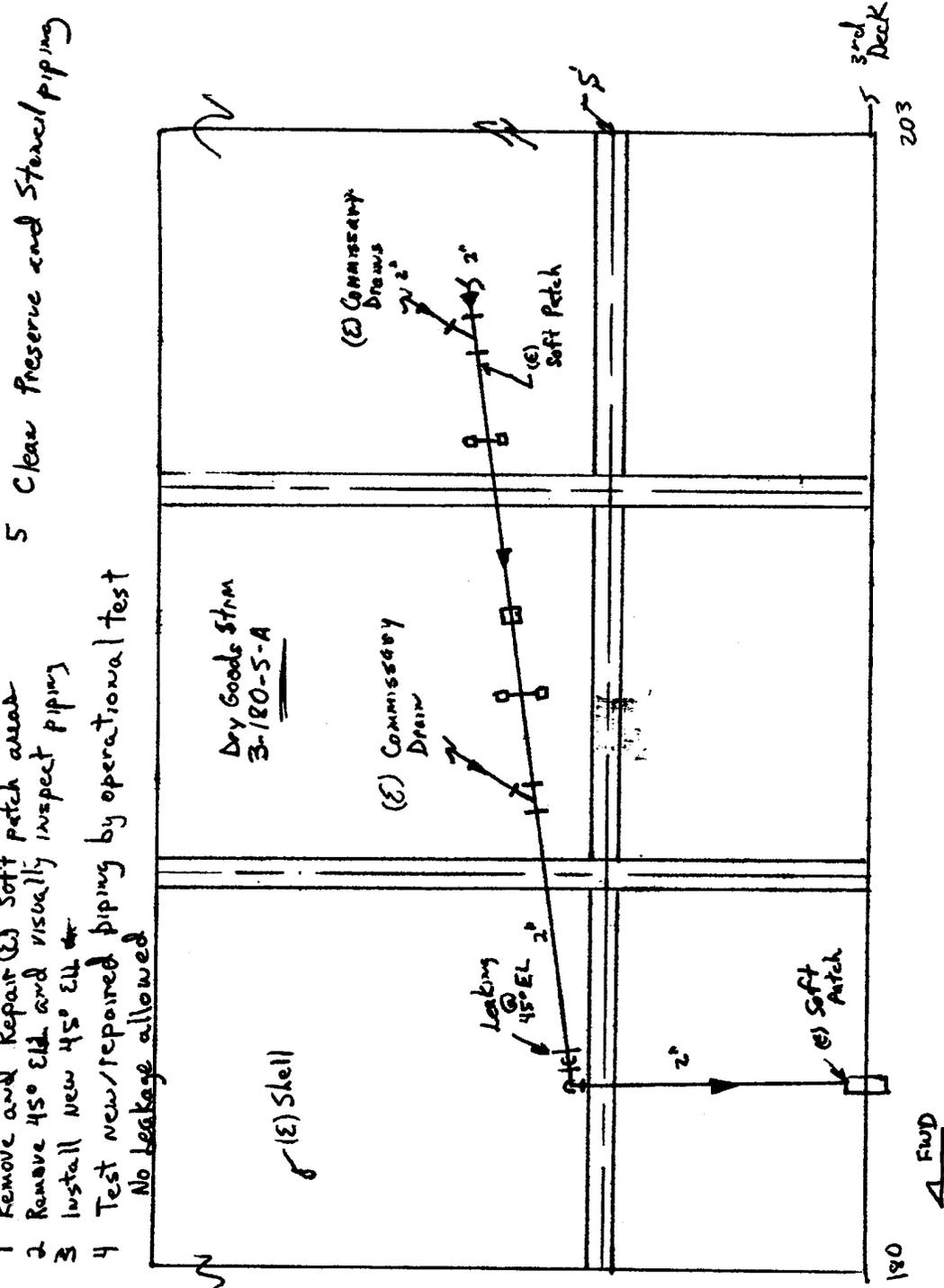
USS KLA KRING (FFG 42) MATERIAL ASSESSMENT FORM - VALID

ITEM NUMBER		SHIP USS KLA KRING FFG 42					
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC	
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A		LOCATION 3-180-5-A	WORK CENTER SS02	JSN P022/A028	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED 3		.9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SPWL 2	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 30MAR02 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURE/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LEAR 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 0001	MAN HRS REMAINING 24	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY		
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4			
DISCREPANCY DE Scription: PER SEMAT I INSPECTION OF DRY GOODS STRM (3-180-5-A), THE 1ST							
STIFFENER(S13) ABOVE THE 3RD DECK, STBDSIDE, FR 186-203 AND SHELL 6" ABOVE AND BELOW THE							
STIFFENER WERE FOUND CORRODED.							
RECOMMENDED REPAIRS							
REMOVE APPROX. 34 SF OF SHELL INSULATION ANDCORROSION EXPOSED BY REMOVALS.							
ACCOMPLISH UT SURVEY OF AREAS INDICATED ON SKETCH PROVIDED TO THE CHIEF ENGINEER.							
(APPROX. 45 READINGS)							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
CSMP SUMMARY DRY GOODS STRM (3-180-5-A) STIFFENER AND SHELL CORRODED					TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a		
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE	QTY	NSN		COST		
FIRST CONTACT XXXX	RATE MS3	SECOND CONTACT WOODS		RATE MS1	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD YES NO		
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN TSP	

USS KLA KRING (FFG 42) MATERIAL ASSESSMENT FORM -COMPLETE

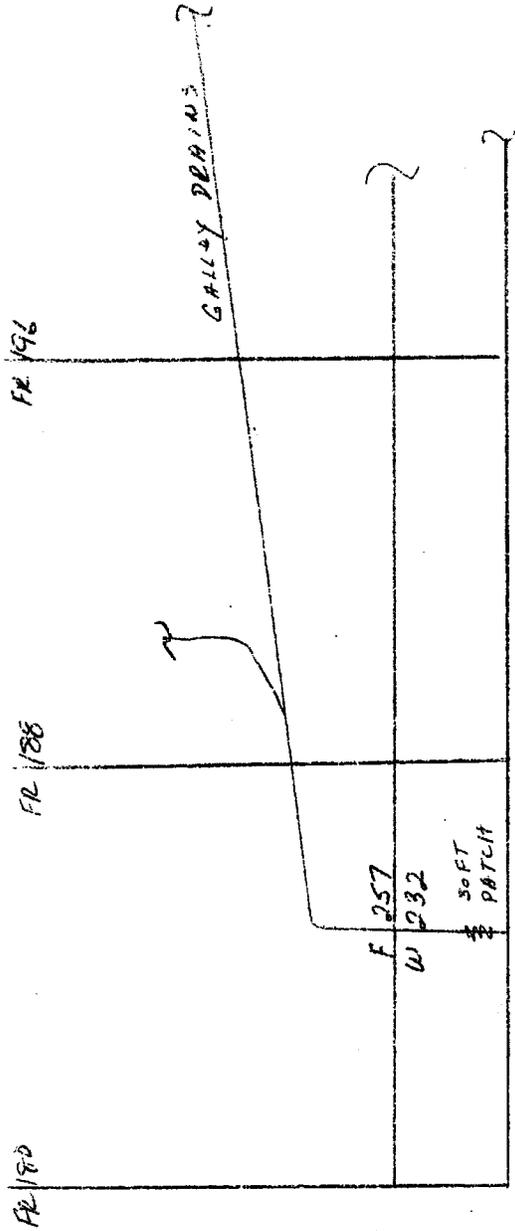
ITEM NUMBER		SHIP USS KLA KRING FFG 42					
SYSTEM COMMISSARY DRAIN		ESWBS 59311	EIC A301	APL N/A		RIC	
EQUIPMENT NAME COMMISSARY DRAIN PIPING		IDENT/SERIAL N/A		LOCATION 3-180-5-A	WORK CENTER SS02	JSN P020	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		.9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 0001	MAN HRS REMAINING 1	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY		
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE		
DISCREPANCY DE Scription: PER SEMAT I INSPECTION OF DRY GOODS STRM (3-180-5-A), THE COMMISSARY							
DRAIN PIPING FROM THE GALLEY (2-180-1-A) IS LEAKING AND DAMAGING THE SHELL LAGGING							
AND CORRODING THE SHELL.							
RECOMMENDED REPAIRS							
REMOVE THE (2) EXISTING SOFT PATCHES FROM THE PIPING AND THE 45-DEGREE ELL. REPAIR							
THE PIPING AND REPLACE THE 45-DEGREE ELL.							
OPERATIONALLY TEST REPAIRED PIPING. ALLOWABLE LEAKAGE: NONE							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
CSMP SUMMARY DRY GOODS STRM (3-180-5-A) COMMISSARY DRAIN PIPING LEAKING					TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a		
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE		QTY	NSN		COST	
FIRST CONTACT SMITH	RATE MS2	SECOND CONTACT WOODS		RATE MS1	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES <input type="checkbox"/> NO <input type="checkbox"/>	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN TSP	

- 1 Remove and Repair (E) Soft patch area
- 2 Remove 45° Ell and visually inspect piping
- 3 Install new 45° Ell
- 4 Test new/repairs piping by operational test
No leakage allowed



Partial Elevation
Feng out to 546D
NTS

USS KLAKRING (FFG 42)



3-180-5A
 COMMISSARY STORE ROOM

USS KLAKRING FFG 42

FJL
 FJL
 QED
 2/14/81

USS KLAKRING (FFG 42)

FFG-42 Combined Supply Department Storeroom 3-180-5-A



SS02-P022/A028

FR 186-203, stbd, lagging on shell stringer no. 13 is saturated.

**SHELL CONDITION ASSESSMENT SURVEY
No. 2 AUXILIARY MACHINERY ROOM
(5-212-0-E)**

1. **2K's submitted:**
 - a. **EM02-P030/A745 – Shell and structure preservation in way of lagging.**
 - b. **EM02-P028/A748 - Stiffener replacement.**
 - c. **EM02-A747 – Web frame holed.**
2. **Corrosion noted in bilge areas is covered under Work Item 631-11-001 of availability 3/01.**
3. **Random UT's of corroded stiffeners and shell port and stbd, Fr 212-226, U/L & L/L indicates corrosion is surface deterioration except as noted in the 2K's and UT results.**

USS KLA KRING (FFG 42)

MATERIAL ASSESSMENT FORM - 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT) Area:

ITEM NUMBER:		SHIP USS KLA KRING FFG 42					
SYSTEM: HULL STRUCTURES		ESWBS: 11011	EIC: A100	APL: X SYSTEM ITEM		RIN: N/L	
EQUIPMENT NAME: SHELL PLATING		IDENT/SERIAL: N/A	LOCATION: 5-212-O-E		WORK CENTER: EMO2	JSN: A747	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 3 5. L - LIMITED		.6	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 1 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 4 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 30MAR02	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 2	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORKS 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7		
MAN HRS EXPENDED 1	MAN HRS REMAINING 24	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY		
SAFETY HAZARD			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 3		
DISCREPANCY DESCRIPTION: As per SEMAT II Inspection: at : 5- 212 -0- E: AUX. MACH. RM NO.2 (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
WEB FRAME 220 ABOVE SHELL STRINGER #8 P IS HOLED DUE TO STANDING WATER.							
VIDEO CLIP NO: 1 STILL PIX NOS: 4, , , , , ,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLONETTI							
RECOMMENDED REPAIRS:							
WEB FRAME 220 ABOVE SHELL STRINGER #8, P, CUTOUT 6 X 3 SECTION OF WEB. PROVIDE AND							
INSTALL 6 X 6 X 3/8 PLATE BY WELDING IAW NNSI 009-12 (APPROX 36 LIN IN). CLEAN TO BARE METAL'							
AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 2 SQ FT)							
CSMP SUMMARY:							
ROOT / CAUSE AMPLIFICATION : I			TEST: MRC1102/1	STEP: 1,2,3,4 & 5			
PART NO.	NOMENCLATURE	QTY	NSN	COST			
1							
2							
FIRST CONTACT FERRARA	RATE EN2	SECOND CONTACT DALTON		RATE ENC	PHONE		
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC			TD	TL	LOGISTICIAN	TSP	

USS KLA KRING (FFG 42)

MATERIAL ASSESSMENT FORM - VALID

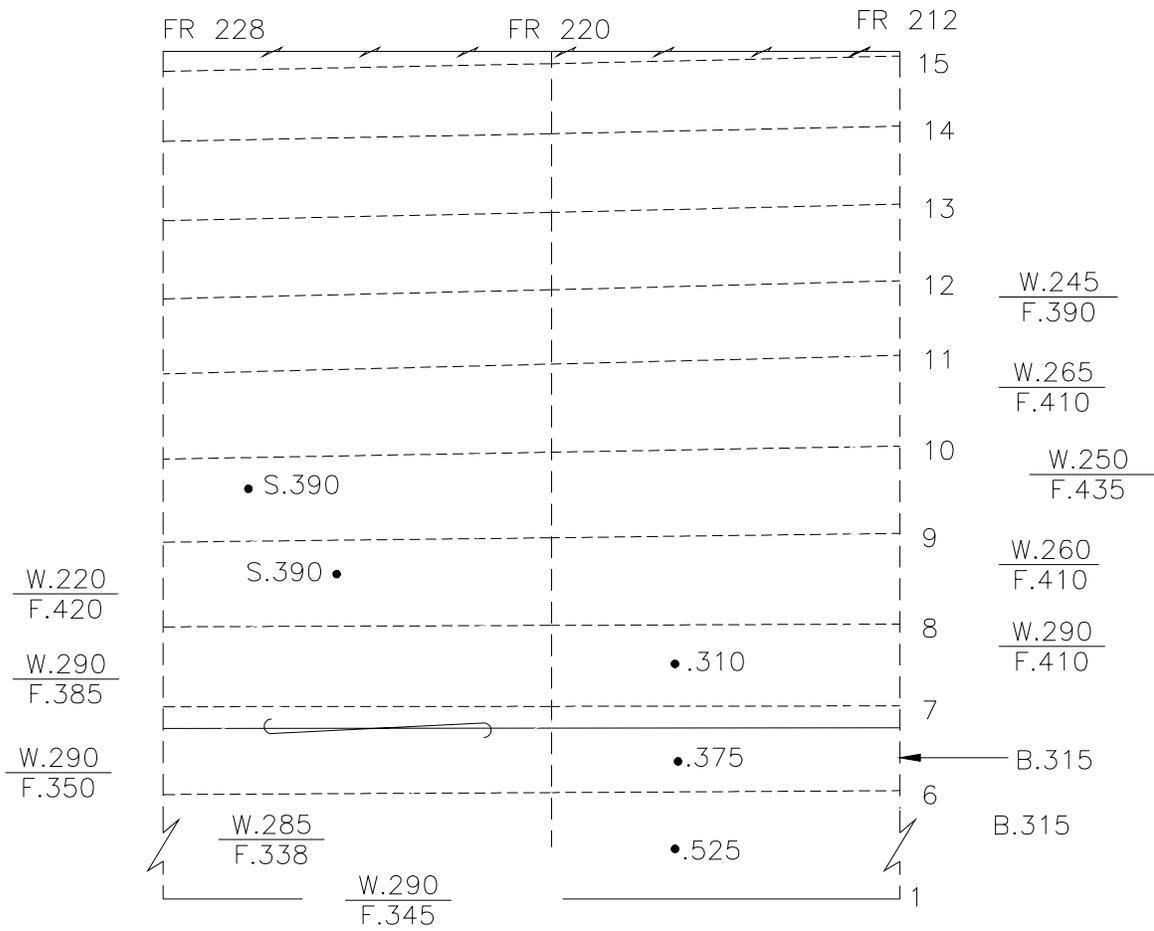
ITEM NUMBER				SHIP USS KLA KRING FFG 42				
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC		
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A		LOCATION 5-212-0-E	WORK CENTER EM02	JSN P028/A748		
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED 3			.5	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON				
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 30MAR02 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 3	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7				
MAN HRS EXPENDED 0001	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY			
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 3			
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF AMR 2 (5-212-0-E), STIFFENERS P9(6"X6 1/2" T)								
FROM FR 214-221 & P10 (6"X6 1/2" T) FROM FR 215-219 WERE FOUND CORRODED. UT READINGS								
4/5/01 INDICATE STIFFENERS ARE BELOW MINIMUM TOLERANCES.								
PIC 4 & 5								
RECOMMENDED REPAIRS								
<u>CROP OUT AND REPLACE APPROX 11 LF OF (6"X 6 1/2" T) AS INDICATED ABOVE. PRIME ALL</u>								
<u>NEW AND DISTURBED SURFACES. PAINT TO MATCH SURROUNDING AREAS.</u>								
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI								
CSMP SUMMARY AMR 2 (5-212-0-E) STIFFENERS CORRODED					TEST # MRC 1102/1			
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a			
SYSTEM LEVEL IMPACT								
PART NO.	NOMENCLATURE			QTY	NSN	COST		
FIRST CONTACT FERRARA	RATE EN2	SECOND CONTACT DALTON			RATE ENC	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES NO		
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI					TD	TL	LOGISTICIAN TSP	

