

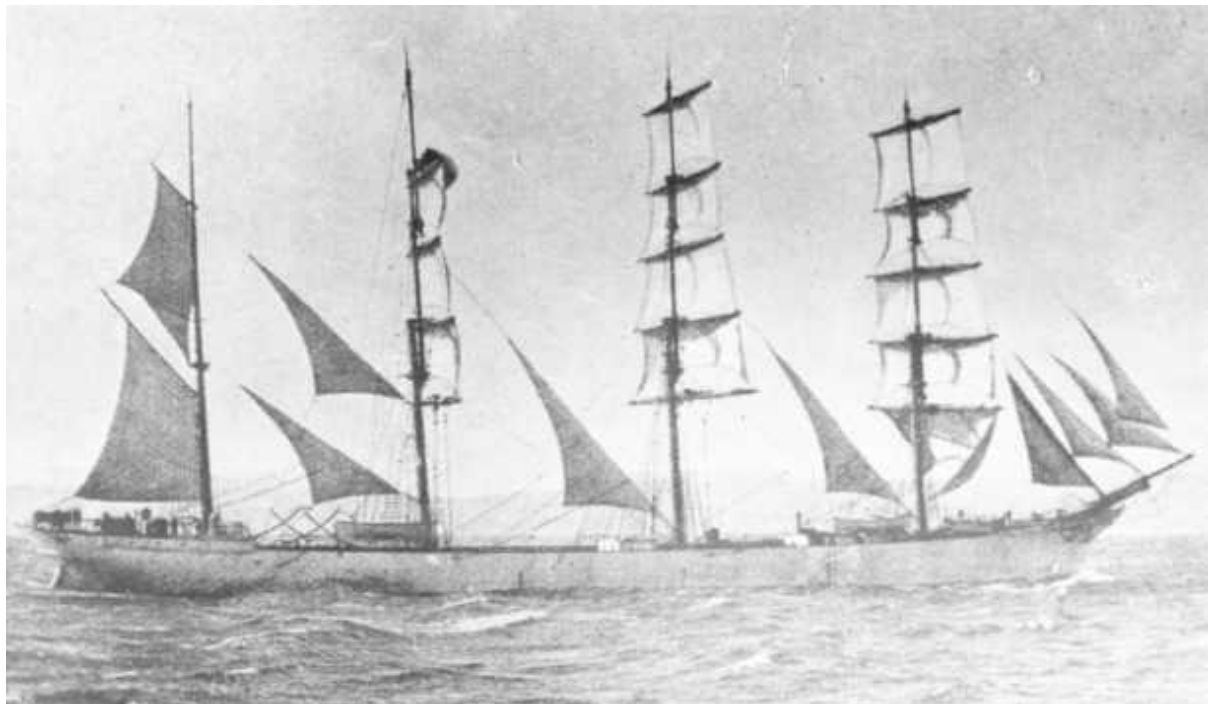
PLATES



The SEEADLER in her previous incarnation as the PASS OF BALMAHA.
The removal of her upper or royal yards (a money-saving measure)
gave her spars a somewhat foreshortened look.



The SEEADLER pursuing one of her many quarries in the Atlantic.



The PINMORE, one of the SEEADLER's numerous victims, had a fine reputation for speed. Von Luckner claimed to have served aboard her many years before her eventual capture at his hands.



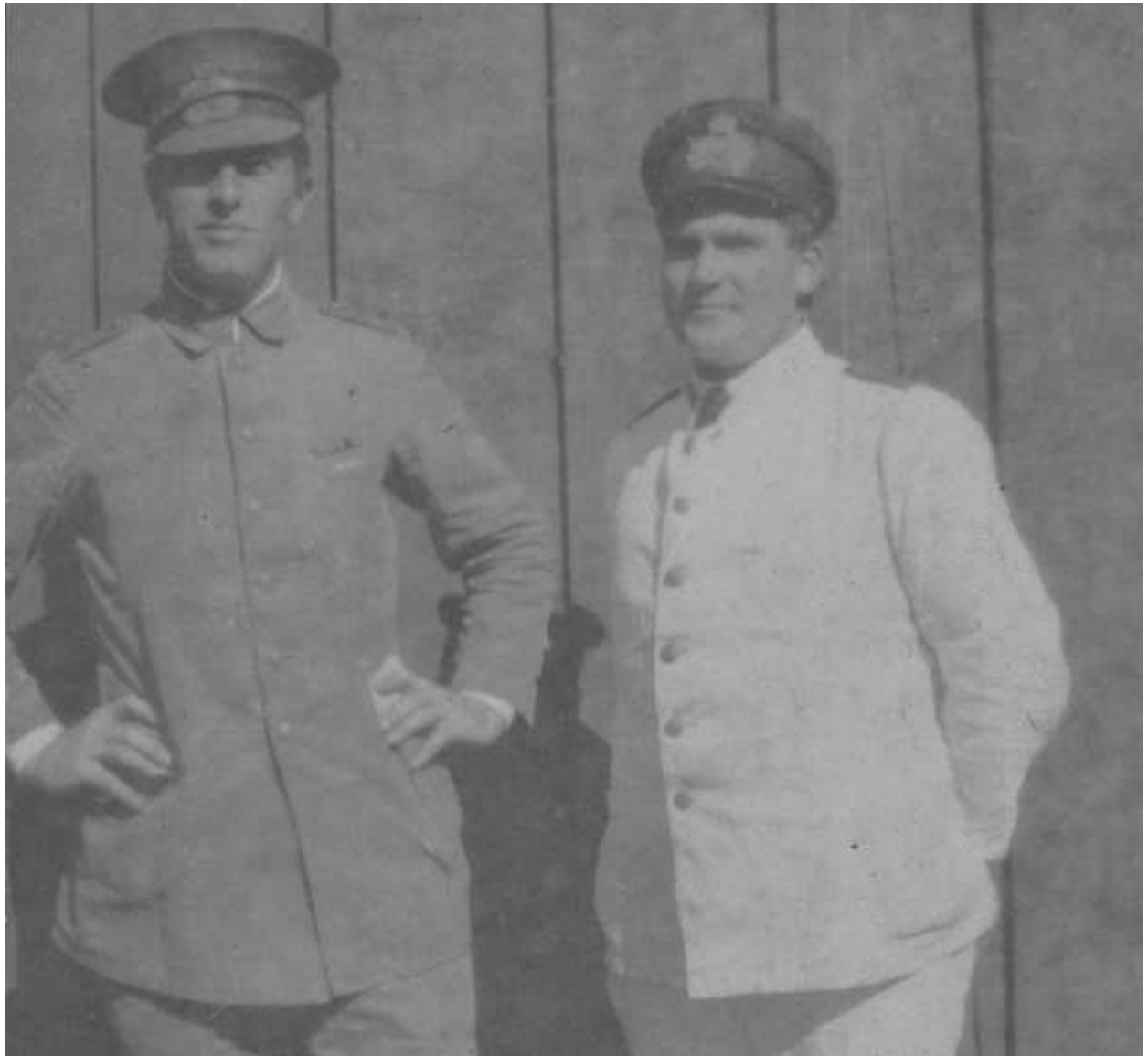
The SEEADLER in her final resting place.



