

= SS Iowan =

SS Iowan was a cargo ship built in 1914 for the American @-@ Hawaiian Steamship Company . During World War I she was taken over by the United States Navy and commissioned as USS Iowan (ID @-@ 3002) . During World War II , the ship was transferred to the Soviet Union and renamed SS Tashkent (or ??????? in Cyrillic) .

Iowan was built by the Maryland Steel Company as one of eight sister ships for the American @-@ Hawaiian Steamship Company . In October 1914 , five months after she was delivered to American @-@ Hawaiian , Iowan rammed and sank the United Fruit Company steamer Metapan near the entrance to New York Harbor . After repairs , Iowan resumed inter @-@ coastal service via the Panama Canal . When the canal was temporarily closed by landslides in late 1915 , Iowan sailed via the Straits of Magellan until the canal reopened in mid 1916 . During World War I , USS Iowan carried cargo , animals , and a limited number of passengers to France , and returned nearly 10 @, @ 000 American troops after the Armistice .

After her Navy service ended in 1919 , she was returned to her original owners , who , at least once , chartered her to another shipping company . In May 1922 , Iowan rammed and sank the Furness @-@ Prince Line steamer Welsh Prince in the Columbia River near Astoria , Oregon , killing seven men in the process . In June 1941 , Iowan ran aground on a reef near Point Conception , California , and suffered \$ 500 @, @ 000 in damages while buffeted by waves on the reef . She was freed from the reef after two weeks , towed to Los Angeles , and repaired .

In 1942 , the ship was requisitioned by the War Shipping Administration , which transferred her to the Soviet Union under the terms of Lend @-@ Lease in December 1942 . She was assigned to the Far East Shipping Company under her new name of SS Tashkent , but sailed with the Soviet Pacific Fleet throughout the war . She delivered cargo and troops in support of the Soviet invasion of Japanese @-@ held territories in August 1945 . After the war , the ship remained a part of the Soviet merchant fleet until 1966 . She was transferred to North Korea at that time to become a fish processing facility , and was scrapped in 1969 .

= = Design and construction = =

In May 1912 , the American @-@ Hawaiian Steamship Company placed an order with the Maryland Steel Company of Sparrows Point , Maryland , for two new cargo ships ? Iowan and Ohioan . The contract cost of the ships was set at the construction cost plus an 8 % profit for Maryland Steel , but with a maximum cost of \$ 640 @, @ 000 per ship . The construction was financed by Maryland Steel with a credit plan that called for a 5 % down payment in cash with nine monthly installments for the balance . Provisions of the deal allowed that some of the nine installments could be converted into longer @-@ term notes or mortgages . The final cost of Iowan , including financing costs , was \$ 71 @. @ 95 per deadweight ton , which came out to just over \$ 732 @, @ 000 .

Iowan (Maryland Steel yard no . 132) was the first ship built under the contract . She was launched on 24 January 1914 , and delivered to American @-@ Hawaiian on 16 May . The ship was 6 @, @ 529 gross register tons (GRT) , and was 407 feet 7 inches (124 @. @ 23 m) in length (between perpendiculars) and 53 feet 6 inches (16 @. @ 31 m) abeam . She had a deadweight tonnage of 10 @, @ 175 LT DWT , and her cargo holds , which had a storage capacity of 490 @, @ 859 cubic feet (13 @, @ 899 @. @ 6 m3) , were outfitted with a complete refrigeration plant so that she could carry perishable products from the West Coast ? like fresh produce from Southern California farms ? to the East Coast . Iowan had a single steam engine powered by oil @-@ fired boilers that drove a single screw propeller at a speed of 14 knots (26 km / h) .

= = Early career = =

When Iowan began sailing for American @-@ Hawaiian , the company shipped cargo from East Coast ports via the Straits of Magellan to West Coast ports and Hawaii , and vice versa . Eastbound

shipments were primarily sugar and pineapple from Hawaii , while westbound cargoes were more general in nature . With the opening of the Panama Canal on 15 August 1914 , American @-@ Hawaiian ships switched to taking that route .

At 15 : 20 on 15 October 1914 , the outbound lowan rammed the United Fruit Company passenger and cargo steamer Metapan at the entrance of Ambrose Channel outside New York . Metapan had stopped in the dense fog , but lowan was traveling at a rapid pace . When lowan had appeared out of the fog some 200 to 300 yards (180 to 270 m) from Metapan , the United Fruit ship sounded three blasts on the ship 's whistle ? warning lowan of the impending collision . lowan 's captain did not alter the ship 's course , but did drop her anchor to try and slow the fully laden ship . Nevertheless , lowan gashed the bow of Metapan and traveled almost halfway through the passenger ship . When lowan pulled out three minutes later , Metapan began to sink rapidly . Metapan 's captain ordered his ship to sail at full speed for shoals some 200 yards (180 m) distant , on which the ship grounded in 18 feet (5 @.@ 5 m) of water . A variety of craft ? including the nearby British Royal Navy cruiser Lancaster ? responded to Metapan 's SOS . Even though the ship was resting on the bottom and the passengers in no immediate danger , most of the 78 passengers and 90 crewmen evacuated the ship in lifeboats and were picked up by rescue craft . lowan , which suffered no casualties among her crew , attempted to return to her pier in Brooklyn , but was unable and instead anchored in Ambrose Channel . lowan 's damage was restricted to her bow , which was crushed above the waterline . Two days later , The Wall Street Journal reported that lowan was anchored off Clifton , Staten Island , and awaiting inspection from surveyors .