USS KLA KRING (FFG 42)

MATERIAL ASSESSMENT FORM - VALID

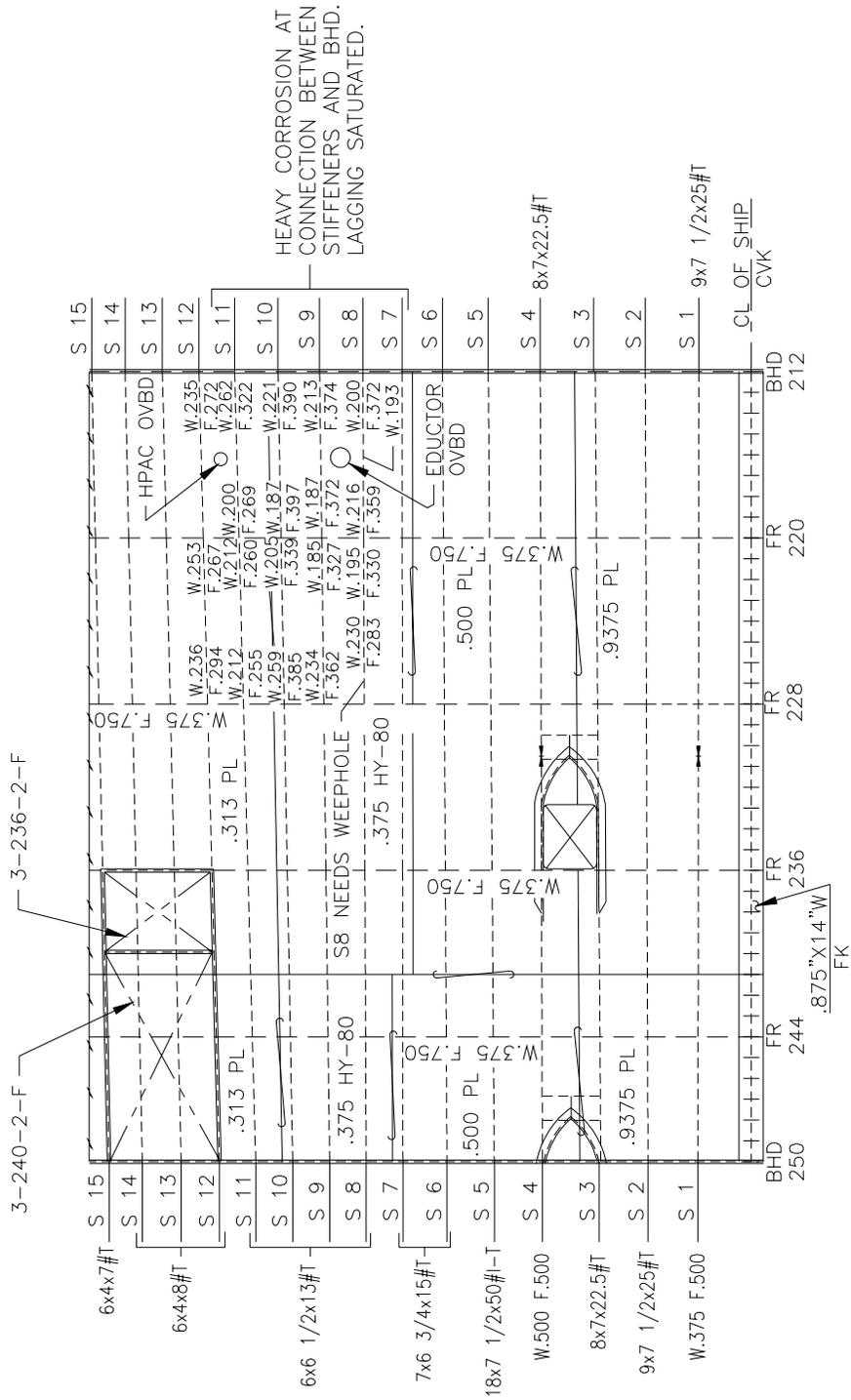
ITEM NUMBER		SHIP USS KLA KRING FFG 42					
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC	
EQUIPMENT NAME SHELL&SUPPORTING STRUCTURE		IDENT/SERIAL N/A		LOCATION 5-212-0-E	WORK CENTER EMO2	JSN P030/A745	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED 3 .9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 1 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 30MAR02 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE 7		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED TO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 0001	MAN HRS REMAINING 56	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY		
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4			
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF AMR 2 (5-212-0-E), THE SHELL LAGGING							
STBDSIDE, FR 212-226, FROM THE BOTTOM EDGE OF THE LAGGING TO 1' ABOVE THE U/L GRATING &							
PORTSIDE, FR 212-226, FROM THE BOTTOM EDGE OF THE LAGGING TO 1' ABOVE THE U/L GRATING							
WAS FOUND SATURATED.							
PICS 5, 6 & 7							
RECOMMENDED REPAIRS							
REMOVE APPROX. 225 SF OF SATURATED SHELL INSULATION. REMOVE CORROSION EXPOSED BY							
INSULATION REMOVALS. PRIME AND PRESERVE SHELL AND STRUCTURE AND INSTALL NEW							
INSULATION. PAINT NEW INSULATION TO MATCH SURROUNDING AREAS.							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
CSMP SUMMARY AMR 2 (5-212-0-E) STIFF & SHELL LAGGING SATURATED					TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a		
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE	QTY	NSN			COST	
FIRST CONTACT FERRARA	RATE EN2	SECOND CONTACT DALTON		RATE ENC	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN	TSP

USS KLAKRING (FFG 42)



FFG-42 UT SURVEY 12/01. PORT SIDE AUX MACHINERY ROOM NO. 2 (5-212-0-E) – 12/01

USS KLAKRING (FFG 42)



FFG-42 UT SURVEY 4/4/01. PORT SIDE AUXILIARY MACHINERY ROOM NO. 2 (5-212-0-E) – 4/01

USS KLAKRING (FFG 42)

FR 220	FR 220	19	
		13	
		12	
		11	STBD
W 1224 F 1095			
W 1220 F 1295	F 1223 W 1242 1350	10	DRIVEN 1227 1400 1550
F 1320 W 1317	F 1404 W 1352	9	
W 1353 F 1384	F 1395 W 1257	8	

NO 2 AMR
5-012 0-E

USS KLAKRING FFG 42
 F3 LA 2024 3 LA 2024
 Q 150 310 1012
 4/4/01

USS KLAKRING (FFG 42)

FFG-42 # 2 Aux. Machinery Room (5-212-0-E)



EM02-P030/A745

Seawater overboard, Fr 216, U/L. Shell is not thinned below specs. This area should not be lagged.



EM02-P030/A745

Stiffener P8, Fr 218. The web of the stiffener is corroded.

USS KLAKRING (FFG 42)

FFG-42 # 2 Aux. Machinery Room (5-212-0-E)



EM02-P030/A745

Corrosion, portside, outboard of the HPAC, Fr 218, just below the U/L grating.



EM02-P030/A745

Corrosion in the web of P9.

USS KLAKRING (FFG 42)

FFG-42 # 2 Aux. Machinery Room (5-212-0-E)



EM02-P030/A745

Corrosion at the intersection of BHD 212, port shell and P9. Areas look bad, but UT's indicate they are within specs. Another place that should not be lagged.



EM02-P030/A745

The flange and web of P8 at Fr 218 are very thin but within specs. Web holed, see A747.

USS KLAKRING (FFG 42)

FFG 42 #2 Aux. Machinery Room (5-212-0-E)



EM02-P030

Heavy corrosion behind lagging at the connection between P9, the shell and BHD 212. UT readings indicate thinned areas but all within specs



EM02-P030

Similar corrosion on P9 at Fr 226. UT's indicate this is mainly surface corrosion at this time.

USS KLAKRING (FFG 42)

FFG-42 # 2 Aux. Machinery Room (5-212-0-E)

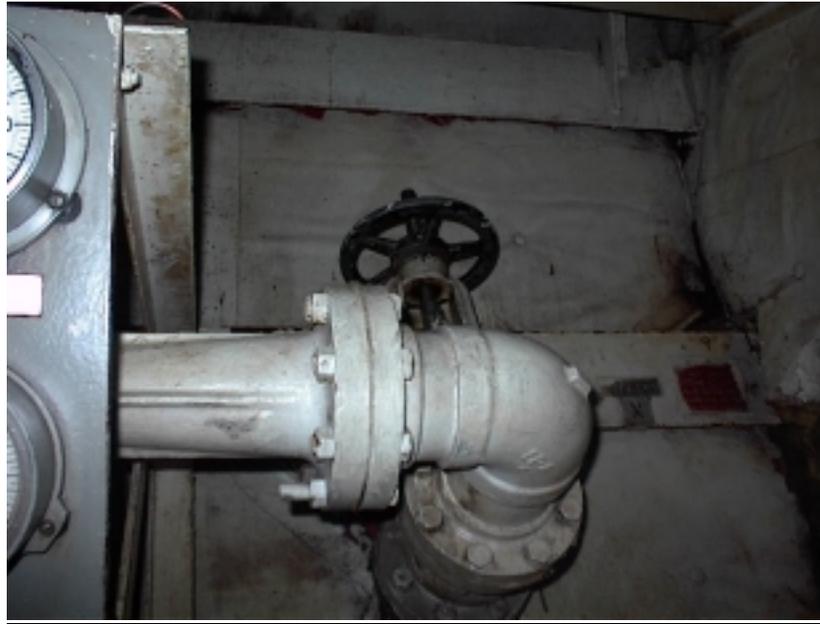


EM02-P030

Corrosion at the connection between the shell and the Transverse bhd at Fr 212. Bhd is thinned but within specs.

USS KLAKRING (FFG 42)

AUXILIARY MACHINERY ROOM NO. 2 (5-212-0-E) – 12/01



EM02-A745/P030



EM02-A745/P030

THE SHELL LAGGING STBDSIDE, FR 212-226, FROM THE BOTTOM EDGE OF THE LAGGING TO 1' ABOVE THE U/L GRATING & PORTSIDE, FR 212-226, FROM THE BOTTOM EDGE OF THE LAGGING TO 1' ABOVE THE U/L GRATING WAS FOUND SATURATED

USS KLAKRING (FFG 42)

AUXILIARY MACHINERY ROOM NO. 2 (5-212-0-E) – 12/01



**EM02-A747, A748/P028, A745/P030
STIFFENERS P9(6"X6 1/2"T) FROM FR 214-221 & P10 (6"X6 1/2"T) FROM FR 215-219 WERE FOUND
CORRODED. UT READINGS 4/5/01 INDICATE STIFFENERS ARE BELOW MINIMUM TOLERANCES.**



**EM02-A747
WEB FRAME 220 ABOVE SHELL STRINGER #8 P IS HOLED DUE TO STANDING WATER.**

USS KLAKRING (FFG 42)

III.e SHELL CONDITION ASSESSMENT SURVEY 4/01 MAIN MACHINERY ROOM (5-250-0-E)

1. 2K's submitted:
 - a. EM01-P006/A198– Shell and structure preservation in way of lagging.
 - b. EM01-P005/A199 - Stiffener replacement.
2. Corrosion noted in bilge areas is covered under Work Item 631-11-001 of availability 3/01.
(NOTE – COMPLETE)
3. UT indicates thinned shell in the areas surrounding the transverse weld seam at Fr 271 portside and around the Prairie masker cooler seawater ovbd at Fr 267.
4. Random UT's of corroded stiffeners and shell port and stbd, Fr 250 –264, indicates corrosion is surface deterioration except as noted on 2k's and UT readings.

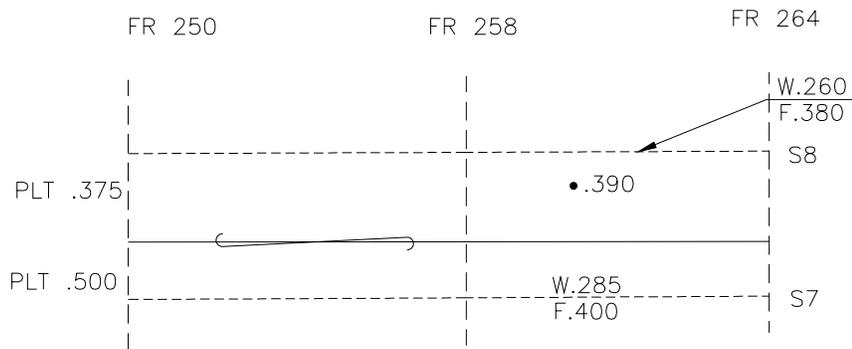
USS KLA KRING (FFG 42) MATERIAL ASSESSMENT FORM - VALID

ITEM NUMBER		SHIP USS KLA KRING FFG 42				
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC
EQUIPMENT NAME SHELL&SUPPORTING STRUCTURE		IDENT/SERIAL N/A		LOCATION 5-250-0-E	WORK CENTER EMO1	JSN P006/A198
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		.9
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHALL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 0001	MAN HRS REMAINING 48	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF ENGINE ROOM (5-250-0-E), THE SHELL LAGGING						
STBDSIDE, FR 250-272, FROM THE BOTTOM EDGE OF THE LAGGING TO 6' ABOVE THE L/L GRATING &						
PORTSIDE, FR 250-268, FROM THE BOTTOM EDGE OF THE LAGGING TO 4' ABOVE THE L/L GRATING						
WAS FOUND SATURATED.						
RECOMMENDED REPAIRS						
REMOVE APPROX. 400 SF OF SATURATED SHELL INSULATION. REMOVE CORROSION EXPOSED BY						
INSULATION REMOVALS. PRIME AND PRESERVE SHELL AND STRUCTURE AND INSTALL NEW						
INSULATION. PAINT NEW INSULATION TO MATCH SURROUNDING AREAS.						
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI						
CSMP SUMMARY ENGINEER ROOM (5-250-0-E) STIFF & SHELL LAGGING SATURATED					TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a	
SYSTEM LEVEL IMPACT						
PART NO.	NOMENCLATURE	QTY	NSN	COST		
FIRST CONTACT HOAGLUND	RATE GSE2	SECOND CONTACT MATUS		RATE GSM2	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD YES	NO
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN TSP

USS KLA KRING (FFG 42) MATERIAL ASSESSMENT FORM - VALID

ITEM NUMBER		SHIP USS KLA KRING FFG 42				
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC
EQUIPMENT NAME SHELL&SUPPORTING STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-250-0-E	WORK CENTER EM01	JSN P005/A199	
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED			.5
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHALL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 0001	MAN HRS REMAINING 24	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF ENGINE ROOM (5-250-0-E), STIFFENER						
P9 (6"X 6 1/2" T) FROM FR 270-272 WAS FOUND CORRODED AND HOLED. UT READINGS 4/4/01						
INDICATE STIFFENER IS BELOW MINIMUM TOLERANCES.						
PICS 26 & 27						
RECOMMENDED REPAIRS						
CROP OUT AND REPLACE APPROXIMATELY 2 LF OF (6"X 6 1/2" T) AS INDICATED ABOVE.						
PRIME AND PAINT ALL NEW AND DISTURBED SURFACES TO MATCH SURROUNDING AREAS.						
FTSCLANT TO MAKE FINAL RISK ASSESSMENT AND REPAIR RECOMMENDATIONS.						
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI						
CSMP SUMMARY ENGINE ROOM (5-250-0-E) STIFFENERS CORRODED					TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a	
SYSTEM LEVEL IMPACT						
PART NO.	NOMENCLATURE	QTY	NSN	COST		
FIRST CONTACT HOAGLUND	RATE GSE2	SECOND CONTACT MATUS		RATE GSM2	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN TSP

