

The good ship "Berlin" was driven on the Pier at the mouth of the River Maas, Holland, in a great gale. The rear two-thirds of the ship is shown in the photograph, the forward third broke off and was submerged.

Steamship Disaster in Holland

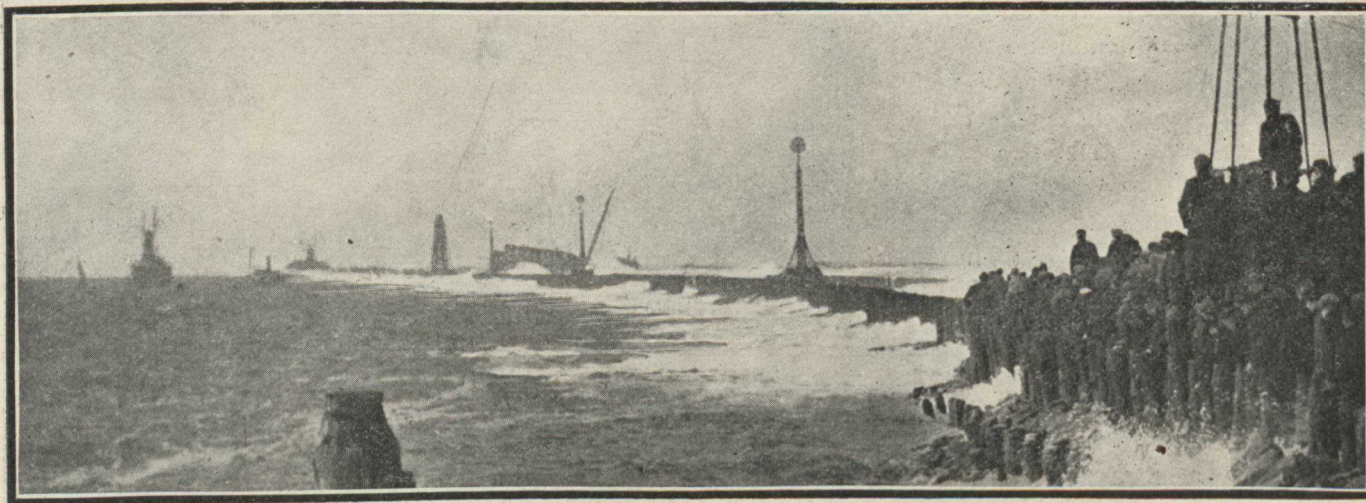
THE passenger steamer "Berlin," on her way from Harwich, England, stranded on the north pier of the Hook of Holland, at the mouth of the Maas at five o'clock on the morning of February 21st. A great gale was blowing in the North Sea when the "Berlin" started but the weather was no worse than on the previous night when similar vessels made the trip without mishap. As the "Berlin" was entering the waterway at the entrance of the River Maas, however, she apparently became unmanageable on account of the force of the wind and was driven ashore.

The alarm was given and the lifeboats from the shore proceeded to the assistance of the stricken steamer, but the seas were so high that the boats were unable to approach the "Berlin" close enough to take off the passengers and crew, and the lifeboat men had to sit helpless while the steamer pounded until she broke in two. The "Berlin" seemed to strike about midships, as her forepart broke off and sank immediately, while the afterpart remained imbedded in the sand and a few persons could be seen clinging to her until late in the afternoon. During the first day Captain Parkinson of Belfast, who was en route to take the command of the steamer "Myrmidon" at Amsterdam, was rescued by a lifeboat

as he was clinging to a piece of wreckage after having been washed off the deck of the "Berlin."

On February 22nd, after thirty-six hours' fierce strife with the waves, a band of heroic Dutch rescuers saved three women and eight men from the wreck. With the true stubbornness of the Netherlands they returned again and again, when they found wind and waves too much for them. Among the most determined of the rescuing force was Prince Henry, who took his first trip on a tug in order to investigate. Captain Jansen's lifeboat, "Helvoetsluys," reached the neighbourhood of the wreck and launched a small boat with a picked crew. It was late in the afternoon before the exhausted survivors were transferred to the larger vessel and finally to the automobiles which the Prince Consort had ordered. The final act of rescue took place on the morning of February 23rd when a lifeboat went out at low tide and saved three more women who were huddled together on the hurricane deck.

The "Berlin" had a crew of sixty and was carrying one hundred and twenty passengers, all of whom with the exception of fifteen were either frozen to death or drowned. The storm is described as one of the worst ever known in the North Sea, with a wind blowing with the hurricane force of one hundred miles an hour.



Photographs by Topical Press, London.

A general view of the "Pier" or "Breakwater" running out into the sea to protect the entrance to the Harbour. Near the lighthouse in the distance, on the far side of the pier, is the wreck. Boats anxious to help are about. The angry sea forbids any one to approach while it swallows its hundred and fifty victims. A great crowd covers the land end of the pier and watches the attempts at rescue.