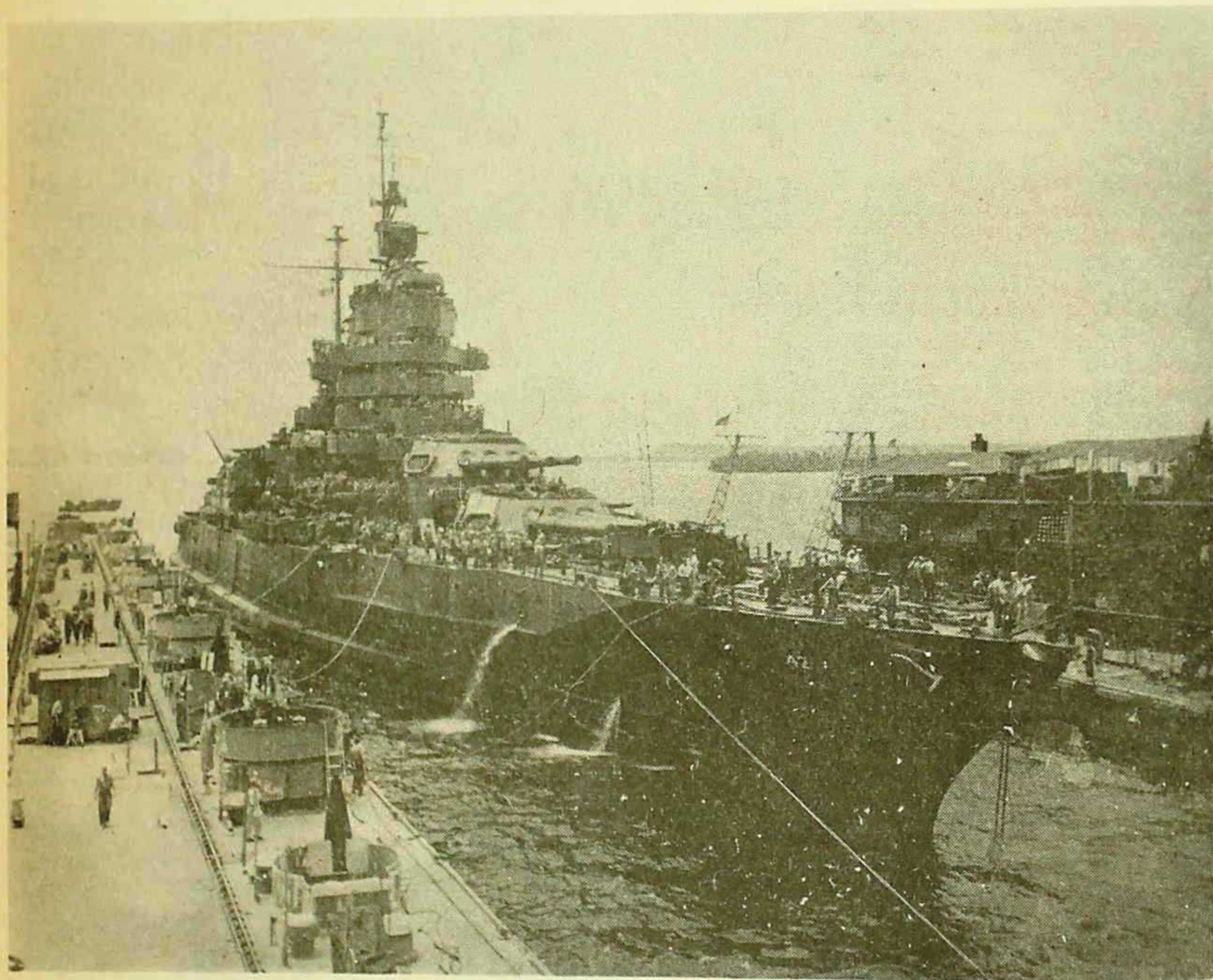


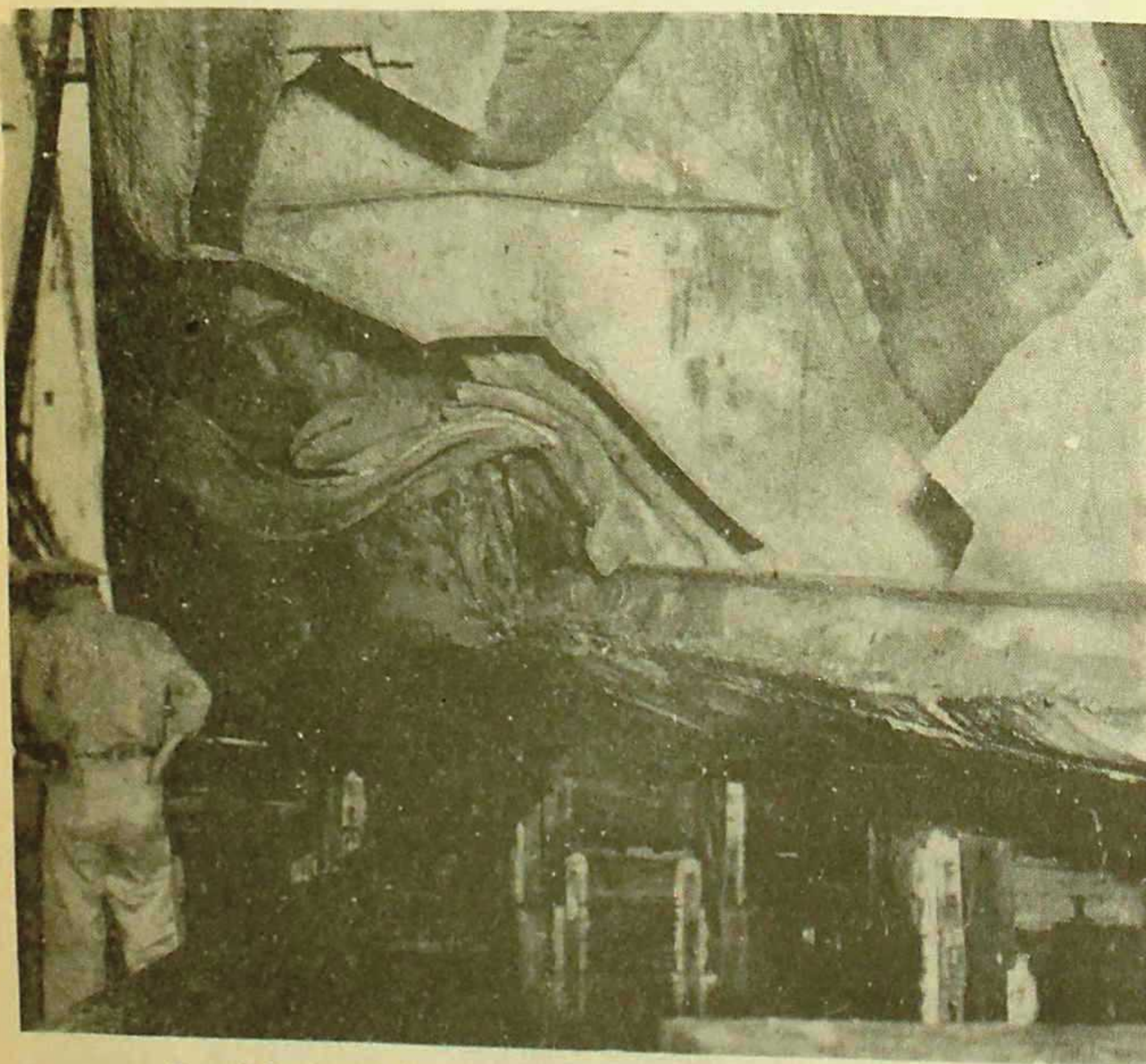
U.S.S. IDAHO entering ABSD-5

An inspection was made on the U.S.S. IDAHO by divers of the U.S.S. JASON on 29 June 1945 after that vessel suffered damage to her lower blisters and bottom while operating in the battle area. This inspection showed that the starboard lower blisters B-1, B-3, B-5 and B-7 were open to the sea. Each blister is five frames in length with four feet between frames. The damage began at frame 55 and extended to frame 90. Damage occurred to the lower set of blisters below the armor plate at the turn of the bilge, and the forward starboard bilge keel was damaged for about 30 feet of its length. It was also found that one blade of the No. 3 propeller was curled over a length of eight inches and cracked about four inches from the tip. On 18 July 1945 the U.S.S. IDAHO was dry-docked by the ABSD-5 for repairs by the JASON. All damaged

frames, bulkheads, and the shell of the blisters were cut away between frames 55 and 80. The frames in these blisters were renewed with $\frac{1}{4}$ " steel plate, and the bulkheads were renewed with $\frac{3}{8}$ " steel plate to conform with the original structure. The shell plates were rolled and beveled on the two sides in the ship-fitter shop on board the JASON. The new plates were butt-welded on the edges and fillet-welded on the lapped ends. Intermittent tack-welding was employed on the back sides of the laps. All blisters were air-tested upon completion and found watertight. All internal structures in the blisters were restored to original condition, the manner of replacing the shell plating



U.S.S. IDAHO entering ABSD-5



Looking aft, showing typical view of damage to bottom of IDAHO



Looking forward, showing frame and shell plating partially removed

being the only deviation from the original structure. The flood valve in blister B-1 was completely demolished, and the one located in B-3 was badly damaged. The new body for the valve in B-1 was cast on board the JASON, and the valve was restored to a satisfactory operating condition. All other valves in the damaged area were repaired and tested. The thirty foot damaged section of the bilge keel was cut away and replaced with welded structure braced internally with steel. The damaged propeller blade was repaired without removing it from the shaft. A flatter and a brass hammer were used to straighten the propeller as heat was applied locally with a large acetylene torch. After the blade was thus restored to its original shape the crack was brazed. Upon completion of the propeller repairs each blade was checked for pitch and found to be correct.