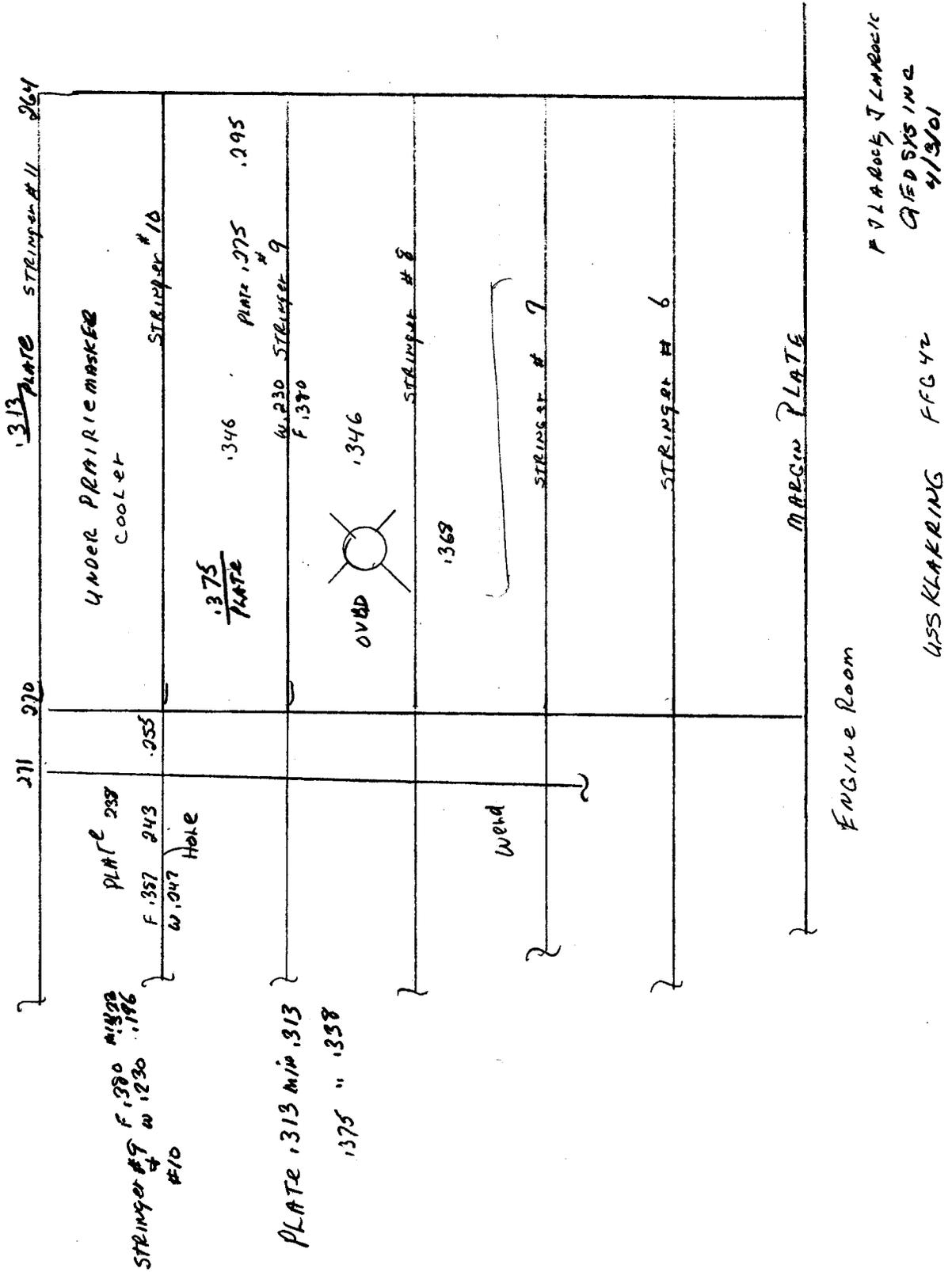
USS KLAKRING (FFG 42)



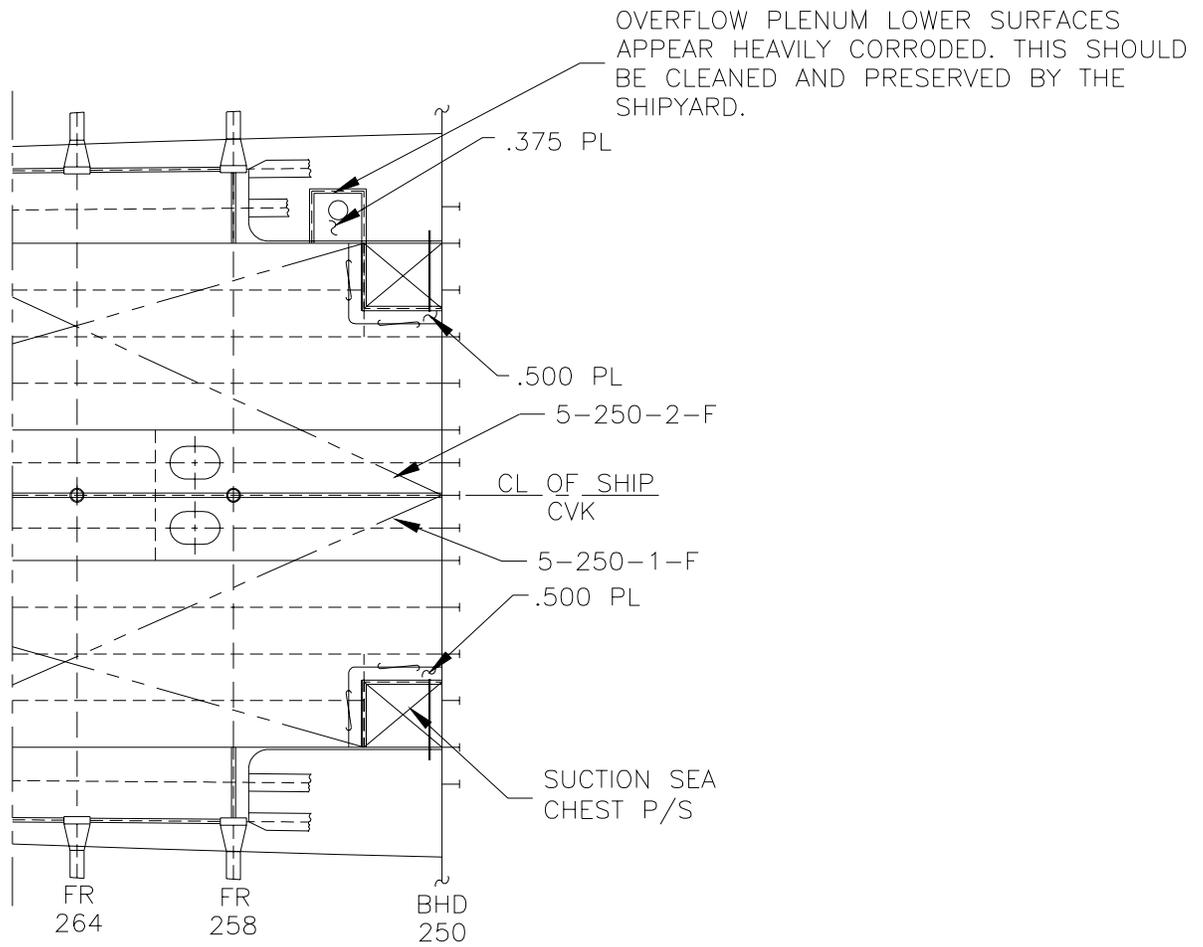
FFG 42 UT SURVEY 12/01. STBDSIDE, MAIN ENGINE ROOM (5-250-0-E)

12/01

USS KLAKRING (FFG 42)



USS KLAKRING (FFG 42)



NON-STRUCTURAL CDORROSION NOTED
FFG 42 MAIN MACHINERY ROOM (5-250-0-E)

USS KLAKRING (FFG 42)

Main Engine Room (5-250-0-E) – 12/01



EMO1-POO5/A19



EMO1-POO5/A19

STIFFENER P9 (6"X 6 1/2" T) FROM FR 270-272 WAS FOUND CORRODED AND HOLED. UT READINGS 4/4/01 INDICATE STIFFENER IS BELOW MINIMUM TOLERANCES

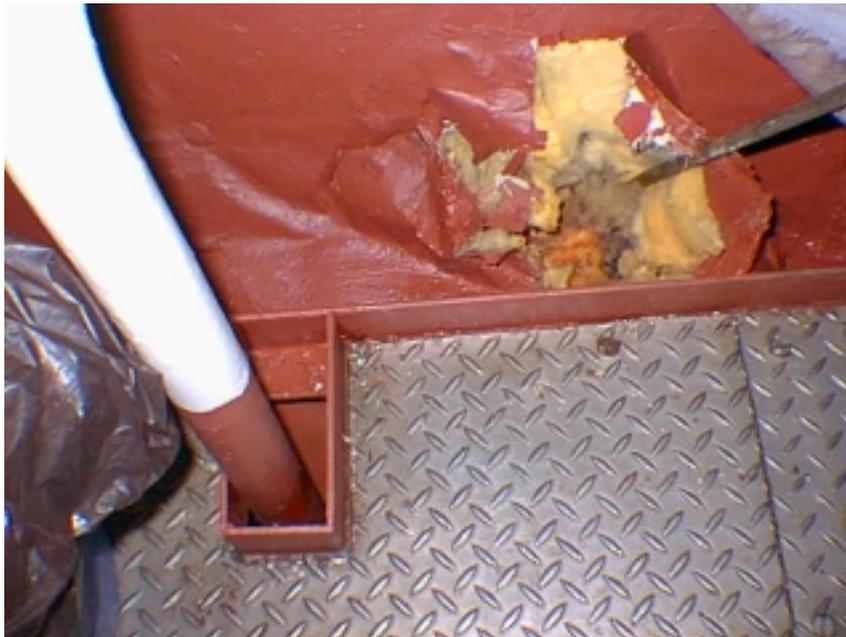
USS KLA KRING (FFG 42)

FFG-42 Main Engine Room (5-250-0-E) - 4/01



EM01-P006/A198

This level of corrosion was common on all L/L areas where lagging was opened for inspection.



EM01-P006/A198

Areas of shell in way of weep holes below overboards was typically found with heavy corrosion

USS KLAKRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E) side – 4/01



EM01-P006/A198

Lagging saturated above the bilge level, Fr 260, stbd side.



EM01-P006/A198

Extreme corrosion behind lagging in way of lube oil cooler ovbd, Fr 272 stbd side.

USS KLAKRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E) – 4/01



EM01-P006/A198

Corrosion behind lagging that otherwise appears satisfactory.



EM01-P006/A198

Lagging showing signs of saturation

USS KLAKRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E) - 4/01



EM01-P006/A199
Corrosion under Prairie Masker cooler, around overboard. Some thin plate was determined by UT. See UT grid.



EM01-P006/A199
Additional view of same area

USS KLAKRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E) – 4/01



EM01-P006/A198

Arrow indicates what appears to be a doubler plate on the keel side of the margin plate. Anomaly is at Fr 271, port side. Note the heavy corrosion of the area. Shipsforce indicated the bilges were to be cleaned and preserved by the shipyard.



EM01-P006/A198

Closer view of doubler plate. No action needs to be taken.

USS KLA KRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E) – 4/01



EM01-P006/A198

Area under Prairie Masker cooler, Fr 268, port side L/L. Seawater leakage and drains have caused localized shell thinning. See UT grids.



EM01-P006/A198

Closer view of areas defined above.

USS KLAKRING (FFG 42)
FFG-42 Main Engine Room (5-250-0-E)



EM01-P006/A198

Area around eductor overboard, Fr 256, port side, L/L. Structure is satisfactory, but saturated lagging has caused considerable corrosion.



EM01-P006/A198

Different view of areas defined above

**III.f SHELL CONDITION ASSESSMENT SURVEY
NO. 3 AUXILIARY MACHINERY ROOM – 12/01
(5-292-0-E)**

1. 2 K'S submitted
 - a. EM02-A746-Stringer thinned and holed
 - b. EM02-A749-Shell and stringers rusted
 - c. EM02-A825-Foudation support holed

2. Random UT'S of corroded stiffeners and shell around the stern tube, Fr 326, L/L indicate corrosion/deterioration.
(Note: Readings taken 12/01 indicate plating and stringers are above allowable thickness).

USS KLA KRING (FFG-42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLA KRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL PLAT'G& SUPP STR		IDENT/SERIAL: N/A	LOCATION: 5-292-0-E		WORK CENTER: EMO2	JSN: A746	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 3 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 4 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE	1. ABNORMAL ENVIROMENT 7 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 7 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 192	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 3 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE		
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 5 - 292 - O - E: AUXILIARY MACHINERY RM NO.3 (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
FR.316-324,P, SHELL STRINGER, P11 & P12 WEBS UT READING ARE BELOW ALLOWABLE (DESIGN .190							
-READ,G, P11, .120 & P12, .140 - ALLOWABLE, .142 - LOSS 37 & 27 % RESPECTIVELY) AND ARE HOLED							
DUE TO STANDING WATER AT OVERBOARD VALVE.							
VIDEO CLIP NO: 1 STILL PIX NOS: 8, 9, 10,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS:							
FR.316-324,P, REMOVE EMEROLE TANKS AND PIPING. POWER PANELS (3-319-2 & 3-320-2) AND							
POTABLE WATER MANIFOLD. REMOVE STRINGERS P11 & P12. CLEAN AREA TO BARE METAL.							
INSTALL 16 FT OF 6 X4X8# T BY WELDING IAW NNSI 009-12 (APPROX. 408 LIN. IN.). DRILL ONE (1) INCH							
DRAIN HOLES AT EACH END. PRESERVE IAW NSTM CHAPTER 631(APPROX. 78 SQ. FT.). REINSTALL							
REMOVED EQUIPMENT AND REFORM INSTALLATION AND SYSTEM TESTS. FTSC/LANT TO MAKE FINAL							
RISK ASSEMENT AND REPAIR RECOMMENDATION.							
CSMP SUMMARY:							
STRINGERS THINNED AND HOLED							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1	STEP: 1,2,3,4 & 5		
PART NO.	NOMENCLATURE	QTY	NSN			COST	
1							
2							
FIRST CONTACT FERRARA		RATE EN2	SECOND CONTACT DALTON		RATE ENC	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC			TD	TL	LOGISTICIAN	TSP	

06/25/01

USS KLAKRING (FFG-42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL: X SYSTEM ITEM		RIN: N/L	
EQUIPMENT NAME: SHELL PLAT'G & SUP STRU		IDENT/SERIAL: N/A	LOCATION: 5-292-0-E		WORK CENTER: EMO2	JSN: A749	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 4 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	4. IMMEDIATELY 4 5. PRIOR TO NEXT UNDERWAY 6. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	4. OPERATIONAL 2 5. NON-OPERATIONAL 6. REDUCED CAPABILITY 8. NOT APPLICABLE	9. ABNORMAL ENVIROMENT 7 10. MANUFACTURER/INSTALLATION DEFECTS 11. LACK OF KNOWLEDGE OR SKILL 12. COMMUNICATION PROBLEMS 13. INADEQUATE INSTRUCTION/PROCEDURE 14. INADEQUATE DESIGN 15. NORMAL WEAR AND TEAR 10. NOT APPLICABLE		11. S/F BACKLOG/OPERATIONAL PRIORITY 7 12. LACK OF MATERIAL 13. NO FORMAL TRAINING ON THIS EQUIPMENT 14. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 15. INADEQUATE SCHOOL PRACTICAL TRAINING 16. LACK OF FACILITIES/CAPABILITIES 17. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 18. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 19. LACK OF TECHNICAL DOCUMENTATION 1. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 80	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 6. SERIOUS - CORRECT AS SOON AS POSSIBLE 7. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 8. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 9. SAFETY ITEM - MINOR 10. COMBUSTIBLE MATERIAL		5. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 6. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 7. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 8. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			5. MANDATORY 3 6. ESSENTIAL 7. HIGHLY DESIRABLE 8. DESIRABLE		
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 5- 292 - 0- E: AUXILIARY MACHINERY ROOM NO.3 (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
FR.316-328,P, SHELL AND STRINGERS BETWEEN STRINGERS P9-P13 ARE RUSTED DUE TO STANDING WATER.							
VIDEO CLIP NO: 1 STILL PIX NOS: 8, 9, 10, , ,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: FR.316-328,P,REMOVE SHELL LAGGING BETWEEN STRINGER P12 & P13. SHELL & STRINGERS BETWEEN STRINGERS P9-P13. CLEAN TO BARE METAL,PRIME & PRESERVE IAW NSTM CHAPTER 631 (APPROX. 120 SQ. FT.). INSTALL NEW LAGGING BETWEEN STRINGER P12& P13(APPROX. 24 SQ. FT.). ACCOMPLISH IN CONJUNCTION WITH JSN EMO2-A746-							
CSMP SUMMARY: SHELL & STRINGERS RUSTED							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1	STEP: 1,2,3,4 & 5		
PART NO.	NOMENCLATURE		QTY	NSN		COST	
1							
2							
3							
FIRST CONTACT FERRARA		RATE EN2	SECOND CONTACT DALTON		RATE ENC	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC			TD	TL	LOGISTICIAN	TSP	

06/25/01

USS KLAKRING (FFG-42)