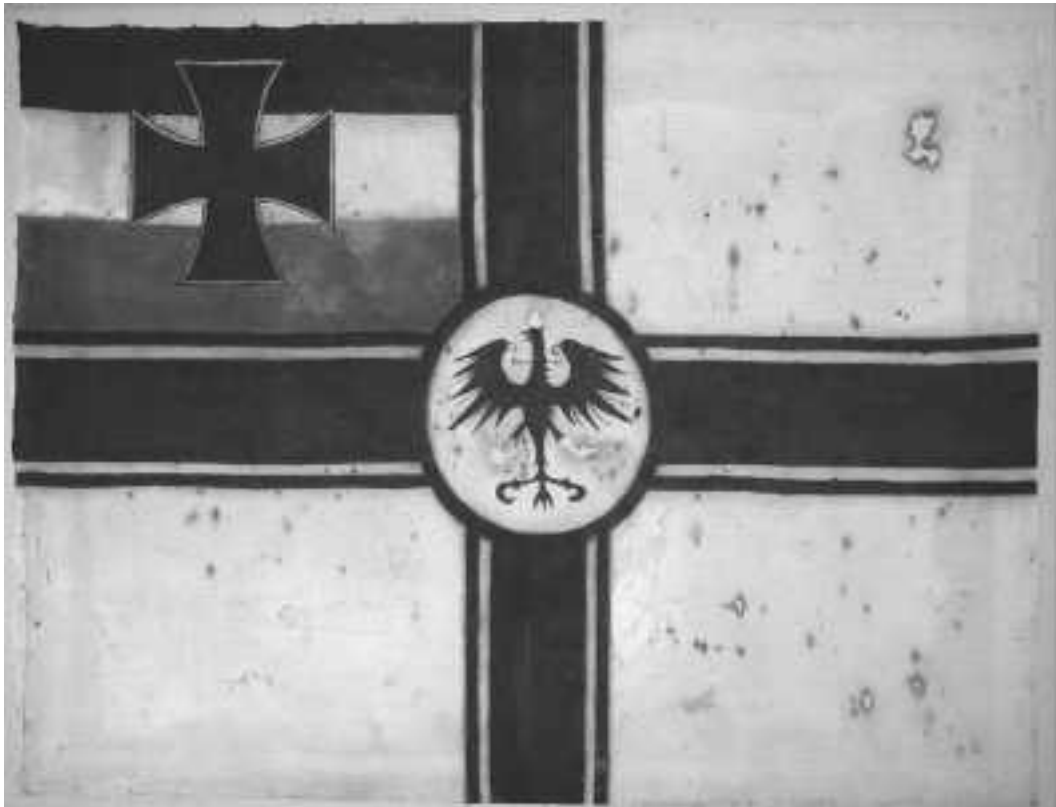
The *Kronprinzessin Cecilie*, the 18' open boat on which von Luckner and five of his crew sailed 2,500 miles across the Pacific.



Von Luckner and Kircheiss during their internment on Motuihe Island, New Zealand. They were deeply involved in plans to escape.



Von Luckner and Kircheiss remained together throughout their imprisonment in New Zealand. Interned principally on Motuihe, they also endured several weeks on Ripa Island in Lyttelton Harbour, South Island. Neither enjoyed the change of climate.



The German Imperial Navy flag created specially for the prisoners' escape. It was made out of flour sacks.



Felix von Luckner aboard the *Pearl*, the same motor launch that he would later use to escape Motuihe.



The MOA, which was seized by the escape party from Motuihe. A type of boat known in New Zealand as a scow, she was specially designed for the New Zealand coastal trade.



Captured off the Kermadec Islands, the MOA hove-to and the crew awaited their fate.



The MOA alongside her captor, the IRIS.



The escapees row towards the IRIS as they prepare to surrender.



Aboard the IRIS after his surrender, Von Luckner must have been tormented by the knowledge that he had come so agonisingly close to escape.