After repairs and return to service , lowan resumed her inter @-@ coastal service . In May 1915 , she was delayed by a large Pacific storm that was responsible for the sinking of the steamer Victoria , and also damaged Northern Pacific and Harvard . In mid @-@ September the same year , lowan sailed from Boston for the West Coast . She arrived at Cristóbal , the Atlantic terminus of the Panama Canal , to find the canal closed by a major landslide ? more than 1 @,@ 000 @,@ 000 cubic yards (760 @,@ 000 m³) of mud and dirt had collapsed into the Gaillard Cut . Initially , American @-@ Hawaiian had lowan wait in case the canal would soon reopen , but when it became apparent that the closure would last some time , perhaps as long as ten months , lowan was sent around South America to her destinations , Los Angeles and San Francisco . The Los Angeles Times reported that one portion of lowan 's delayed cargo consisted of Christmas toys for Los Angeles merchants . The newspaper went on to predict that the delay would be " very disastrous " for the holiday season .

The balance of lowan 's activities over the next two years are unclear . She may have been in the half of the American @-@ Hawaiian fleet that was chartered for transatlantic service . She may also have been in the group of American @-@ Hawaiian ships chartered for service to South America , delivering coal , gasoline , and steel in exchange for coffee , nitrates , cocoa , rubber , and manganese ore .

= = World War I = =

On 23 December 1917 , some seven months after the United States declared war on Germany , the United States Navy acquired lowan from American @-@ Hawaiian . USS lowan was commissioned the same day with Lieutenant Commander Frank L. Dow , USNRF , in command .

lowan loaded a cargo of 800 horses , along with flour , iron , and machinery at Newport News , Virginia and sailed for New York on 9 February 1918 . There she joined a convoy that sailed for France on 11 February and arrived at its destination on 28 February ; lowan discharged her equine passengers ? less seven that died or were destroyed during the voyage ? at Remount Depot No. 3 on 5 March . lowan continued carrying livestock and food products to France through the rest of the war . On 9 November , lowan took on 72 officers and men , and headed for France with cargo ship Charlton Hall two days before the Armistice .

With the fighting at an end , the task of bringing home American soldiers began almost immediately . lowan was selected for conversion to a troop transport and transferred to the Cruiser and Transport Force , but before she could begin returning troops , lowan had to undergo conversion from a cargo

and animal ship . Though sources do not indicate the specific modifications Iowan underwent , typical conversions for other ships included the installation of berths for troops , and adding greatly expanded cooking and toilet facilities to handle the large numbers of men aboard . Similar modifications on Iowan 's sister ship Minnesotan took three months , but it is not known how long Iowan 's refit took . By the time Iowan had completed her sixth and final trooping voyage on 29 August 1919 , Iowan had carried home 9 @, @ 876 healthy and wounded men . USS Iowan was decommissioned on 22 September 1919 , and returned to American @-@ Hawaiian .

= = Interwar years = =

Iowan resumed cargo service with American @-@ Hawaiian after her return from World War I service . Though the company had abandoned its original Hawaiian sugar routes by this time , Iowan continued inter @-@ coastal service through the Panama Canal . For a time in the early 1920s , Iowan was chartered to the United American Line . In May 1922 , the Associated Press reported that Iowan , sailing under the United American banner , was loading wheat , flour , and lumber at Tacoma , Washington , for England and European ports . Later that same month , on 29 May , Iowan rammed and sank the Furness @-@ Prince Line cargo ship Welsh Prince in the Columbia River near Astoria , Oregon . Seven men aboard Welsh Prince were killed and three were injured in the crash and subsequent fire .

On 11 June 1941 , Iowan departed Los Angeles with a cargo of 4 @, @ 500 long tons (4 @, @ 600 t) of steel and iron pipe destined for San Francisco ; Portland , Oregon ; and Seattle , on her last voyage before she was to be handed over to the United States Maritime Commission . At 04 : 20 on 12 June , Iowan ran aground on a reef a few hundred yards (meters) off shore from Government Point , ? 117 nautical miles (217 km) northwest of Los Angeles , ? near Point Conception . Salvage operations took some two weeks , but the ship was towed back to Los Angeles and placed in drydock at the Bethlehem Shipyard on Terminal Island . Approximately 100 feet (30 m) of the ship 's hull had been damaged while the ship was buffeted by waves on the reef , which had opened numerous holes in her hull . The ship 's drive shaft had broken , and her boilers and engines had shifted . The Los Angeles Times reported that estimates for Iowan 's repair ranged up to \$ 500 @, @ 000 . In an inquiry held by the Bureau of Marine Inspection and Navigation , Iowan 's captain , S. A. Gates , a Californian with 25 years of sailing experience along the coast , blamed unusual tides for the grounding .

= = World War II and later career = =

In 1942 , after Iowan was repaired and after the United States had entered World War II , the ship was requisitioned by the War Shipping Administration (WSA) . On 6 December 1942 , Iowan was transferred to the Soviet Union under Lend @-@ Lease , and renamed Tashkent (??????? Russian pronunciation : [t???k??nt]) after the capital of Uzbekistan . Near the end of World War II , the WSA offered a payment of \$ 694 @, @ 743 to American @-@ Hawaiian for the former Iowan as part of a \$ 7 @. @ 2 million settlement for eleven American @-@ Hawaiian ships that had been requisitioned by the WSA .

Tashkent was assigned to the Far East Shipping Company (FESCO) , but sailed with the Pacific Fleet of the Soviet Navy throughout the war . Tashkent was photographed at San Francisco at some point during the war , but most of her other movements are not known . However , in August 1945 , Tashkent delivered troops and cargo in support of the Soviet invasions of Japanese @-@ held Manchuria , Korea , Sakhalin , and the Kurile Islands . After the war 's end , Tashkent returned to merchant operation with FESCO through 1966 , when she was transferred to North Korea for use as a fish processing facility . The former Tashkent was scrapped in 1969 .