MATERIAL ASSESSMENT FORM – 12/01

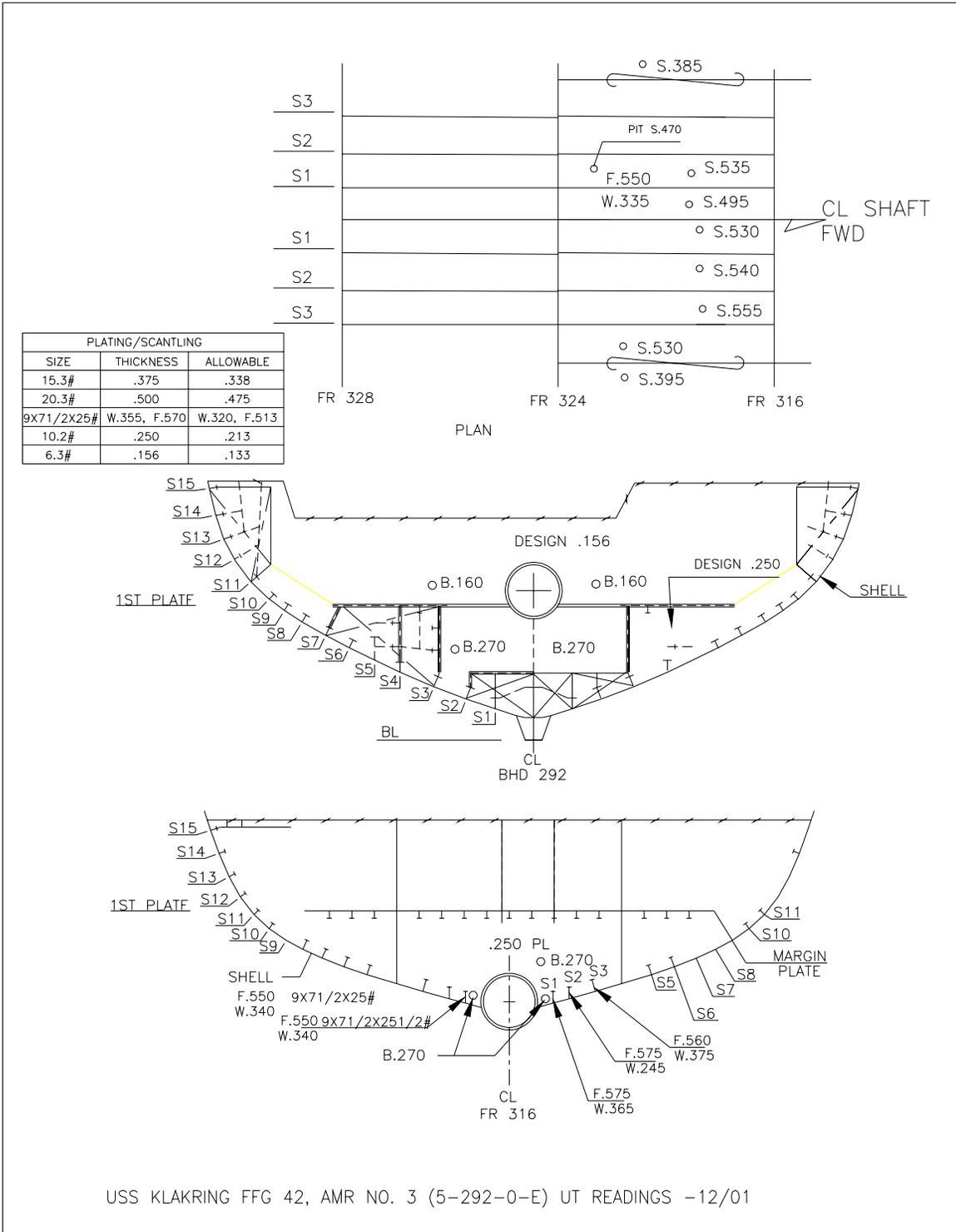
[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

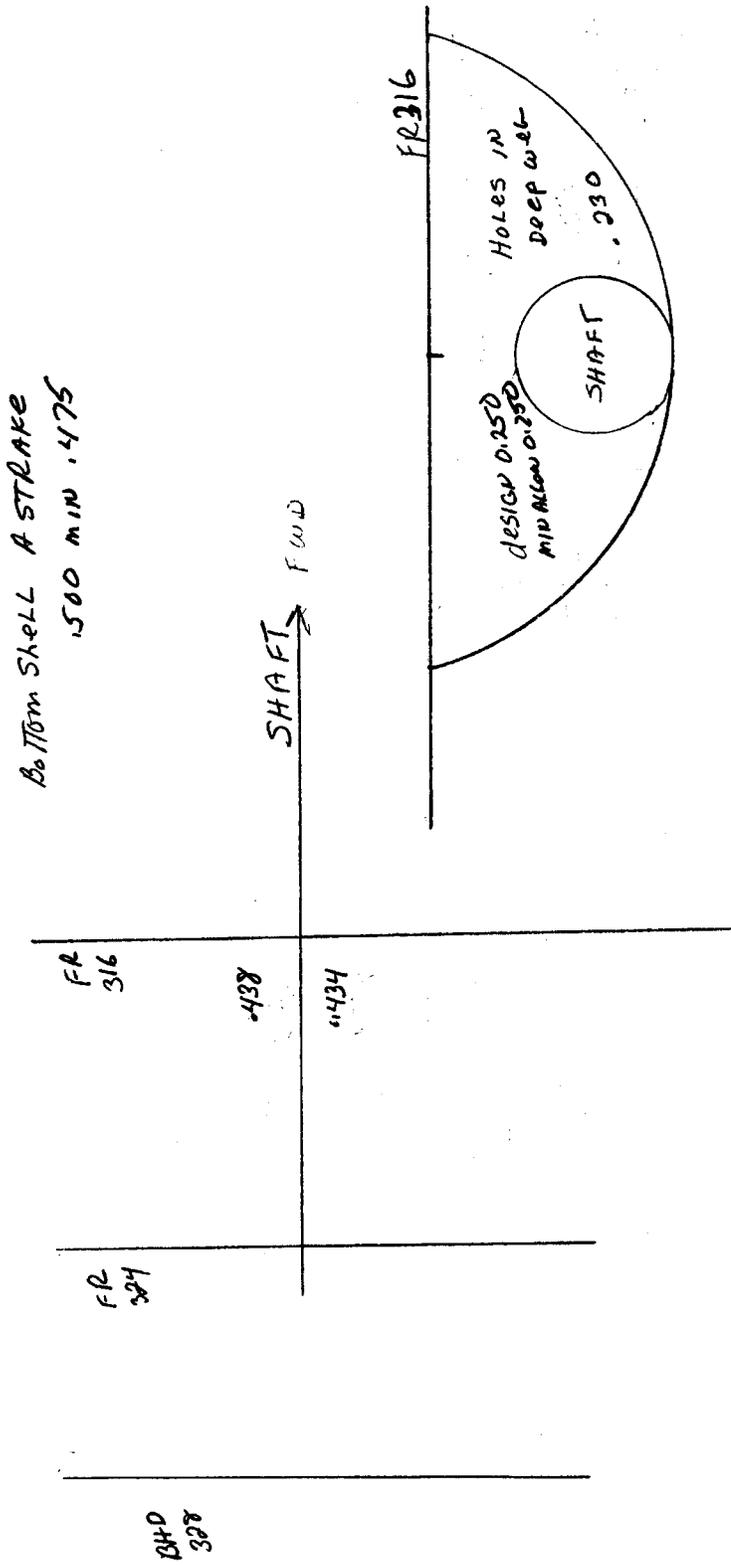
ITEM NUMBER: 5				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11011	EIC: A100	APL: X SYSTEM ITEM		RIN: N/L	
EQUIPMENT NAME: FOUNDATION		IDENT/SERIAL: N/A	LOCATION: 5-292-0-E		WORK CENTER: EMO2	JSN: A825	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 1 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	7. IMMEDIATELY 4 8. PRIOR TO NEXT UNDERWAY 9. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	7. OPERATIONAL 2 8. NON-OPERATIONAL 9. REDUCED CAPABILITY 16. NOT APPLICABLE	17. ABNORMAL ENVIROMENT 7 18. MANUFACTURER/INSTALLATION DEFECTS 19. LACK OF KNOWLEDGE OR SKILL 20. COMMUNICATION PROBLEMS 21. INADEQUATE INSTRUCTION/PROCEDURE 22. INADEQUATE DESIGN 23. NORMAL WEAR AND TEAR 20. NOT APPLICABLE		21. S/F BACKLOG/OPERATIONAL PRIORITY 7 22. LACK OF MATERIAL 23. NO FORMAL TRAINING ON THIS EQUIPMENT 24. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 25. INADEQUATE SCHOOL PRACTICAL TRAINING 26. LACK OF FACILITIES/CAPABILITIES 27. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 28. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 29. LACK OF TECHNICAL DOCUMENTATION 2. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 24	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 11. SERIOUS - CORRECT AS SOON AS POSSIBLE 12. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 13. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 14. SAFETY ITEM - MINOR 15. COMBUSTIBLE MATERIAL		9. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 10. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 11. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 12. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION				9. MANDATORY 3 10. ESSENTIAL 11. HIGHLY DESIRABLE 12. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 5 - 292 - 0- E: AUXILIARY MACHINERY ROOM (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
NO.3, FR.316,P, FOUNDATION SUPPORT AT SHELL STRINGER P10 IS HOLED.							
VIDEO CLIP NO: 1 STILL PIX NOS: 10,							
poc: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: FR.316,P, AT STRINGER P10, REMOVE HOLED FOUNDATION SUPPORT. INSTALL 3 X4 X 16 X1/4 ANGLE BY WELDING IAW NNSI 009-12 (APPROX. 28 LIN. IN.). CLEAN, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX. 2 SQ. FT.).							
CSMP SUMMARY: SUPPORT HOLED							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.	NOMENCLATURE		QTY	NSN		COST	
1							
2							
FIRST CONTACT		RATE	SECOND CONTACT		RATE	PHONE	
FERRARA		EN2	DALTON		ENC		
ASSESSOR / ACT / TECH ID#			TD	TL	LOGISTICIAN	TSP	
SUPSHIP PORTSMOUTH			IBBOTSON/MENTA MSC				

06/25/01

USS KLAKRING (FFG-42)



USS KLAKRING (FFG-42)



FJLARock, JLARock
QEDSYS INC
4/3/01

USS KLAKRING FFG-42

USS KLAKRING (FFG-42)

AUXILIARY MACHINERY ROOM NO. 3 (5-292-0-E) – 12/01



EM02-A746/749

FR.316-324,P, SHELL STRINGER, P11 & P12 WEBS UT READING ARE BELOW ALLOWABLE (DESIGN .190 -READ,G, P11, .120 & P12, .140 - ALLOWABLE, .142 - LOSS 37 & 27 % RESPECTIVELY) AND ARE HOLED DUE TO STANDING WATER AT OVERBOARD VALVE.



EM02-A746/749

FR.316-328,P, SHELL AND STRINGERS BETWEEN STRINGERS P9-P13 ARE RUSTED DUE TO STANDING WATER.

USS KLAKRING (FFG-42)

AUXILIARY MACHINERY ROOM NO. 3 (5-292-0-E) – 12/01



EM02-A746/749

**III.g SHELL CONDITION ASSESSMENT SURVEY
SUPPLY ISSUE STOREROOM – 4/01
(3-328-0-A)**

1. **2K's submitted:**
 - a. **SS01-P003 – Shell lagging saturated. (COMPLETE)**
 - b. **SS01-P001 - Drain line repair.**
 - c. **SS01-A009 – Trough rusted.**

2. **Random UT's of corroded stiffeners and shell stbd, Fr 330-367, indicates corrosion is surface deterioration.**

3. **A deck drain line from the RAST spaces above leaked into the lagging. The leak was discovered after the moisture meter indicated saturated lagging. The ships force submitted a job to have the leak repaired which was cleared as complete by SIMA Norfolk in May 00. (SS01-0532) Scope of saturated insulation and amount of corrosion on the shell indicates the line has been leaking for a long time.**

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:		SHIP USS KLAKRING FFG 42					
SYSTEM: HULL STRUCTURES		ESWBS: 11011	EIC: A100	APL: X SYSTEM ITEM		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-328-0-A		WORK CENTER: SS01	JSN: A009	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED	
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED	STATUS		CAUSE	DEFERRAL REASON	
1. DEPOT 4 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		1. IMMEDIATELY 4 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE		1. ABNORMAL ENVIROMENT 7 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 8 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 1		MAN HRS REMAINING 20		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL				1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 3 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at 3 - 328 - 0-A: SUPPLY ISSUE STOREROOM (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
FR.328-336,P/S,TROUGH BETWEEN TANK MARGIN PLATE & SHELL AND BULKHEAD, FR.328,IS RUSTED							
DUE TO STANDING WATER							
VIDEO CLIP NO: STILL PIX NOS: , , , , ,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: TROUGH FR. 328-336 P/S, CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX. 32 SQ FT).							
CSMP SUMMARY: TROUGH RUSTED							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.		NOMENCLATURE		QTY	NSN	COST	
1							
2							
3							
4							
FIRST CONTACT LEACH		RATE SK2	SECOND CONTACT DEBOLT		RATE SK1	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC				TD	TL	LOGISTICIAN TSP	

06/25/01

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM - COMPLETE

ITEM NUMBER		SHIP USS KLAKRING FFG 42					
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A		RIC	
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE			IDENT/SERIAL N/A		LOCATION 3-328-0-A	WORK CENTER SS01	JSN P002
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED	
2				3		.9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
1	12FEB02	4	1		7		
MAN HRS EXPENDED 0001	MAN HRS REMAINING 1	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION				1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
						4	
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SUPPLY STRM (3-328-0-A), THE SHELL LAGGING							
WAS FOUND SATURATED AND THE SHELL AND STIFFENERS(S11-S15), STBDSIDE, FR 330-366 WERE							
FOUND CORRODED.							
RECOMMENDED REPAIRS							
REMOVE APPROX. 300 SF OF SATURATED SHELL INSULATION AND CORROSION EXPOSED BY							
REMOVALS. PRIME AND PRESERVE SHELL AND INSTALL LAGGING. PAINT LAGGING TO MATCH							
SURROUNDING AREAS.							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
CSMP SUMMARY SUPPLY STRM (3-328-0-A) SHELL LAGGING SATURATED						TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1						STEP # 1.a	
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE			QTY	NSN	COST	
FIRST CONTACT LEACH	RATE SK2	SECOND CONTACT DEBOLT			RATE SK1	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI					TD	TL	LOGISTICIAN TSP

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM - COMPLETE

ITEM NUMBER		SHIP USS KLAKRING FFG 42			
SYSTEM HULL STRUCTURE		ESWBS 11021	EIC A301	APL N/A	RIC
EQUIPMENT NAME SHELL & SUPPORTING STRUCTURE		IDENT/SERIAL N/A	LOCATION 3-328-0-A	WORK CENTER SS01	JSN P003
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED 3		.9
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 12FEB02 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 0001	MAN HRS REMAINING 1	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			4
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SUPPLY STRM (3-328-0-A), THE SHELL LAGGING					
WAS FOUND SATURATED AND THE SHELL AND STIFFENERS(S11-S15), STBDSIDE, FR 330-366 WERE					
FOUND CORRODED.					
RECOMMENDED REPAIRS					
REMOVE APPROX. 300 SF OF SATURATED SHELL INSULATION AND CORROSION EXPOSED BY					
REMOVALS. PRIME AND PRESERVE SHELL AND INSTALL LAGGING. PAINT LAGGING TO MATCH					
SURROUNDING AREAS.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY SUPPLY STRM (3-328-0-A) STIFFENERS AND SHELL CORRODED				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1				STEP # 1.a	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT LEACH	RATE SK2	SECOND CONTACT DEBOLT	RATE SK1	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI			TD	TL	LOGISTICIAN TSP

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM - VALID

ITEM NUMBER		SHIP USS KLAKRING FFG 42					
SYSTEM DECK DRAIN		ESWBS 52611	EIC A301	APL N/A		RIC	
EQUIPMENT NAME DECK DRAIN PIPING		IDENT/SERIAL N/A		LOCATION 3-328-0-A	WORK CENTER SS01	JSN P001	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		.9	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 0001	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN	S/F MANHOURS	PRIORITY			
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED; 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION	1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE				
DISCREPANCY DESCRIPTION: PER SEMAT I INSPECTION OF SUPPLY STRM (3-328-0-A), THE DECK DRAIN PIPING FROM RAST CONTROL ROOM (2-360-1-C) AND RAST MACHINERY ROOM (2-368-0-Q) IS LEAKING AT FR 365 AND DAMAGING THE SHELL LAGGING AND CORRODING THE SHELL AND STRUCTURE.							
RECOMMENDED REPAIRS							
REMOVE THE PIPE HANGER SADDLE AND THE (2) 2" IPS CHECK VALVES AT FR 366 IN THE OVHD.							
INSTALL A NEW HANGER. OVERHAUL CHECK VALVES AND REINSTALL WITH NEW SEALS AND RETAINERS. PLUG THE OVBD AND TEST REPAIRED PIPING. ALLOWABLE LEAKAGE : NONE							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
CSMP SUMMARY SUPPLY STRM (3-328-0-A) DECK DRAIN PIPING LEAKING					TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION H1					STEP # 1.a		
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE	QTY	NSN	COST			
FIRST CONTACT LEACH	RATE SK2	SECOND CONTACT DEBOLT		RATE SK1	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.						ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI				TD	TL	LOGISTICIAN TSP	

USS KLAKRING (FFG 42)

