

= SS Batavier V ( 1902 ) =

SS Batavier V was a steam packet for the Batavier Line that sailed between Rotterdam and London for most of her career . The ship was built in 1897 by the Gourlay Brothers of Dundee . The Dutch ship could carry a limited amount of freight and up to 428 passengers . She was rebuilt in 1909 which increased her length by over 5 metres ( 16 ft ) .

During World War I , the Batavier Line attempted to maintain service , but in March 1915 , Batavier V was seized as a prize by German submarine U @-@ 28 and sailed into Zeebrugge in German @-@ occupied Belgium . The ship was released by a German prize court in September . In May 1916 , Batavier V struck a mine laid by German submarine UC @-@ 6 off the British coast and sank with the loss of four lives .

= = Career = =

Batavier V and sister ship Batavier IV were built for William Müller and Company by the Gourlay Brothers of Dundee , Scotland . The ship was launched on 28 November 1902 . She was 79 @.@ 3 metres ( 260 ft 2 in ) long ( between perpendiculars ) and 10 @.@ 7 metres ( 35 ft 1 in ) abeam . Batavier V was powered by a single 3 @-@ cylinder , triple @-@ expansion steam engine of 2 @,@ 300 indicated horsepower ( 1 @,@ 700 kW ) that moved her at a speed of up to 14 @.@ 5 knots ( 26 @.@ 9 km / h ) . She could carry a maximum of 428 passengers : 75 in first class , 28 in second , and up to 325 in steerage . She was listed at 1 @,@ 562 gross register tons ( GRT ) .

Upon completion in February 1903 , she joined Batavier I , Batavier II , Batavier III , and Batavier IV in packet service between Rotterdam and London . In Rotterdam , the ships docked at the Willemsplein ; in London , the ships docked at the Customs House and Wool Quays near the Tower Bridge . The Batavier Line service between Rotterdam and London was offered daily except Sundays , with each ship making multiple round trips per week .

After the outbreak of World War I in August 1914 , the Batavier Line continued service on the Rotterdam ? London route . Batavier V was frequently stopped by German warships , examined and allowed to proceed . On 17 March 1915 , however , Batavier V left Rotterdam and proceeded to Hook of Holland , passing there in the early morning hours of 18 March . At about 05 : 00 , 6 nautical miles ( 11 km ) southwest of the Maas Lightship , German submarine U @-@ 28 hailed Batavier V. Kapitänleutnant Georg @-@ Günther von Forstner , U @-@ 28 's commanding officer , made clear his intent to seize Batavier V and sail it to German @-@ occupied Zeebrugge . While the captains of the two vessels argued the legalities of seizing a vessel flagged under a neutral country , lookouts on the submarine spotted another Dutch steamer , Zaanstroom . U @-@ 28 left an officer and a sailor on board Batavier V , and proceeded to stop and similarly seize Zaanstroom . U @-@ 28 and a pilot boat , W2 , led both of the Dutch ships through minefields and into Zeebrugge .

According to Popular Mechanics , one of Batavier V 's passengers was a photographer who was able to snap pictures of the ship 's encounter with the U @-@ boat . In April , the International News Service copyrighted eight images from the photographer , and deposited them with the Library of Congress . According to Popular Mechanics , which published one of the photos in its July 1915 edition , the photographs give a sense of the " enormous size and power of the latest German submarines " .

At Zeebrugge , Batavier V 's Dutch crew , and all the Dutch citizens , women , and children among the ship 's passengers were released ; fourteen Belgian men of fighting age and two priests were taken prisoner by the Germans . Batavier V 's cargo of fresh meat and Zaanstroom 's 300 long tons ( 340 short tons ) of fresh eggs were confiscated and unloaded by German personnel . The women and children were fed what one woman called " unpalatable black bread " before being sent to Ghent and on to Terneuzen in the Netherlands . The Dutch government requested explanation from Germany over the seizure of the neutral vessels and their cargoes . Batavier V was released by a German prize court in September .

Batavier V resumed Rotterdam ? London passenger service after her release from German control at Zeebrugge . On 16 May 1916 , while outbound from London for Rotterdam , Batavier V struck a

mine near the north buoy at Inner Gabbard . The mine had been recently planted by the German coastal minelaying submarine UC @-@ 6 . According to one witness , the ship 's decks were awash within three minutes of the explosion , which blew the rear cargo hold hatch and sent a great deal of cargo flying through the air . Batavier V sank within twenty minutes , taking with her three members of the crew and one American passenger .