

Vapor Odenwald (1907)

(Barco de vapor en donde viajo Carlos Valenti a Paris en 1912)

1904 St. Jan. 1907 sold to Hamburg America Line renamed Odenwald. 1917 seized by USA, renamed Newport News.



Fue un vapor de carga y pasajeros, construido en 1904 por Flensburg Shipbuilding Co., Flensburg, Alemania. Se nombro "St. Jan". En 1905 fue transferido a Vestindiske Kompagni, Copenhagen, en 1907 fue comprador por Hamburg America Line y fue renombrado "Odenwald". En 1917 fue confiscado por Estados Unidos y renombrado "Newport News". Durante 1920 fue designado como AK-3.

Datos Generales

Toneladas: 3,343, Desplazamiento: 10,000 toneladas, Longitud: 113.2 m, Ancho 13.8 m, Alto: 7.2 m, Velocidad: 13 kts.

Confiscado por Estados Unidos

Fue confiscado como SS Odenwald por la Marina de los Estados Unidos a U.S. Hamburg-American Line en cumplimiento de la Orden Ejecutiva de fecha 14 de mayo de 1917. Fue renombrado *Newport News* y comisionado el 14 de Julio 1917, bajo el comando del Teniente Comandante John Allison.

CALLS ODENWALD AFFAIR AN ATTACK

Fired On Without Warning Shot,
Germany Asserts, Contradict-
ing San Juan Commander.

SAYS SHE WAS UNDULY HELD

Violated Clearance to Elude Enemy
Cruisers That Had Been Warned
She Was About to Sail.

Special to The New York Times.

WASHINGTON, April 6.—The German Government has made an issue of the German merchant ship Odenwald, which was stopped when she tried to leave San Juan, Porto Rico, without clearance papers on March 22, and which since then has been detained there by the United States authorities. In a statement given out by the German Embassy today it was asserted that the customary warning blank shot was not fired from the fort; that "a sharp fire" was opened on the Odenwald, which was continued even after she had halted and was reversing her engines, and that only a lucky chance prevented loss of life on the German ship. There is an intimation in the German statement that the Odenwald was unduly detained awaiting clearance, and the statement made that she attempted to depart without clearance for fear enemy cruisers, which had been warned of her intentions, would reach San Juan water in time to sink her should she attempt to leave port.

The United States Government's response to this charge was to furnish to the press the text of an official report to the War Department made by Lieut. Colonel Burnham, commander of the fortress of Morro Castle, who says that only warning shots and none aimed at the Odenwald were fired. In a dispatch the American commander told the Secretary of War that he had personally warned the German Consul and the commander of the Odenwald that force would be used if necessary to prevent the vessel from leaving without clearance.

The German Government has called upon the United States to investigate the action of the San Juan authorities. This was made known in the German Embassy statement, which declares that international rules were violated in the alleged action of the American commander in firing solid shot at the Odenwald without first sending a warning shot. The German Embassy statement refers to the action of the fort as an "attack."

State Department officials late today refused to discuss the German Embassy statement. Secretary Bryan read it, but would not comment upon it, beyond admitting that the matter had been brought to the attention of the State Department by the embassy. The action of the embassy in calling for an investigation and making the fact public without the knowledge of the State Department was considered significant in view of the fact that immediately after the Odenwald was halted Secretary Garrison gave out an official statement that warning shots had been fired. Here is the embassy statement:

"The German Embassy has requested the State Department to investigate the case of the Odenwald. The Captain of this steamer had asked for clearance papers for Hamburg and the steamer was searched, by order from Washington, twice thoroughly by the Custom House authorities. The result of the search having been satisfactory, the Captain was promised clearance papers. After having been kept waiting for three days, the Captain believed that the situation forced him to put to sea, disregarding the rules of the harbor, because, otherwise the assembling of cruisers of the enemy which had been informed of his intention would have involved the inevitable loss of his ship.

When the Odenwald tried to leave a sharp fire was immediately directed against her from Morro Castle without the blind warning shot having been fired which is usual, according to international rules. The fire was continued until three minutes after the machines of the Odenwald had been on full steam backward. It is attributed to a lucky chance that by this attack no human life was lost."

The recognized procedure to halt a ship requires that, first, a blank shot shall be fired; then a shot, which may be solid, may be fired over and not at the bows of the ship, and finally solid shot may be fired at the vessel. The German complaint is that the first warning shot—a blank charge—was not fired.

The official report to Secretary Garrison said that warning shots were fired with a machine gun.

Operaciones en el Atlántico Norte. I Guerra Mundial

Newport News inicio operaciones como transporte trasatlántico de suministros a desposeídos el 9 de enero de 1918. Retorno a Hampton Roads de Europa el 2 de febrero, transportando carbón a Boston, Massachusetts, antes de zarpar el 24 de marzo de New York con un cargamento de suministros militares para Inglaterra, entregando su carga en Liverpool, Dublin y Queenstown. Retorno a Philadelphia, Pennsylvania, llegando el 31 de mayo.

En los meses subsiguientes, *Newport News* hizo tres viajes más a los puertos europeos con cargamentos mixtos. Su último viaje de New York a Gibraltar fue en Abril de 1919. Después de descargar allí, transporta alimentos, ropa y otros suministros a Constantinopla para aliviar el hambre y el sufrimiento en el Medio Oriente. Retorno a Norfolk, Virginia, vía Gibraltar el 27 de Junio. *Newport News* fue separado del transporte a desposeídos.

Operaciones en el Océano Pacífico

El vapor partió de Hampton Roads el 12 julio con rumbo al océano Pacífico y a través del canal de Panamá. Llego a Mare Island, California el 5 de Agosto. Opero transporte de mercadería al Lejano Oriente.

Desmantelado

Fue desmantelado en Navy Yard, Puget Sound, Washington, Estados Unidos el 1 de Agosto de 1924 and dado de baja de la lista de la Marina ese mismo día. *Newport News* fue vendido el 4 de abril de 1925 a John F. Blaine de Berkeley, California, como chatarra.

Medallas militares y honores

La tripulación del *Newport News* recibió la medalla: Medalla de la Victoria de la I Guerra

Referencias

http://en.wikipedia.org/wiki/USS_Newport_News_%28AK-3%29

<http://www.navsource.org/archives/09/13/130003.htm>

http://www.history.navy.mil/danfs/n4/newport_news-i.htm