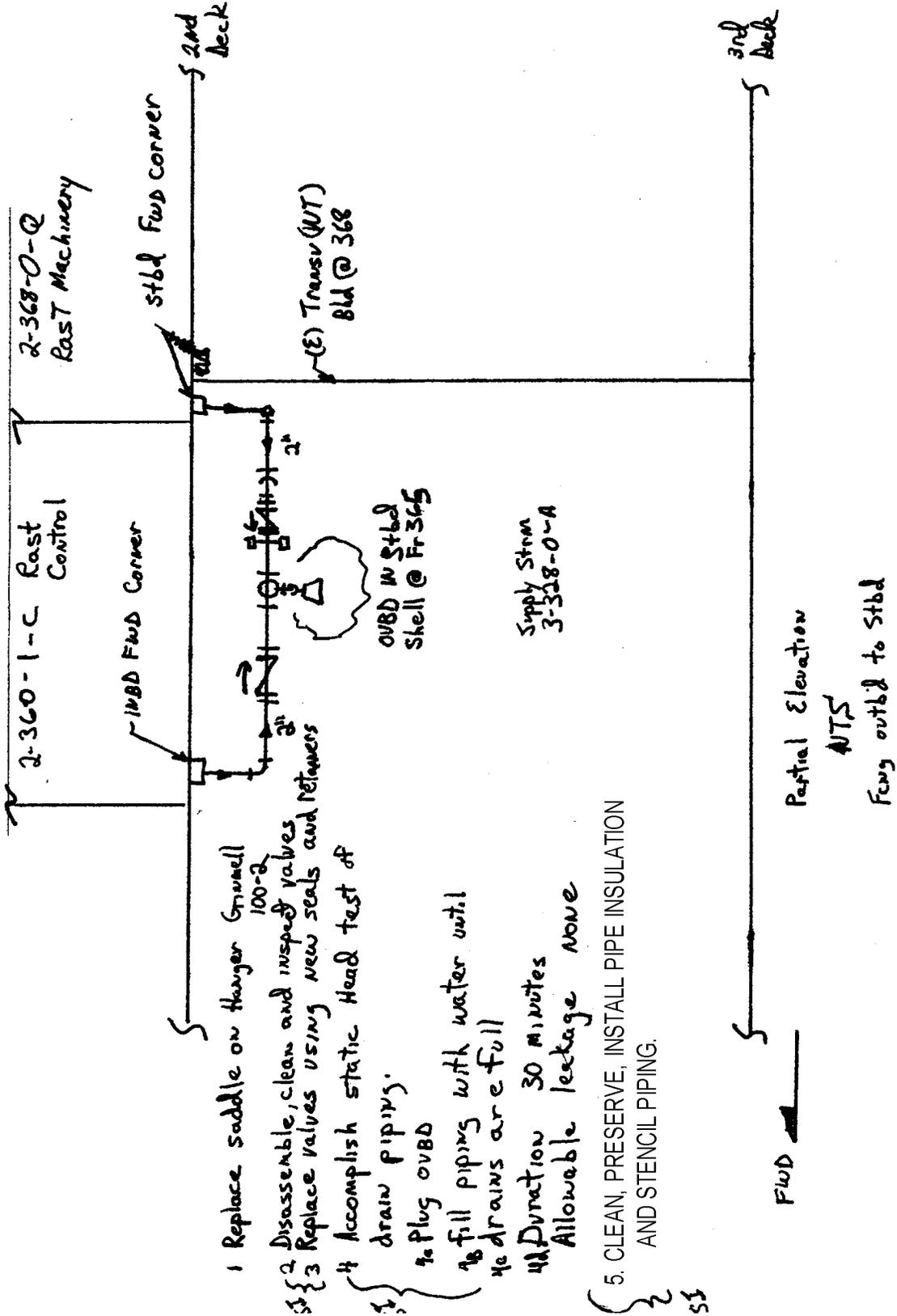
FR 352	FR 360	FR 363
FR 352	FR 360	FR 363
1		
2		0
3	F 220 W 201	313 311
4	F 240 W 197	F 231 W 204/185
5		
6		

Weld
P. # 18, 313
MIN. 313

3-328-0-A
SUPPLY ISSUE STORE ROOM

KLAKRING, J. J. J. J.
DEO 5/10/50
2/14/51

USS KLAKRING FFG 42



- 1 Replace saddle on Hanger Gruell 100-2
- 2 Disassemble, clean and inspect valves
- 3 Replace valves using new seals and retainers
- 4 Accomplish static Head test of drain piping.
 - 1/2 Plug OVB
 - 1/8 fill piping with water until
 - 1/4 drains are full
 - 1/4 Duration 30 minutes
 - Allowable leakage none
5. CLEAN, PRESERVE, INSTALL PIPE INSULATION AND STENCIL PIPING.

USS KLAKRING (FFG 42)

SUPPLY ISSUE STOREROOM (3-328-0-A) – 12/01



SS01-A009



SS01-A009

FR.328-336,P/S,TROUGH BETWEEN TANK MARGIN PLATE & SHELL AND BULKHEAD, FR.328,IS RUSTED DUE TO STANDING WATER.

USS KLAKRING (FFG 42)
SUPPLY ISSUE STOREROOM (3-328-0-A) – 12/01



SSO1-A009

USS KLAKRING (FFG 42)

FFG-42 Combined Supply Department Storeroom 3-328-0-A



SS01-P003

Heavy surface corrosion at a stiffener weep hole, FR 350 (COMPLETE)



SS01-P001

Deck drain piping. Note corrosion in way of several joints and hanger.

USS KLAKRING (FFG 42)

FFG-42 Combined Supply Department Storeroom 3-328-0-A



SS01-P001

Arrow indicates leaking deck drain piping. Lagging removed for evaluation



SS01-P003

Lagging retaining buttons are completely corroded away, indicating long-term saturation. (COMPLETE)

USS KLAKRING (FFG 42)

FFG-42 Combined Supply Department Storeroom 3-328-0-A



SS01-P001

Lagging removed to ensure that overboard piping is not leaking. Corrosion starts on the next stringer down, in line with longitudinal pipe run. (COMPLETE)

**III.h SHELL CONDITION ASSESSMENT SURVEY
AUXILIARY PROPULSION ROOM – 4/01
(4-100-0-E)**

- 1. No 2K's submitted.**
- 2. Shipyard has completed cleaning and painting bilge areas and is accomplishing UT's of suspect areas.**

USS KLAKRING (FFG 42)

FFG-42 APU Machinery Room (4-100-0-E)



Deep pit in shell, Fr 106, port. Shell is 1/2" thick. (COMPLETE)



Corrosion under APU control unit. Shipyard is investigating how to get to the area and UTing. . (COMPLETE)



Additional view of deep pit at Fr 106 port and (2) smaller ones at approx. Fr 104. Shell is 1/2" thick. . (COMPLETE)

USS KLAHRING (FFG 42)

III.i SHELL CONDITION ASSESSMENT SURVEY MISCELLANEOUS SPACES – 12/01

1. 2 K'S submitted
 - (a) Plenum Chamber (4-77-0-Q)
 - (1) CSO3-A038-Plenum chamber rusting
 - (b) Crews WR, WC & SH (3-113-0-L)
 - (1) CSO3-A037-Shell rusting
 - (c) Laundry (4-140-2-Q)
 - (1) SSO3-A014-Trough rusting
 - (d) Steering Gear Room (3-368-01-E)
 - (1) EMO1-A226-Store Rm Bilge Rusting, FR 398-406(S)
 - (2) EMO2 XXXX-Cooling Coil Rm Bilge Rusting, FR 368-376(P)
 - (3) EMO2-A854-Engineering Store Rm Rusting, FR 368-376(P)
 - (4) EMO2-A855-Store Rm Bilge Rusting, FR 376-392(S)
 - (5) EM04-A710-Store Rm Bilge Rusting, FR 392-398(S)
 - (6)EMO4-A711-Eductor Rm Bilge Rusting, FR 368-376(S)
 - (e) Piping Space (3-154-1-Q)
 - (1) EMO1-A195-Hull Penetration Leaking
2. Random UT's of corroded stiffeners and shell indicates corrosion is surface deterioration.
3. Sonar Cooling Room (4-48-1-Q) work is complete and is satisfactory.

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 9				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 4-77-0-Q		WORK CENTER: CSO3	JSN: A038	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 3 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE	1. ABNORMAL ENVIROMENT 7 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 7 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1		MAN HRS REMAINING 40		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL				1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 4 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 4- 77 - 0- Q: PLENUM CHAMBER (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
DECK (3 SQ FT) AND INBOARD BULKHEADS (3 FT ABV DECK) ARE CORRODED. SHELL LAGGING (3 FT ABV DECK) IS WET DUE TO CONDENSATION CAUSING SHELL TO CORRODED.							
VIDEO CLIP NO: 1 STILL PIX NOS: 20, 21, 22,							
Poc: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: REMOVE WET SHELL LAGGING. BULKHEAD, DECK & SHELL, CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX. 200 SQ FT). PROVIDE AND INSTALL SHELL LAGGING (APPROX. 100 SQ FT).							
CSMP SUMMARY: CHAMBER RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.	NOMENCLATURE		QTY	NSN		COST	
1							
2							
3							
FIRST CONTACT HORSLEY		RATE STGC	SECOND CONTACT RUSSELL		RATE STG2	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC			TD	TL	LOGISTICIAN		TSP

06/25/01

**USS KLAQRING (FFG 42)
PLENUM CHAMBER (4-77-0-Q)**



CSO2-A038



CSO2-A038

**USS KLAKRING (FFG 42)
PLENUM CHAMBER (4-77-0-Q)**



CSO2-A038

—

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 11				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-113-0-L		WORK CENTER: CSO3	JSN: A037	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	4. IMMEDIATELY 4 5. PRIOR TO NEXT UNDERWAY 6. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	4. OPERATIONAL 2 5. NON-OPERATIONAL 6. REDUCED CAPABILITY 8. NOT APPLICABLE	9. ABNORMAL ENVIROMENT 7 10. MANUFACTURER/INSTALLATION DEFECTS 11. LACK OF KNOWLEDGE OR SKILL 12. COMMUNICATION PROBLEMS 13. INADEQUATE INSTRUCTION/PROCEDURE 14. INADEQUATE DESIGN 15. NORMAL WEAR AND TEAR 16. NOT APPLICABLE		11. S/F BACKLOG/OPERATIONAL PRIORITY 7 12. LACK OF MATERIAL 13. NO FORMAL TRAINING ON THIS EQUIPMENT 14. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 15. INADEQUATE SCHOOL PRACTICAL TRAINING 16. LACK OF FACILITIES/CAPABILITIES 17. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 18. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 19. LACK OF TECHNICAL DOCUMENTATION 1. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1		MAN HRS REMAINING 20		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 6. SERIOUS - CORRECT AS SOON AS POSSIBLE 7. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 8. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 9. SAFETY ITEM - MINOR 10. COMBUSTIBLE MATERIAL				5. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 6. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 7. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 8. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		5. MANDATORY 3 6. ESSENTIAL 7. HIGHLY DESIRABLE 8. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 113 - 0- L: CREW WR, WC & SHR (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
FR 113-116, S, 1ST LONGITUDINAL DOWN TO DECK UNDER SHELL LAGGING WITH SHEATHING IS RUSTING FROM LEAKING FLUSHING VALVE.							
VIDEO CLIP NO: 1 STILL PIX NOS: 17, , , , ,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: FR 113-116,S, 1ST LONGITUDINAL DOWN TO DECK, REMOVE SHEATHING AND SHELL LAGGING, CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX. 6 SQ FT) & REINSTALL SHELL LAGGING & SHEATHING (8 SQ FT).							
CSMP SUMMARY: SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.	NOMENCLATURE		QTY	NSN		COST	
1							
2							
3							
FIRST CONTACT HORSLEY		RATE STGC	SECOND CONTACT RUSSELL		RATE STG2	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC				TD	TL	LOGISTICIAN	TSP

06/25/01

USS KLAKRING (FFG 42)

FFG-42 Berthing & Dressing Space 3-100-0-L



CS03-A037

Corrosion noted at the connection between the 3rd deck and shell. Shipyard will clean and preserve as part of space rehab

CREWS WR, WC & SHR (3-113-0-L)



CS03-A037 – 12/01

FR 113-116, S, 1ST LONGITUDINAL DOWN TO DECK UNDER SHELL LAGGING WITH SHEATHING IS RUSTING FROM LEAKING FLUSHING VALVE.

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 10				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021		EIC: A100		APL:	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A		LOCATION: 4-140-2-Q		WORK CENTER: SSO3	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE	
1. DEPOT 4 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		7. IMMEDIATELY 4 8. PRIOR TO NEXT UNDERWAY 9. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY		7. OPERATIONAL 2 8. NON-OPERATIONAL 9. REDUCED CAPABILITY 16. NOT APPLICABLE		17. ABNORMAL ENVIROMENT 7 18. MANUFACTURER/INSTALLATION DEFECTS 19. LACK OF KNOWLEDGE OR SKILL 20. COMMUNICATION PROBLEMS 21. INADEQUATE INSTRUCTION/PROCEDURE 22. INADEQUATE DESIGN 23. NORMAL WEAR AND TEAR 20. NOT APPLICABLE	
DEFERRAL REASON		MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	
21. S/F BACKLOG/OPERATIONAL PRIORITY 8 22. LACK OF MATERIAL 23. NO FORMAL TRAINING ON THIS EQUIPMENT 24. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 25. INADEQUATE SCHOOL PRACTICAL TRAINING 26. LACK OF FACILITIES/CAPABILITIES 27. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 28. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 29. LACK OF TECHNICAL DOCUMENTATION 2. OTHER OR NOT APPLICABLE		1		40		9. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 10. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 11. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 12. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION	
SAFETY HAZARD		COMPLETED ACTION TAKEN		S/F MANHOURS		PRIORITY	
11. SERIOUS - CORRECT AS SOON AS POSSIBLE 12. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 13. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 14. SAFETY ITEM - MINOR 15. COMBUSTIBLE MATERIAL		9. MANDATORY 3 10. ESSENTIAL 11. HIGHLY DESIRABLE 12. DESIRABLE		3		9. MANDATORY 3 10. ESSENTIAL 11. HIGHLY DESIRABLE 12. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 4- 140 -2- Q: LAUNDRY (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA FR 148-160, P, TROUGH BETWEEN MARGIN PLATE AND SHELL IS RUSTING DUE TO STANDING WATER FROM DRAIN PIPE IN STOREROOM.							
VIDEO CLIP NO: 1 STILL PIX NOS: 23, 24, 25,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: FR 148-160, P, TROUGH BETWEEN MARGIN PLATE AND SHELL, CLEAN TO BARE METAL, PRIME AND PRESERVE IAW CHAPTER 631 (APPROX. 48 SQ FT).							
CSMP SUMMARY: TROUGH RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.		NOMENCLATURE		QTY	NSN	COST	
1							
2							
3							
4							
FIRST CONTACT			RATE	SECOND CONTACT			PHONE
ASSESSOR / ACT / TECH ID#				TD	TL	LOGISTICIAN	TSP
SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC							

06/25/01

USS KLAKRING (FFG 42)

LAUNDRY (4-140-2-Q) – 12/01



SS03-A014



SSO3-A014

USS KLAKRING (FFG 42)

LAUNDRY (4-140-2-Q) – 12/01



SS03-A014

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-368-01-E		WORK CENTER: EMO1	JSN: A226	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	10. IMMEDIATELY 3 11. PRIOR TO NEXT UNDERWAY 12. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	10. OPERATIONAL 2 11. NON-OPERATIONAL 12. REDUCED CAPABILITY 24. NOT APPLICABLE	25. ABNORMAL ENVIROMENT 7 26. MANUFACTURER/INSTALLATION DEFECTS 27. LACK OF KNOWLEDGE OR SKILL 28. COMMUNICATION PROBLEMS 29. INADEQUATE INSTRUCTION/PROCEDURE 30. INADEQUATE DESIGN 31. NORMAL WEAR AND TEAR 30. NOT APPLICABLE		31. S/F BACKLOG/OPERATIONAL PRIORITY 7 32. LACK OF MATERIAL 33. NO FORMAL TRAINING ON THIS EQUIPMENT 34. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 35. INADEQUATE SCHOOL PRACTICAL TRAINING 36. LACK OF FACILITIES/CAPABILITIES 37. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 38. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 39. LACK OF TECHNICAL DOCUMENTATION 3. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1		MAN HRS REMAINING 40		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD 16. SERIOUS - CORRECT AS SOON AS POSSIBLE 17. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 18. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 19. SAFETY ITEM - MINOR 20. COMBUSTIBLE MATERIAL				13. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 14. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 15. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 16. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		13. MANDATORY 4 14. ESSENTIAL 15. HIGHLY DESIRABLE 16. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 368 - 01- E: STEERING GEAR (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA AT FR 398-406 (S) STORE ROOM BILGE INBD LONG WT. GIRDER, SHELL & SUPPORT STRUCTURE IS . RUSTING.							
VIDEO CLIP NO: 1 STILL PIX NOS: 36,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: REMOVE DECK PLATES, CLEAN TO BARE METAL PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 32 SQ FT.) REINSTALL DECK PLATES.							
CSMP SUMMARY: SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.	NOMENCLATURE		QTY	NSN		COST	
1							
2							
3							
4							
FIRST CONTACT HOAGLUND		RATE GSE2	SECOND CONTACT FAUSTIND		RATE GSE5	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC			TD	TL	LOGISTICIAN	TSP	

