

COPIAPO

<i>Length, overall</i> 440' 6"	<i>Gross tons</i> 7,279	<i>Propulsion</i> Diesel
<i>Beam</i> 58' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,660
<i>Draft</i> 23' 8"	<i>Radius (miles)</i> 18,284	<i>Cargo (cu. ft.)</i> 94,256

Built in 1937 by Nakskov Skibs A/S, Nakskov, Denmark.

Operated prior to World War II by Compania Sud Americana de Vapores, Valparaiso, Chile.

THE COPIAPO was one of the three ships accepted from Chile by the War Shipping Administration to help in the war effort.

The vessel sailed from New Orleans in May 1943 under the auspices of the WSA, on a trip to Key West, Guantanamo, Panama, Callao, Valparaiso, etc., before returning to Baltimore where she was taken by the Army on bareboat charter in August 1943.

Conversion to a troopship was done between August 1943 and March 1944 at the Key Highway Plant of the Bethlehem Steel Co., Baltimore, Md. After conversion, the COPIAPO went to New York and then to New Orleans. She left the latter port in late April 1944, going to Trinidad, Recife, San Juan, and other Caribbean stations before returning to Norfolk and Baltimore in August 1944.

The vessel underwent minor repairs at New Orleans before leaving in late August for Finschhafen (via the Panama Canal). En route, however, she was diverted to Tulagi, arriving there in late September 1944. She was operated locally (Guadalcanal, Hollandia, Oro Bay, Milne Bay, Leyte, etc.) until May 1945, when she was ordered to Seattle via Honolulu.

Arriving at Seattle in June 1945, after nearly ten months in the southwest Pacific, the vessel underwent major repairs and some alteration—which took nearly 90 days. After repairs, the COPIAPO left Seattle in October 1945 for Yokohama and Nagoya, departing from the latter in late November. After arrival at Seattle in December 1945, she made a trip to Honolulu, but returned to San Francisco.

This vessel sailed in ballast from San Francisco to New York, via the Panama Canal. She arrived on 9 February and was released to the War Shipping Administration on 7 March 1946 and on the same date was delivered by the WSA to the Alcoa Steamship Co., Inc.