A total of approximately 1,100 sq. ft. of $\frac{1}{2}$ " blister shell plating, 1,600 sq. ft. of $\frac{1}{4}$ " plate for framing, 200 sq. ft. of $\frac{3}{8}$ " channel and 500 lbs. of welding rod were used in accomplishing repairs to the damaged sections. The total weight of this material was approximately 43,000 lbs.

In addition to the hull repairs, all other necessary work beyond the capacity of the ship's force was accomplished by JASON shops. On 28 July the IDAHO left ABSD-5 and departed for the battle area.

Upon completion of repairs the following dispatch was received by the Commanding Officer, U.S.S. JASON, from the Commanding Officer, U.S.S. IDAHO.

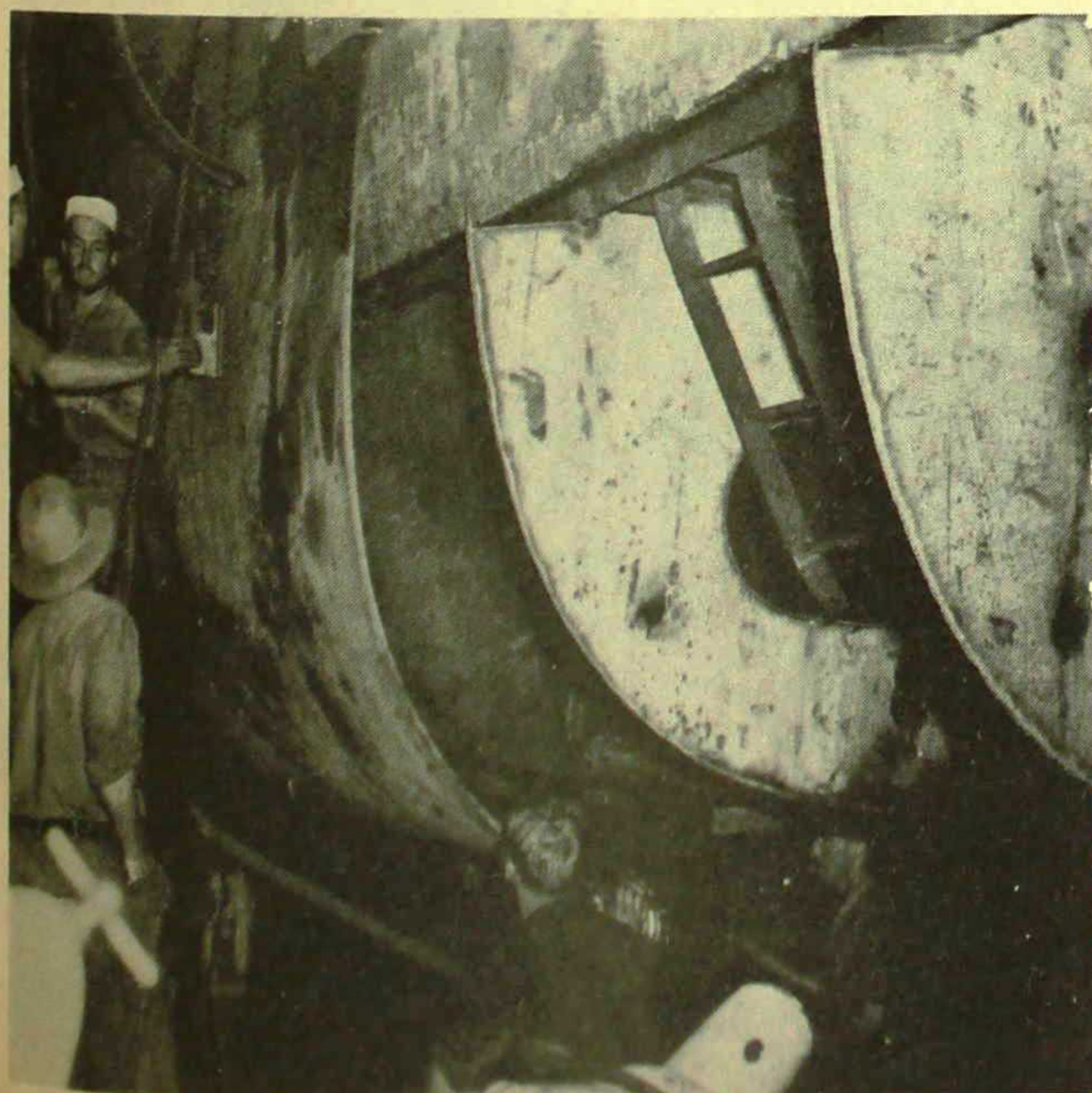
290324

From: IDAHO
To : JASON

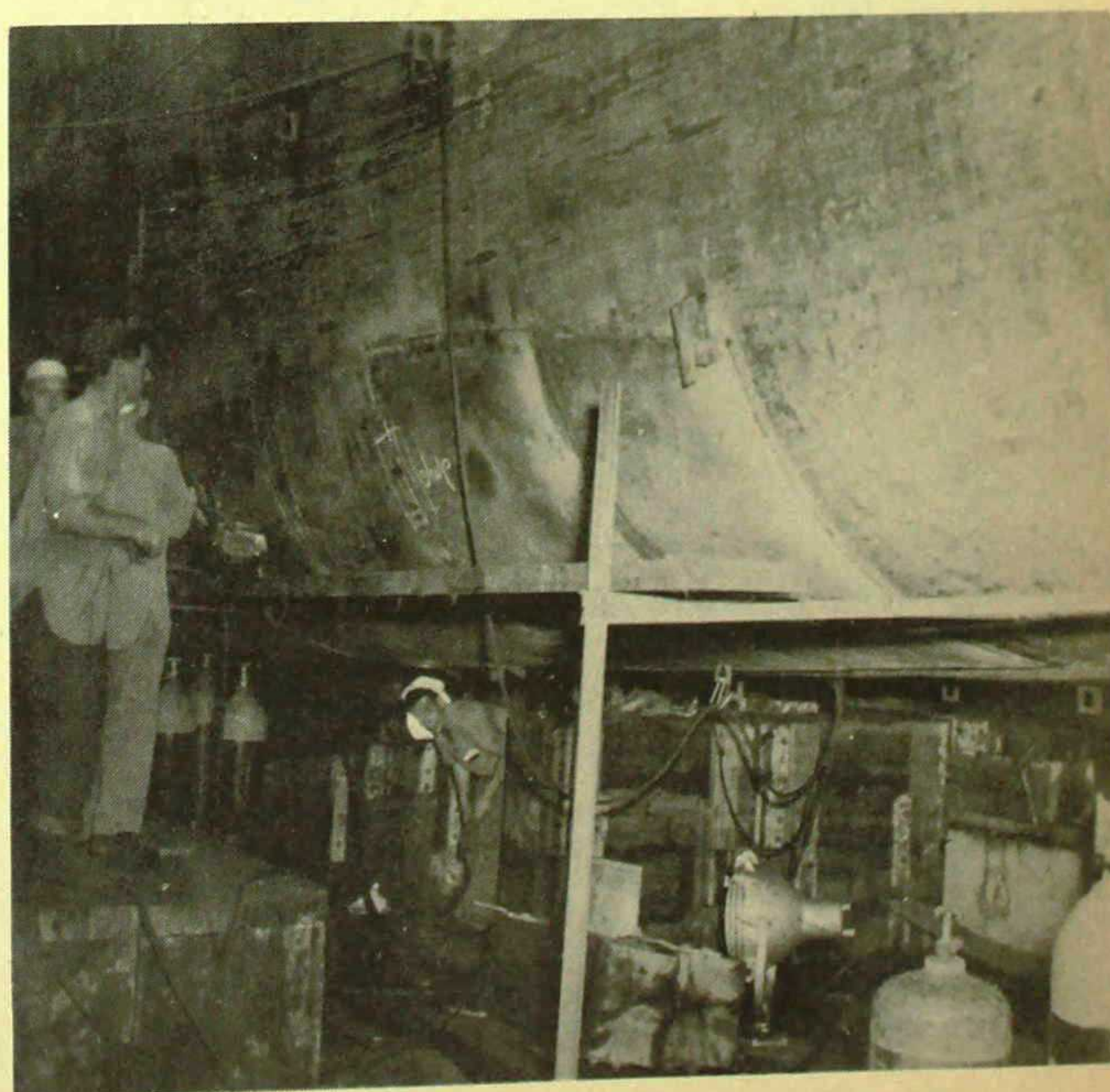
THANK YOU FOR AN EXCELLENT JOB
EXPEDITIOUSLY ACCOMPLISHED.



Looking aft, showing faired-in frames



Shell plating being fitted in place



Shell plating completed