06/25/01

USS KLAHRING (FFG 42)

STEERING GEAR ROOM (3-368-01-E) – 12/01



EM01-A226

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 12				SHIP USS KLAKRING FFG 42				
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L		
EQUIPMENT NAME: SHELL & SUP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-368-01-E		WORK CENTER: EMO2	JSN: XXXX		
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC		
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6		
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS		CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	13. IMMEDIATELY 4 14. PRIOR TO NEXT UNDERWAY 15. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	13. OPERATIONAL 2 14. NON-OPERATIONAL 15. REDUCED CAPABILITY 32. NOT APPLICABLE		33. ABNORMAL ENVIROMENT 7 34. MANUFACTURER/INSTALLATION DEFECTS 35. LACK OF KNOWLEDGE OR SKILL 36. COMMUNICATION PROBLEMS 37. INADEQUATE INSTRUCTION/PROCEDURE 38. INADEQUATE DESIGN 39. NORMAL WEAR AND TEAR 40. NOT APPLICABLE		41. S/F BACKLOG/OPERATIONAL PRIORITY 7 42. LACK OF MATERIAL 43. NO FORMAL TRAINING ON THIS EQUIPMENT 44. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 45. INADEQUATE SCHOOL PRACTICAL TRAINING 46. LACK OF FACILITIES/CAPABILITIES 47. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 48. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 49. LACK OF TECHNICAL DOCUMENTATION 4. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 60	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY		
SAFETY HAZARD 21. SERIOUS - CORRECT AS SOON AS POSSIBLE 22. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 23. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 24. SAFETY ITEM - MINOR 25. COMBUSTIBLE MATERIAL				17. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 18. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 19. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 20. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			17. MANDATORY 4 18. ESSENTIAL 19. HIGHLY DESIRABLE 20. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 368 - 01- E: STEERING GEAR RM, COOLING COIL (Block 35)								
DK - FR - P/S - TY COMPT. NAME OR AREA								
ROOM BILGE, FR 368-376 (P), INBOARD LONGITUDAL WT GIRDER, SHELL & SUPPORT STRUCTURE IS RUSTING AND SHELL LAGGING BETWEEN STRINGER P#11 & 12 IS WET DUE TO STANDING WATER.								
VIDEO CLIP NO: STILL PIX NOS: 32, 33, , ,								
POC: SPORT CODE 221:757-396-4001; TPOC: N. TAGLIANETTI								
RECOMMENDED REPAIRS: FR 368-376, P, REMOVE WET INSULATION. CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 60 SQ FT). PROVIDE AND INSTALL SHELL INSULATION (APPROX 24 SQ FT)								
CSMP SUMMARY: SHELL RUSTING								
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5		
PART NO.		NOMENCLATURE		QTY	NSN	COST		
1								
2								
3								
4								
FIRST CONTACT FERRARA		RATE EN1	SECOND CONTACT DALTON		RATE ENC	PHONE		
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC				TD	TL	LOGISTICIAN	TSP	

06/25/01

USS KLAKRING (FFG 42)
STEERING GEAR ROOM (3-368-01-E) – 12/01



EM02-XXXX



EM02-XXXX

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021		EIC: A100		APL:	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A		LOCATION: 3-368-01-E		WORK CENTER: EM02	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE	
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		16. IMMEDIATELY 3 17. PRIOR TO NEXT UNDERWAY 18. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY		16. OPERATIONAL 2 17. NON-OPERATIONAL 18. REDUCED CAPABILITY 40. NOT APPLICABLE		41. ABNORMAL ENVIROMENT 7 42. MANUFACTURER/INSTALLATION DEFECTS 43. LACK OF KNOWLEDGE OR SKILL 44. COMMUNICATION PROBLEMS 45. INADEQUATE INSTRUCTION/PROCEDURE 46. INADEQUATE DESIGN 47. NORMAL WEAR AND TEAR 50. NOT APPLICABLE	
DEFERRAL REASON		MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	
51. S/F BACKLOG/OPERATIONAL PRIORITY 7 52. LACK OF MATERIAL 53. NO FORMAL TRAINING ON THIS EQUIPMENT 54. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 55. INADEQUATE SCHOOL PRACTICAL TRAINING 56. LACK OF FACILITIES/CAPABILITIES 57. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 58. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 59. LACK OF TECHNICAL DOCUMENTATION 5. OTHER OR NOT APPLICABLE		1		40		21. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 22. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 23. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 24. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION	
SAFETY HAZARD		COMPLETED ACTION TAKEN		S/F MANHOURS		PRIORITY	
26. SERIOUS - CORRECT AS SOON AS POSSIBLE 27. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 28. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 29. SAFETY ITEM - MINOR 30. COMBUSTIBLE MATERIAL		21. MANDATORY 4 22. ESSENTIAL 23. HIGHLY DESIRABLE 24. DESIRABLE		4		21. MANDATORY 4 22. ESSENTIAL 23. HIGHLY DESIRABLE 24. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 368 - 01- E: STEERING GEAR RM, ST RM BILGE (Block 35) <div style="text-align: right; font-size: small;">DK - FR - P/S - TY COMPT. NAME OR AREA</div> AT FR 378-406 (P) (ENG. STORE RM.) BD LONG WT GIRDEN SHELL & SUP STR IS RUSTING & SHELL INSULATION BETWEEN P11 & P12 IS WET. FROM DRAIN PIPE IN STOREROOM.							
VIDEO CLIP NO: 1 STILL PIX NOS: 35,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: REMOVE WET INSULATION FROM SHELL & DECK PLATING CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 90 SQ FT, PROVIDE AND INSTALL SHELL INSULATION. REINSTALL DECK PLATES							
CSMP SUMMARY: SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.		NOMENCLATURE		QTY	NSN	COST	
1							
2							
3							
4							
FIRST CONTACT			RATE	SECOND CONTACT		RATE	PHONE
FERRARA			ENI	DACTON		ENG	
ASSESSOR / ACT / TECH ID#				TD	TL	LOGISTICIAN	TSP
SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC							

06/25/01

USS KLAKRING (FFG 42)
STEERING GEAR ROOM (3-368-01-E) – 12/01



EM02-A854

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-368-01-E		WORK CENTER: EM02	JSN: A855	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	19. IMMEDIATELY 3 20. PRIOR TO NEXT UNDERWAY 21. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	19. OPERATIONAL 2 20. NON-OPERATIONAL 21. REDUCED CAPABILITY 48. NOT APPLICABLE	49. ABNORMAL ENVIROMENT 7 50. MANUFACTURER/INSTALLATION DEFECTS 51. LACK OF KNOWLEDGE OR SKILL 52. COMMUNICATION PROBLEMS 53. INADEQUATE INSTRUCTION/PROCEDURE 54. INADEQUATE DESIGN 55. NORMAL WEAR AND TEAR 60. NOT APPLICABLE		61. S/F BACKLOG/OPERATIONAL PRIORITY 7 62. LACK OF MATERIAL 63. NO FORMAL TRAINING ON THIS EQUIPMENT 64. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 65. INADEQUATE SCHOOL PRACTICAL TRAINING 66. LACK OF FACILITIES/CAPABILITIES 67. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 68. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 69. LACK OF TECHNICAL DOCUMENTATION 6. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 31. SERIOUS - CORRECT AS SOON AS POSSIBLE 32. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 33. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 34. SAFETY ITEM - MINOR 35. COMBUSTIBLE MATERIAL		25. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 26. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 27. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 28. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			25. MANDATORY 4 26. ESSENTIAL 27. HIGHLY DESIRABLE 28. DESIRABLE		
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 368 - 01- E: STEERING GEAR RM, STRM BILGE (Block 35) <div style="text-align: right; font-size: small;">DK - FR - P/S - TY COMPT. NAME OR AREA</div> AT FR 376-392 (S) STRM BILGE INBD LONG. WT GIRDER SHELL & SUPP STR. IS RUSTING							
VIDEO CLIP NO: 1 STILL PIX NOS: 34,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: REMOVE DECK PLATE AND CLEAN TO BARE METAL. PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 64 SQ FT). REINSTALL DECK PLATES							
CSMP SUMMARY: SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1	STEP: 1,2,3,4 & 5		
PART NO.		NOMENCLATURE		QTY	NSN		COST
1							
2							
3							
4							
FIRST CONTACT FERRARA			RATE ENI	SECOND CONTACT DACTON		RATE ENG	PHONE
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC				TD	TL	LOGISTICIAN	TSP

06/25/01

USS KLAKRING (FFG 42)
STEERING GEAR ROOM (3-368-01-E) – 12/01



EM02-A855

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER:				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021	EIC: A100	APL:		RIN: N/L	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A	LOCATION: 3-368-01-E		WORK CENTER: EM04	JSN: A710	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	22. IMMEDIATELY 3 23. PRIOR TO NEXT UNDERWAY 24. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	22. OPERATIONAL 2 23. NON-OPERATIONAL 24. REDUCED CAPABILITY 56. NOT APPLICABLE	57. ABNORMAL ENVIROMENT 7 58. MANUFACTURER/INSTALLATION DEFECTS 59. LACK OF KNOWLEDGE OR SKILL 60. COMMUNICATION PROBLEMS 61. INADEQUATE INSTRUCTION/PROCEDURE 62. INADEQUATE DESIGN 63. NORMAL WEAR AND TEAR 70. NOT APPLICABLE		71. S/F BACKLOG/OPERATIONAL PRIORITY 7 72. LACK OF MATERIAL 73. NO FORMAL TRAINING ON THIS EQUIPMENT 74. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 75. INADEQUATE SCHOOL PRACTICAL TRAINING 76. LACK OF FACILITIES/CAPABILITIES 77. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 78. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 79. LACK OF TECHNICAL DOCUMENTATION 7. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 1	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN			S/F MANHOURS	PRIORITY	
SAFETY HAZARD 36. SERIOUS - CORRECT AS SOON AS POSSIBLE 37. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 38. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 39. SAFETY ITEM - MINOR 40. COMBUSTIBLE MATERIAL		29. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 30. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 31. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 32. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			29. MANDATORY 4 30. ESSENTIAL 31. HIGHLY DESIRABLE 32. DESIRABLE		
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 368 - 01- E: STEERING GEAR RM, STRM BILGE (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA AT FR 392-398 (S) INBD LONG. WT GIRDER, SHELL & SUPP STR. IS RUSTING							
VIDEO CLIP NO: 1 STILL PIX NOS: 36, , , ,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: REMOVE DECK PLATES CLEAN TO BARE METAL, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 24 SQ FT.) REINSTALL DECK PLATES.							
CSMP SUMMARY: SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1	STEP: 1,2,3,4 & 5		
PART NO.	NOMENCLATURE	QTY	NSN	COST			
1							
2							
3							
4							
FIRST CONTACT HESSELING		RATE DCI	SECOND CONTACT HOHAN		RATE DCC	PHONE	
ASSESSOR / ACT / TECH ID# SUPSHIP PORTSMOUTH			TD	TL	LOGISTICIAN	TSP	
IBBOTSON/MENTA MSC							

06/25/01

USS KLAKRING (FFG 42)
STEERING GEAR ROOM (3-368-01-E) – 12/01



EM04-A710

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 13				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021		EIC: A100		APL:	
EQUIPMENT NAME: SHELL & SUPP STRUCTURE		IDENT/SERIAL: N/A		LOCATION: 3-368-01-E		WORK CENTER: EMO4	
RIN: N/L		JSN: A711					
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .6	
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE	
1. DEPOT 2 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		25. IMMEDIATELY 3 26. PRIOR TO NEXT UNDERWAY 27. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY		25. OPERATIONAL 2 26. NON-OPERATIONAL 27. REDUCED CAPABILITY 64. NOT APPLICABLE		65. ABNORMAL ENVIROMENT 7 66. MANUFACTURER/INSTALLATION DEFECTS 67. LACK OF KNOWLEDGE OR SKILL 68. COMMUNICATION PROBLEMS 69. INADEQUATE INSTRUCTION/PROCEDURE 70. INADEQUATE DESIGN 71. NORMAL WEAR AND TEAR 80. NOT APPLICABLE	
DEFERRAL REASON		MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	
71. S/F BACKLOG/OPERATIONAL PRIORITY 7 82. LACK OF MATERIAL 83. NO FORMAL TRAINING ON THIS EQUIPMENT 84. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 85. INADEQUATE SCHOOL PRACTICAL TRAINING 86. LACK OF FACILITIES/CAPABILITIES 87. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 88. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 89. LACK OF TECHNICAL DOCUMENTATION 8. OTHER OR NOT APPLICABLE		1		60		33. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 34. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 35. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 36. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION	
SAFETY HAZARD		COMPLETED ACTION TAKEN		S/F MANHOURS		PRIORITY	
41. SERIOUS - CORRECT AS SOON AS POSSIBLE 42. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 43. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 44. SAFETY ITEM - MINOR 45. COMBUSTIBLE MATERIAL		33. MANDATORY 4 34. ESSENTIAL 35. HIGHLY DESIRABLE 36. DESIRABLE		4		4	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3 - 368 - 01- E: STEERING GEAR ROOM, (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA							
EDUCTOR ROOM BILGE, FR 368-376, S, INBOARD LONGITUDINAL GIRDER, SHELL & SUPPORT							
STRUCTURE IS RUSTING AND SHELL LAGGING BETWEEN STRINGER S11 & 12 IS WET DUE TO							
STANDING WATER							
VIDEO CLIP NO: 1 STILL PIX NOS: 29, 30,							
POC: SPORT CODE 221:757-396-4001; TPOC: N. TAGLIANETTI							
RECOMMENDED REPAIRS:							
FR 368-376, S, REMOVE WET SHELL LAGGING AND DECK PLATES. CLEAN TO BARE METAL, PRIME A							
AND PRESERVE IAW NSTM CHAPTER 631 (APPROX 60 SQ FT). REINSTALL DECK PLATES. PROVIDE							
AND INSTALL SHELL LAGGING (APPROX 24 SQ FT)							
CSMP SUMMARY:							
SHELL RUSTING							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.		NOMENCLATURE		QTY	NSN		COST
1							
2							
3							
4							
FIRST CONTACT		RATE		SECOND CONTACT		PHONE	
RESSELRING		DC1		HOHMAN		DCC	
ASSESSOR / ACT / TECH ID#				TD		TSP	
SUPSHIP PORTSMOUTH IBBOTSON/MENTA MSC							

06/25/01

USS KLAKRING (FFG 42)

STEERING GEAR ROOM (3-368-01-E) – 12/01



EM04-A711



EM04-A711

USS KLAKRING (FFG 42)

MATERIAL ASSESSMENT FORM – 12/01

[SPORT CODE 220 USE ONLY] (STRUCTURAL ASSESSMENT)

Area:

ITEM NUMBER: 8				SHIP USS KLAKRING FFG 42			
SYSTEM: HULL STRUCTURES		ESWBS: 11021		EIC: A100		APL:	
EQUIPMENT NAME: HULL PENETRATION		IDENT/SERIAL: N/A		LOCATION: 3-154-1-Q		WORK CENTER: EMO1	
RIN: N/L		JSN: A195					
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY		EOC	
1. SAT - SATISFACTORY 2 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 4 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN 3 5. L - LIMITED .7	
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE	
1. DEPOT 1 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		28. IMMEDIATELY 3 29. PRIOR TO NEXT UNDERWAY 30. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY		28. OPERATIONAL 2 29. NON-OPERATIONAL 30. REDUCED CAPABILITY 72. NOT APPLICABLE		73. ABNORMAL ENVIROMENT 7 74. MANUFACTURER/INSTALLATION DEFECTS 75. LACK OF KNOWLEDGE OR SKILL 76. COMMUNICATION PROBLEMS 77. INADEQUATE INSTRUCTION/PROCEDURE 78. INADEQUATE DESIGN 79. NORMAL WEAR AND TEAR 90. NOT APPLICABLE	
DEFERRAL REASON		MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	
91. S/F BACKLOG/OPERATIONAL PRIORITY 7 92. LACK OF MATERIAL 93. NO FORMAL TRAINING ON THIS EQUIPMENT 94. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 95. INADEQUATE SCHOOL PRACTICAL TRAINING 96. LACK OF FACILITIES/CAPABILITIES 97. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 98. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 99. LACK OF TECHNICAL DOCUMENTATION 9. OTHER OR NOT APPLICABLE		1		40			
SAFETY HAZARD		37. MANDATORY 3		38. ESSENTIAL		39. HIGHLY DESIRABLE	
46. SERIOUS - CORRECT AS SOON AS POSSIBLE 47. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 48. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 49. SAFETY ITEM - MINOR 50. COMBUSTIBLE MATERIAL		37. MAINTENANCE ACTION COMPLETED; PARTS DRAWN FROM SUPPLY 38. MAINTENANCE ACTION COMPLETED; PARTS NOT DRAWN FROM SUPPLY 39. MAINTENANCE ACTION COMPLETED; NO PARTS REQUIRED 40. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED; 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION				40. DESIRABLE	
DISCREPANCY DESCRIPTION: AS per SEMAT II Inspection: at : 3- 154 - 1- Q: PIPE ROOM (Block 35) DK - FR - P/S - TY COMPT. NAME OR AREA FR. 157, 6FT. 6 IN. ABV DECK, ADJACENT TO VALVE 3-157-1 (LKD O), ASW HEAT EXCHANGER OVERBOARD DISCHARGE HULL PENETRATION IS DETERIORATED AND LEAKING.							
VIDEO CLIP NO: 1 STILL PIX NOS: 15,							
POC: SPORT CODE 221:757-396-4001; TPOC:N. TAGLIANETTI							
RECOMMENDED REPAIRS: FR. 157, 6 FT. 6 IN. ABV DECK, REMOVE PIPING AND HULL PENETRATION. PROVIDE AND INSTALL 2 IN. HULL PENETRATION AND REINSTALL PIPING BY WELDING IAW NNSI 009-12 (APPROX. 108 LIN IN). TEST PIPING FOR TIGHTNESS. CLEAN, PRIME AND PRESERVE IAW NSTM CHAPTER 631 (APPROX. 2 SQ FT). COFFERDAM REQUIRED.							
CSMP SUMMARY: DETERIORATED HULL PENETRATION							
ROOT / CAUSE AMPLIFICATION : I				TEST: MRC1102/1		STEP: 1,2,3,4 & 5	
PART NO.		NOMENCLATURE		QTY		NSN	
COST							
1							
2							
3							
4							
FIRST CONTACT		RATE		SECOND CONTACT		RATE	
PHONE							
ASSESSOR / ACT / TECH ID#				TD		TL	
SUPSHIP PORTSMOUTH GRINELS / MC CARTHY(MSC)						LOGISTICIAN	
						TSP	

06/25/01

USS KLAKRING (FFG 42)

PIPE ROOM (3-154-1-Q)



EMO1-A195

USS KLAHRING (FFG 42)

FFG-42 Sonar Cooling Equipment Room (4-48-1-Q)



View of shell, stbd side Fr 49, 4th deck. Corrosion is typical of the class. Shipyard is replacing a stiffener and preserving the area (COMPLETE).



View of after bhd, showing corrosion in areas not accessible when equipment is installed. (COMPLETE).

USS KLAKRING (FFG 42)

FFG-42 Sonar Cooling Equipment Room (4-48-1-Q)



Arrow indicates a hole in the web of the web of the stiffener. A sheet of paper is under the hole to help show it . Shipyard is going to replace 12' of stiffener.

US KLAKRING (FFG 42)

ship_hull	location	efbd	hsc	wcr equip	ric	rin
42	2-100-01-L ✓	BERTHING & DRESSING SPACE (2-100-01-L)	64311E7300		XCOMPARTMNT	00EXZ
42	2-100-0-L ✓	LOUNGE, RECREATION (2-100-0-L)	64511E7100		XCOMPARTMNT	00EXY
42	2-100-1-L ✓	PASSAGEWAY & DRESSING SPACE (2-100-1-L)	64511E7500		XCOMPARTMNT	00EYA
42	2-100-4-L ✓	PASSAGEWAY (2-100-4-L)	64511E7700		XCOMPARTMNT	00EYB
42	2-113-0-L ✓	SANITARY SPACE (2-113-0-L)	64411E7900		XCOMPARTMNT	00EYC
42	2-113-0-L ✓	LOCKER, CLEANING GEAR	67111E8100		XCOMPARTMNT	00EYD
42	2-140-01-L ✓	PASSAGEWAY (2-140-01-L)	64511E9100		XCOMPARTMNT	00EYE
42	2-140-0-Q ✓	BARBER SHOP (2-140-0-Q)	65411E9300		XCOMPARTMNT	00EYF
42	2-140-1-Q ✓	POST OFFICE (2-140-1-Q)	66111E9500		XCOMPARTMNT	00EYG
42	2-140-2-Q ✓	VAULT, REGISTERED PUBLICATIONS (2-140-2-Q)	67111E9700		XCOMPARTMNT	00EYH
42	2-140-4-Q ✓	SHIP STORE (2-140-4-Q)	65411E9900		XCOMPARTMNT	00EYJ
42	2-152-0-L ✓	DRESSING SPACE (2-152-0-L)	64211E9B00		XCOMPARTMNT	00EYK
42	2-152-2-L ✓	MEDICAL TREATMENT ROOM (2-152-2-L)	65211E9D00		XCOMPARTMNT	00EYL
42	2-154-0-L ✓	LOCKER, CLEANING GEAR 2-161-2	67111E9H00		XCOMPARTMNT	00EYN
42	2-154-0-L ✓	SANITARY SPACE (2-154-0-L)	64411E9F00		XCOMPARTMNT	00EYM
42	2-168-2-L ✓	LOUNGE, CPO (2-168-2-L)	64511EA100		XCOMPARTMNT	00EYP
42	2-171-0-L ✓	BERTHING SPACE 1 (2-171-0-L)	64211EA300		XCOMPARTMNT	00EYQ
42	2-171-1-L ✓	BERTHING SPACE 2 (2-171-1-L)	64211EA500		XCOMPARTMNT	00EYR
42	2-171-3-L ✓	BERTHING SPACE 3 (2-171-3-L)	64211EA700		XCOMPARTMNT	00EYS
42	2-177-2-T ✓	TRUNK, VENT (2-177-2-T)	12321EA900		XCOMPARTMNT	00EYT
42	2-180-0-Q ✓	GALLEY (2-180-0-Q)	65111EB100		XCOMPARTMNT	00EYU
42	2-180-0-Q ✓	LOCKER, CG AND DIESEL EXHAUST ENCLOSURE	67111EB300		XCOMPARTMNT	00EYV
42	2-180-1-L ✓	PASSAGEWAY (2-180-1-L)	64511EB500		XCOMPARTMNT	00EYW
42	2-180-2-L ✓	MESSROOM, CPO (2-180-2-L)	64221EB700		XCOMPARTMNT	00EYX
42	2-180-4-L ✓	PASSAGEWAY (2-180-4-L)	64511EB900		XCOMPARTMNT	00EYY
42	2-187-2-T ✓	TRUNK, ACCESS (2-187-2-T)	12321EBB00		XCOMPARTMNT	00EYZ
42	2-188-1-Q ✓	GALLEY ANNEX (2-188-1-Q)	65111EBD00		XCOMPARTMNT	00EZA
42	2-20-0-A ✓	STOREROOM, BOSN 2 (2-20-0-A)	67211E3100		XCOMPARTMNT	00EXH
42	2-203-2-Q ✓	SCULLERY (2-203-2-Q)	65111EC100		XCOMPARTMNT	00EZB
42	2-208-2-T ✓	TRUNK, ESCAPE (2-208-2-T)	12321EC300		XCOMPARTMNT	00EYC
42	2-209-1-Q ✓	DUMBWAITER (2-209-1-Q)	57211EC500		XCOMPARTMNT	00EZD
42	2-212-01-L ✓	PASSAGEWAY (2-212-01-L)	64511EC700		XCOMPARTMNT	00EZE
42	2-212-0-L ✓	MESSROOM, CREW (2-212-0-L)	64321EC900		XCOMPARTMNT	00EZF
42	2-212-0-L ✓	LOCKER, CLEANING GEAR 2-245-2	67111EE300		XCOMPARTMNT	00EZN

US KLAKRING (FFG 42)

42	2-212-2-T	✓	TRUNK, ESCAPE (2-212-2-T)	12321ECD00	XCOMPARTMNT	00EZG
42	2-220-1-Q	✓	AFF STATION (2-220-1-Q) #1	66411ED100	XCOMPARTMNT	00EZH
42	2-223-1-T	✓	TRUNK, ACCESS (2-223-1-T)	12321ED300	XCOMPARTMNT	00EZJ
42	2-225-1-A	✓	PROPULSION REPAIR 5 (2-225-1-A)	66411ED500	XCOMPARTMNT	00EZK
42	2-237-1-Q	✓	TRASH DISPOSAL ROOM (2-237-1-Q)	65611ED700	XCOMPARTMNT	00EZL
42	2-244-2-Q	✓	FAN ROOM (2-244-2-Q)	66211EE100	XCOMPARTMNT	00EZM
42	2-250-0-L	✓	PASSAGEWAY (2-250-0-L)	64511EE700	XCOMPARTMNT	00EZP
42	2-276-2-J	✓	JP5 SERVICE TANK 2-276-2-J 2-276-2-J	12312N3101	XTANK003970	00EZQ
42	2-278-2-Q	✓	AFF STATION 2 (2-278-2-Q)	66411EF300	XCOMPARTMNT	00EZR
42	2-292-01-C	✓	CENTRAL CONTROL STATION (2-292-01-C)	66211EG100	XCOMPARTMNT	00Ezs
42	2-292-0-L	✓	PASSAGEWAY (2-292-0-L)	64511EG300	XCOMPARTMNT	00EZT
42	2-292-2-Q	✓	WORKSHOP, GENERAL (2-292-2-Q)	66511EG500	XCOMPARTMNT	00EZU
42	2-301-1-T	✓	TRUNK, ACCESS (2-301-1-T)	12321EH100	XCOMPARTMNT	00EZV
42	2-316-2-Q	✓	ELECTRICAL SHOP&DEGAUSSING EQUIP RM (2-316-2-Q)	66521EH300	XCOMPARTMNT	00EZW
42	2-320-0-Q	✓	WINDLASS ROOM (2-320-0-Q)	66211E3300	XCOMPARTMNT	00EXJ
42	2-325-0-T	✓	TRUNK, ESCAPE (2-325-0-T)	12321EJ100	XCOMPARTMNT	00EXX
42	2-328-0-Q	✓	CENTRAL OFFICE COMPLEX (2-328-0-Q)	66111EJ300	XCOMPARTMNT	00EZY
42	2-328-2-L	✓	PASSAGEWAY (2-328-2-L)	64511EJ500	XCOMPARTMNT	00EZZ
42	2-328-4-T	✓	TRUNK, ACCESS (2-328-4-T)	12321EJ700	XCOMPARTMNT	00FOA
42	2-328-6-Q	✓	SUPPLY SUPPORT CENTER (2-328-6-Q)	66111EJ900	XCOMPARTMNT	00F0B
42	2-344-2-A	✓	AFT REPAIR 3 (2-344-2-A)	66411EK100	XCOMPARTMNT	00F6D
42	2-353-2-K	✓	STOREROOM, GAS CYLINDER (2-353-2-K)	67211EK700	XCOMPARTMNT	00F6E
42	2-360-1-C	✓	RAST CONTROL STATION (2-360-1-C)	66211EL100	XCOMPARTMNT	00F6F
42	2-360-2-Q	✓	AFF STATION 4 (2-360-2-Q) 4-360-2-Q LESS PUSHBUTTON STR.	66411EL300	XCOMPARTMNT	00F0C
42	2-362-2-T	✓	TRUNK, ESCAPE (2-362-2-T)	12321E3500	XCOMPARTMNT	00EXK
42	2-363-2-L	✓	WASH ROOM & WATER CLOSET (2-363-2-L)	64411EL500	XCOMPARTMNT	00F0D
42	2-368-01-L	✓	PASSAGEWAY & AFT BATTLE DRSG STA (2-368-01-L)	64511EL700	XCOMPARTMNT	00F0E
42	2-368-0-Q	✓	HLCPTR HAUL DOWN & TRAV MCHRY ROOM (2-368-0-Q)	66211ELB00	XCOMPARTMNT	00F6G
42	2-368-1-A	✓	STOREROOM, AVIATION 1 (2-368-1-A)	67211ELD00	XCOMPARTMNT	00F6H
42	2-368-2-Q	✓	FILTER CLEANING SHOP (2-368-2-Q)	66511ELM00	XCOMPARTMNT	00F6J
42	2-376-2-A	✓	STOREROOM, MEDICAL (2-376-2-A)	67211ELR00	XCOMPARTMNT	00F6K
42	2-383-2-J	✓	HELICOPTER FUELING ROOM (2-383-2-J)	66211EM100	XCOMPARTMNT	00F6L
42	2-388-2-Q	✓	TACTAS HANDLING & BT ROOM (2-388-2-Q)	66211EM500	XCOMPARTMNT	00F6M
42	2-390-1-A	✓	STOREROOM, AVIATION 2 (2-390-1-A)	67211EMB00	XCOMPARTMNT	00F6N
42	2-397-1-Q	✓	NIXIE ROOM (2-397-1-Q)	66211EMK00	XCOMPARTMNT	00F6P

US KLAKRING (FFG 42)

42	2-40-1-A	✓	BAGGAGE ROOM, CREW & CPO (2-40-1-A)	67211E4100	XCOMPARTMNT	00EXL
42	2-40-2-L	✓	PASSAGEWAY (2-40-2-L)	64511E4300	XCOMPARTMNT	00EXM
42	2-407-0-A	✓	STOREROOM, AVIATION 3 (2-407-0-A)	67211E4300	XCOMPARTMNT	00F6Q
42	2-44-2-A	✓	BAGGAGE ROOM, OFFICERS (2-44-2-A) <i>Library</i>	67211E4500	XCOMPARTMNT	00EXN
42	2-48-1-A	✓	ARMORY (2-48-1-A)	76311E4700	XCOMPARTMNT	00EXP
42	2-48-2-A	✓	STOREROOM, DECK GEAR (2-48-2-A)	67211E4900	XCOMPARTMNT	00EXQ
42	2-55-1-A	✓	FWD REPAIR 2 (2-55-1-A)	66411E4800	XCOMPARTMNT	00EXR
42	2-60-2-Q	✓	AFF STATION 1 (2-60-2-Q)	66411E5100	XCOMPARTMNT	00EXS
42	2-64-0-L	✓	PASSAGEWAY (2-64-0-L)	64511E5300	XCOMPARTMNT	00EXT
42	2-79-0-C	✓	IC & GYRO ROOM & ELECTRONICS SHOP (2-79-0- C)	66521E5500	XCOMPARTMNT	00EXU
42	2-79-1-A	✓	STOREROOM, ATHLETIC GEAR (2-79-1-A)	67211E5700	XCOMPARTMNT	00EXV
42	2-84-1-T	✓	TRUNK, ESCAPE (2-84-1-T)	12321E6100	XCOMPARTMNT	00EXW
42	2-92-2-T	✓	TRUNK, ACCESS (2-92-2-T)	12321E6300	XCOMPARTMNT	00EXX
42	2-Z-0-A	✓	STOREROOM, BOSN 1 (2-Z-0-A)	67211E1100	XCOMPARTMNT	00EXG
42	3-100-0-L	✓	BERTHING & DRESSING SPACE (3-100-0-L)	64311F7100	XCOMPARTMNT	00F0T
42	3-100-1-L	✓	LOUNGE, RECREATION (3-100-1-L)	64511F7300	XCOMPARTMNT	00F0U
42	3-113-0-L	✓	LOCKER, CLEANING GEAR	67111F7700	XCOMPARTMNT	00F0W
42	3-113-0-L	✓	SANITARY SPACE (3-113-0-L)	64411F7500	XCOMPARTMNT	00F0V
42	3-119-0-T	✓	TRUNK, ACCESS (3-119-0-T)	12321F7900	XCOMPARTMNT	00F7T
42	3-140-0-L	✓	SANITARY SPACE (3-140-0-L)	64411F9100	XCOMPARTMNT	00F0X
42	3-140-1-L	✓	LOCKER, CLEANING GEAR	67111F9500	XCOMPARTMNT	00F0Z
42	3-140-1-L	✓	PASSAGEWAY (3-140-1-L)	64511F9300	XCOMPARTMNT	00F0Y
42	3-140-2-L	✓	LOUNGE, RECREATION (3-140-2-L)	64511F9700	XCOMPARTMNT	00F1A
42	3-144-0-L	✓	BERTHING & DRESSING SPACE (3-144-0-L)	64311F9900	XCOMPARTMNT	00F1B
42	3-154-1-Q	✓	PIPING SPACE (3-154-1-Q)	66211F9B00	XCOMPARTMNT	00F1C
42	3-156-2-Q	✓	PIPING SPACE (3-156-2-Q)	66211F9D00	XCOMPARTMNT	00F1D
42	3-180-0-A	✓	STOREROOM, FREEZE (3-180-0-A)	63811FB100	XCOMPARTMNT	00F1E
42	3-180-1-A	✓	STOREROOM, CHILL 1 (3-180-1-A)	63811FB300	XCOMPARTMNT	00F1F
42	3-180-2-C	✓	SWITCHGEAR ROOM (3-180-2-C)	66311FB500	XCOMPARTMNT	00F1G
42	3-180-3-A	✓	STOREROOM, CHILL 2 (3-180-3-A)	63811FB700	XCOMPARTMNT	00F1H
42	3-180-5-A	✓	STOREROOM, DRY PROVISIONS (3-180-5-A)	67211FB900	XCOMPARTMNT	00F1J
42	3-188-0-L	✓	PASSAGEWAY (3-188-0-L)	64511FBB00	XCOMPARTMNT	00F1K
42	3-196-2-A	✓	STOREROOM, SHIP STORE (3-196-2-A)	67211FBD00	XCOMPARTMNT	00F1L
42	3-200-2-E	✓	ELEVATOR MACHINERY ROOM (3-200-2-E)	66211FC100	XCOMPARTMNT	00F1M
42	3-20-0-Q	✓	CHAIN LOCKER 3-20-0-Q	12321N1111	XVOID003956	00F0F

3-140-1-A SANITARY SPACE, DEEP SINK

US KLAKRING (FFG 42)

42	3-236-1-F	LUBE OIL STORAGE TANK 3-236-1-F	12315N1104	XTANK003928	00F1N
42	3-236-2-F	LUBE OIL STORAGE TANK 3-236-2-F	12315N1105	XTANK003927	00F1P
42	3-240-1-F	FUEL OIL SERVICE TANK 3-240-1-F	12311N3101	XTANK003972	00F1Q
42	3-240-2-F	FUEL OIL SERVICE TANK 3-240-2-F	12311N3102	XTANK003965	00F1R
42	3-250-1-T	TRUNK, ACCESS (3-250-1-T)	12321FE500	XCOMPARTMNT	00F1S
42	3-250-2-T	TRUNK, ACCESS (3-250-2-T)	12321FE700	XCOMPARTMNT	00F1T
42	3-272-2-F	LUBE OIL STORAGE TANK 3-272-2-F	12315N1107	XTANK003900	00F1U
42	3-278-1-F	LUBE OIL STORAGE TANK 3-278-1-F	12315N1108	XTANK003896	00F1V
42	3-278-2-F	LUBE OIL STORAGE TANK 3-278-2-F	12315N1109	XTANK003901	00F1W
42	3-286-1-F	LUBE OIL STORAGE TANK 3-286-1-F	12315N1110	XTANK003898	00F1X
42	3-286-2-F	LUBE OIL STORAGE TANK 3-286-2-F	12315N1111	XTANK003902	00F1Y
42	3-292-2-E	SSDG ENCLOSURE 4 (3-292-2-E)	66211FG500	XCOMPARTMNT	00F1Z
42	3-292-4-F	FUEL OIL SERVICE TANK 3-292-4-F	12311N3103	XTANK003949	00F2A
42	3-292-6-F	FUEL OIL SERVICE TANK 3-292-6-F	12311N3104	XTANK003942	00F2B
42	3-292-8-F	LUBE OIL STORAGE TANK 3-292-8-F	12315N1112	XTANK003897	00F2C
42	3-316-1-J	JP5 SERVICE TANK 3-316-1-J (1A)	12312N3102	XTANK003963	00F2D
42	3-32-1-K	STOREROOM, FLAMMABLE LIQUIDS (3-32-1-K)	67211F3300	XCOMPARTMNT	00F0G
42	3-322-1-J	JP5 SERVICE TANK 3-322-1-J (1B)	12312N3103	XTANK003964	00F2E
42	3-32-2-A	HAZMAT STRM (3-32-2-A)	67212F3600	XCOMPARTMNT	00H7C
42	3-325-0-T	TRUNK, ESCAPE (3-325-0-T)	12321FJ300	XCOMPARTMNT	00F2F
42	3-328-0-A	STOREROOM, COMBINED SUPPLY DEPT (3-328-0-	67211FJ500	XCOMPARTMNT	00F2G
42	3-36-2-T	TRUNK, ESCAPE (3-36-2-T)	12321F3700	XCOMPARTMNT	00F0H
42	3-40-2-A	LANDG FORCE (3-40-2-A)	67211F4100	XCOMPARTMNT	00F0J
42	3-43-0-L	PASSAGEWAY (3-43-0-L)	64511F4300	XCOMPARTMNT	00F0K
42	3-46-1-A	CLNG GEAR (3-46-1-A)	67211F4700	XCOMPARTMNT	00F9V
42	3-53-2-A	STOREROOM, CLOTHING & SMALL STORES (3-53-	67211F4B00	XCOMPARTMNT	00F0L
42	3-56-0-A	STOREROOM, DECK GEAR (3-56-0-A)	67211F4D00	XCOMPARTMNT	00F0M
42	3-64-0-M	MAGAZINE, MK13 GMLS (3-64-0-M)	72111F5100	XCOMPARTMNT	00F0N
42	3-64-1-V	ACCESSIBLE VOID 3-64-1-V	12321N1101	XVOID003946	00F0P
42	3-64-2-V	ACCESSIBLE VOID 3-64-2-V	12321N1102	XVOID003910	00F0Q
42	3-84-0-E	AC MACHINERY ROOM (3-84-0-E)	66211F6100	XCOMPARTMNT	00F0R
42	3-84-1-T	TRUNK, ESCAPE (3-84-1-T)	12321F6300	XCOMPARTMNT	00F0S
42	4-100-0-E	APU MACHINERY ROOM (4-100-0-E)	66211G7100	XCOMPARTMNT	00F2T
42	4-140-0-Q	LAUNDRY (4-140-0-Q)	65511G9100	XCOMPARTMNT	00F2U
42	4-140-1-L	PASSAGEWAY (4-140-1-L)	64511G9300	XCOMPARTMNT	00F2V

XCOMPARTMENT

3-48-2-A MEDICAL STRM (3-48-2-A)
3-727-1-F L.O.STORAGE TK

US KLAKRING (FFG 42)

42	4-140-2-A	✓	STOREROOM, LAUNDRY 2 (4-140-2-A)	67211G9400	XCOMPARTMNT	00F9X
42	4-140-3-A	✓	STOREROOM, LAUNDRY (4-140-3-A)	67211G9500	XCOMPARTMNT	00F2W
42	4-144-1-T	✓	LOCKER, CLEANING GEAR	67111G9900	XCOMPARTMNT	00F2Y
42	4-144-1-T	✓	TRUNK, ACCESS (4-144-1-T)	12321G9700	XCOMPARTMNT	00F2X
42	4-152-1-A	✓	STOREROOM, CHEM WARFARE DEF EQUIP (4-152-1-A)	67211G9B00	XCOMPARTMNT	00F2Z
42	4-160-0-Q	✓	SEWAGE COLLECTING HOLDING & BLR ROOM (4-160-0-Q)	66211GA100	XCOMPARTMNT	00F3A
42	4-170-0-W	✓	CHT TANK 4-170-0-W	12319N9101	XTANK003944	00F3B
42	4-172-1-E	✓	FIRE PUMP ROOM (4-172-1-E)	66211GA500	XCOMPARTMNT	00F3C
42	4-200-0-W	✓	CHAIN LOCKER SUMP 4-200-0-W	12321N1112	XVOID003939	00F2J
42	4-203-0-T	✓	TRUNK, ELEVATOR (4-203-0-T)	12321GC100	XCOMPARTMNT	00F3D
42	4-208-2-T	✓	TRUNK, ESCAPE (4-208-2-T)	12321GC300	XCOMPARTMNT	00F3E
42	4-208-4-F	✓	LUBE OIL STORAGE TANK 4-208-4-F	12315N1113	XTANK003914	00F3F
42	4-212-2-T	✓	TRUNK, ESCAPE (4-212-2-T)	12321GC700	XCOMPARTMNT	00F3G
42	4-27-0-V	✓	ACCESSIBLE VOID 4-27-0-V	12321N1103	XVOID003913	00F2K
42	4-32-0-Q	✓	SONAR EQUIPMENT ROOM (4-32-0-Q)	66311G3500	XCOMPARTMNT	00F2L
42	4-48-1-Q	✓	SONAR COOLING EQUIPMENT ROOM (4-48-1-Q)	66211G4100	XCOMPARTMNT	00F2M
42	4-48-2-L	✓	PASSAGEWAY (4-48-2-L)	64511G4300	XCOMPARTMNT	00F2N
42	4-56-0-M	✓	MAGAZINE, SMALL ARMS (4-56-0-M)	71311G4500	XCOMPARTMNT	00F2P
42	4-56-2-A	✓	STOREROOM, DECK GEAR (4-56-2-A)	67211G4700	XCOMPARTMNT	00F2Q
42	4-64-0-Q	✓	MAGAZINE, SERVICE ROOM&N2 CHARGING STA	72111G5100	XCOMPARTMNT	00F2R
42	4-77-0-Q	✓	PLENUM CHAMBER (4-77-0-Q)	12321G5300	XCOMPARTMNT	00F2S
42	4-H-0-V	✓	ACCESSIBLE VOID 4-H-0-V	12321N1104	XVOID003912	00F2H
42	5.5-116-0-V	✓	INACCESSIBLE VOID 5.5-116-0-V	12321N3101	XVOID003973	00F7U
42	5-100-1-W	✓	APU WELL 1 5-100-1-W	12321N1109	XVOID003908	00F3Q
42	5-100-2-W	✓	APU WELL 2 5-100-2-W	12321N1110	XVOID003926	00F3R
42	5-100-3-F	✓	FUEL OIL STORAGE TANK 5-100-3-F	12311N1102	XTANK003911	00F3S
42	5-100-4-F	✓	FUEL OIL STORAGE TANK 5-100-4-F	12311N1103	XTANK003931	00F3T
42	5-116-0-W	✓	SALT WATER BALLAST TANK 5-116-0-W	12316N1101	XTANK003934	00F3U
42	5-116-1-F	✓	FUEL OIL STORAGE TANK 5-116-1-F	12311N1104	XTANK003917	00F3V
42	5-116-2-F	✓	FUEL OIL STORAGE TANK 5-116-2-F	12311N1105	XTANK003924	00F3W
42	5-132-0-F	✓	CONTAMINATED OIL TANK 5-132-0-F	12317N4108	XTANK003938	00F3X
42	5-137-1-T	✓	UNDERWATER LOG TRUNK 5-137-1-T	12321N2101	XVOID003921	00F3Y
42	5-140-1-F	✓	FUEL OIL STORAGE TANK 5-140-1-F	12311N1106	XTANK003937	00F3Z
42	5-140-2-F	✓	FUEL OIL STORAGE TANK 5-140-2-F	12311N1107	XTANK003903	00F4A
42	5-164-0-F	✓	CONTAMINATED OIL TANK 5-164-0-F	12317N4102	XTANK003936	00F4B

US KLAKRING (FFG 42)

42	5-164-1-W	WASTE STORAGE TANK 5-164-1-W	12319N9109	XTANK003935	00F4C
42	5-164-2-F	FUEL OIL STORAGE TANK 5-164-2-F	12311N1108	XTANK003962	00F4D
42	5-164-3-F	FUEL OIL STORAGE TANK 5-164-3-F	12311N1109	XTANK003916	00F4E
42	5-170-0-F	CONTAMINATED OIL TANK 5-170-0-F	12317N4103	XTANK003971	00F4F
42	5-180-01-E	SSDG ENCLOSURE 1 (5-180-01-E)	66211HB300	XCOMPARTMNT	00F4H
42	5-180-0-E	AUX MACHINERY ROOM 1 (5-180-0-E)	66211HB100	XCOMPARTMNT	00F4G
42	5-183-2-F	TANK, FSS STORAGE (5-183-2-F)	56511HB500	XCOMPARTMNT	00F4J
42	5-187-1-V	ACCESSIBLE VOID 5-187-1-V	12321N1105	XVOID003929	00F4K
42	5-188-1-F	TANK, FSS SUPPLY (5-188-1-F)	56511HB900	XCOMPARTMNT	00F4L
42	5-188-2-W	WASTE STORAGE TANK 5-188-2-W	12319N9110	XTANK003957	00F4M
42	5-188-4-F	TANK, FSS HYDRAULIC OIL SUPPLY (5-188-4-F)	56511HBD00	XCOMPARTMNT	00F4N
42	5-192-2-F	CONTAMINATED OIL TANK 5-192-2-F	12317N4104	XTANK003966	00F4P
42	5-197-1-F	TANK, FSS STORAGE (5-197-1-F)	56511HBH00	XCOMPARTMNT	00F4Q
42	5-201-1-F	FUEL OIL SERVICE TANK 5-201-1-F	12311N3105	XTANK003967	00F4R
42	5-201-3-F	FUEL OIL SERVICE TANK 5-201-3-F	12311N3106	XTANK003968	00F4S
42	5-204-1-F	FUEL OIL SERVICE TANK 5-204-1-F	12311N3107	XTANK003969	00F4T
42	5-204-2-F	FUEL OIL SERVICE TANK 5-204-2-F	12311N3108	XTANK003915	00F4U
42	5-212-0-E	AUX MACHINERY ROOM 2 (5-212-0-E)	66211HC900	XCOMPARTMNT	00F4V
42	5-220-2-W	WASTE STORAGE TANK 5-220-2-W	12319N9111	XTANK003918	00F4W
42	5-222-1-F	CONTAMINATED OIL TANK 5-222-1-F	12317N4105	XTANK003919	00F4X
42	5-226-1-E	SSDG ENCLOSURE (5-226-1-E)	66211HD500	XCOMPARTMNT	00F4Y
42	5-226-2-E	SSDG ENCLOSURE (5-226-2-E)	66211HD700	XCOMPARTMNT	00F4Z
42	5-250-0-E	ENGINE ROOM (5-250-0-E)	66211HE100	XCOMPARTMNT	00F5A
42	5-250-1-F	FUEL OIL STORAGE TANK 5-250-1-F	12311N1110	XTANK003920	00F5B
42	5-250-2-F	FUEL OIL STORAGE TANK 5-250-2-F	12311N1111	XTANK003943	00F5C
42	5-270-0-F	TANK, CP PROP HYDRAULIC OIL SUMP (5-270-0-F)	24511HF100	XCOMPARTMNT	00F5D
42	5-276-0-F	LUBE OIL SUMP 5-276-0-F	12315N1118	XTANK003930	00F5E
42	5-290-2-F	CONTAMINATED OIL TANK 5-290-2-F	12317N4106	XTANK003933	00F5F
42	5-292-0-E	AUX MACHINERY ROOM 3 (5-292-0-E)	66211HG300	XCOMPARTMNT	00F5G
42	5-292-1-W	WASTE STORAGE TANK 5-292-1-W	12319N9112	XTANK003909	00F5H
42	5-292-2-W	POTABLE WATER TANK 5-292-2-W	12314N3101	XTANK003947	00F5J
42	5-292-3-W	POTABLE WATER TANK 5-292-3-W	12314N3102	XTANK003945	00F5K
42	5-308-1-W	POTABLE WATER TANK 5-308-1-W	12314N3103	XTANK003959	00F5L
42	5-308-2-W	POTABLE WATER TANK 5-308-2-W	12314N3104	XTANK003960	00F5M
42	5-32-0-W	SALT WATER BALLAST TANK 5-32-0-W	12316N1102	XTANK003961	00F3J

US KLAKRING (FFG 42)

42	5-321-1-F	CONTAMINATED OIL TANK 5-321-1-F	12317N4107	XTANK003958	00F5N
42	5-328-0-J	JP5 STORAGE TANK 5-328-0-J	12312N1101	XTANK003907	00F5P
42	5-328-1-W	SALT WATER BALLAST TANK 5-328-1-W	12316N1103	XTANK003941	00F5Q
42	5-328-2-W	SALT WATER BALLAST TANK 5-328-2-W	12316N1104	XTANK003951	00F5R
42	5-344-0-J	JP5 STORAGE TANK 5-344-0-J	12312N1102	XTANK003953	00F5S
42	5-368-01-E	STEERING GEAR ROOM (5-368-01-E)	66211HL300	XCOMPARTMNT	00F5U
42	5-368-0-V	ACCESSIBLE VOID 5-368-0-V	12321N1106	XVOID003955	00F5T
42	5-376-1-A	STOREROOM, BOSN 3 (5-376-1-A)	67211HL500	XCOMPARTMNT	00F9W
42	5-386-0-V	VOID, INACCESSIBLE (5-386-0-V)	12321HM100	XCOMPARTMNT	00F5V
42	5-390-1-A	STOREROOM, DECK GEAR (5-390-1-A)	67211HM300	XCOMPARTMNT	00F5W
42	5-392-0-V	ACCESSIBLE VOID 5-392-0-V	12321N1108	XVOID003948	00F5X
42	5-51-0-Q	EDUCTOR ROOM (5-51-0-Q)	66211H4100	XCOMPARTMNT	00F3K
42	5-56-0-F	FUEL OIL STORAGE TANK 5-56-0-F	12311N1112	XTANK003905	00F3L
42	5-64-0-F	FUEL OIL STORAGE TANK 5-64-0-F	12311N1113	XTANK003950	00F3M
42	5-84-1-F	FUEL OIL STORAGE TANK 5-84-1-F	12311N1114	XTANK003952	00F3N
42	5-84-2-F	FUEL OIL STORAGE TANK 5-84-2-F	12311N1115	XTANK003954	00F3P
42	5-FF-0-V	VOID, INACCESSIBLE (5-FF-0-V)	12321H1100	XCOMPARTMNT	00F3H