

Volume 36, No. 1



March 2025

# MARITIME HERITAGE ASSOCIATION JOURNAL



*S.T.S. Leeuwin II very soon after being struck by the 109,000-ton container ship Maersk Shekou, early morning 30 August 2024. The Maersk Shekou still lies close to the Leeuwin II, and appears to be listing*

Photo: Mark Farbey

- \* Looking for Luckner
- \* Captain Albert Edward Gilmore
- \* North-West Cyclone of 1912, Part 2
- \* A Shave too Close
- \* The Abandoned Port of Condon



## **Office Bearers**

President: Ross Shardlow AM Email: [shipart@iinet.net.au](mailto:shipart@iinet.net.au)

Minutes Secretary: Elly Spillekom Email: [ellyspillekom@gmail.com](mailto:ellyspillekom@gmail.com)

Treasurer: Bob Johnson Email: [lindabob@gmail.com](mailto:lindabob@gmail.com)

Editor: Peter Worsley OAM Email: [mha.editor@gmail.com](mailto:mha.editor@gmail.com)  
12 Cleopatra Drive, Mandurah, 6210

[www.maritimeheritage.org.au](http://www.maritimeheritage.org.au)

[www.facebook.com/maritimeheritage](https://www.facebook.com/maritimeheritage)

# **Annual General Meeting**

**When: 11.30am, Sunday 6 April 2025**

**Where: Heritage Room, South of Perth  
Yacht Club**

**Following the meeting, MHA members are  
invited to adjourn to the  
Quarterdeck Restaurant at the club and order  
their lunch and refreshments at the bar**

**For those interested, the first Book Club Meeting of  
the year will be convened after lunch.**

**All are welcome to join in, just bring along a book  
with a nautical theme which  
you have read and are willing  
to *briefly* discuss.**





# The Ditty Bag

An occasional collection of nautical trivia to inform, astound, amuse and inspire.

*(The inspiration could take the form of contributions to this page!)*

So highly did Benjamin Franklin consider Captain James Cook that he wrote to captains of American war ships in 1779 that should they encounter one of Cook's vessels to:

*... not consider her an enemy, nor suffer any plunder to be made of the effects contained in her, not obstruct her immediate return to England by detaining her or sending her into any other port of Europe or to America: but that you treat the said Captain Cook and his people with all civility and kindness... as common friends to mankind.*

A hatch cover off Drake's ship *Golden Hinde* has been made into a table on which new barristers sign the roll book after being called to the Bar in the Middle Temple, London.

Point Nemo, the oceanic 'pole of inaccessibility', was first located and named by Croatian-Canadian survey engineer Hrvoje Lukatela in 1992. Lukatela calculated its location using computer software that determines the farthest point in the ocean from any land. Point Nemo is located in the South Pacific Ocean and is approximately 2,688 kilometres (1,450 nautical miles) from the nearest landmass. The name 'Nemo' comes from Jules Verne's famous submarine captain, Captain Nemo, from the novel *Twenty Thousand Leagues Under the Sea*. It's a fitting name because Point Nemo is far from any human civilization, much like the setting of the fictional Captain Nemo's underwater adventures.

During the year 1856, as appears from a Parliamentary return recently issued, the number of seamen and boys flogged in her Majesty's navy was 1,397; the total number of lashes inflicted was 44,493; the highest number given to any culprit was 50, and the lowest 1. The greatest amount of flogging appears to have taken place on board the *Royal Albert*, in which ship twenty-one seamen received 900 lashes. Another Parliamentary return, with respect to corporal punishments in the army, contrasts favourably with the navy record of flogging. Out of 138 regiments and corps only 35 have been disgraced in this way. The total number of soldiers flogged in 1856 was 64, and the number of lashes inflicted was 2,751.

*Illustrated London News*, 26th December 1857

**Spencer:** A sail laced to a gaff and set on the aft side of the fore or mainmast of a square rigged sailing ship.

*Our misfortunes seem to have no end, we lost our jib boom at Gravesend, our mast off the island of San Salvador, caught fire off the Canaries, had to put into the island of St Jago for water, and we are now at the Cape with a smashed windlass, both mates discharged and four men are in jail for repeated acts of drunkenness and insubordination.*

Passenger on the *Robert Morrison* as quoted in the *Perth Gazette*, 31 January 1862.

In 1841, of the 61,324 free males in the Colony of New South Wales 2,130 (more than one in twenty-nine) were employed in colonial vessels. This included children under fourteen years of age.

Census of the year 1841

After a number of naval blunders in the 1870s, Admiral Rous stated that *the boiler had emasculated seamanship. No man can serve two masters. He will hold to the tea-kettle and despise the canvas.*

In the early hours of Saturday 27 October 1895 a fire started in the Queen's Bond Store at the port of Fremantle and quickly spread to a railway goods shed. Both buildings and their entire contents were destroyed – this included over 20 railway wagons and the recently landed cargoes of four ships. The alarm was raised by William Jackson, a member of the harbour master's boat crew, who was doing duty as acting assistant lightkeeper at Arthur Head. Jackson left the lighthouse at 3.00am and proceeded to his cottage, which was close to the bond store and goods shed. He noticed nothing untoward, but when he left his cottage at 3.45am to return to the lighthouse, he noticed a glow in the bond store. An inquiry held on 6 November in the Fremantle Police Court did not find any evidence to show the cause of the fire, but the jury found shortcomings in the management of the buildings, including the sorting and storage of hazardous goods.





# QUIZ

## Answers to December

1. Erskine Childers wrote *The Riddle of the Sands*
2. Dunnage is loose wood or other substances stowed among cargo in the hold to prevent it shifting..
3. The *Georgette* was wrecked in 1876.

## Quiz

1. In what year was the mutiny on HMS *Bounty*?
2. In what year was the famous sailing ship *Cutty Sark* launched?
3. What are ratlines?

## Did You Know?

The name Eendracht means unity.

In 1605 Isaac Le Maire, having left the VOC, formed, with the assistance of some of the citizens of Hoorn, the Australia Company. He believed that there was a passage between the Atlantic and Pacific oceans south of the Straits of Magellan. Prince Maurice gave the Australia Company the right to visit the empires and kingdoms of Tartary, China, Japan, East India, Terra Australis, the islands of the South Sea and all others which they discover.

Two ships were equipped, the *Eendracht* (under the command of Willem Schouten) and the *Hoorn* (under the command of Jan Schouten) with Jacob Le Maire in overall command. They departed Texel on 14 June 1615. The *Hoorn* was lost due to a fire, but the *Eendracht* rounded Cape Horn at 8.00pm on 29 January 1616, the first ship to do so.

On 26 October 1616 the VOC ship *Eendracht* (probably a different ship) skippered by Dirk Hartog anchored at what he called Dirk Hartog Island. He left a pewter plate engraved with an inscription of his visit nailed to a post. This was later taken back to the Netherlands by Willem Vlamingh.

The name Australia is first recorded in 1545 in Latin on a woodcut illustration of the globe, with the first English spelling being by Hakluyt in 1625.





# Captain Albert Edward Gilmore

## Part 1 by Vicki Cooper (great-granddaughter)

Albert Gilmore made his entrance into Western Australia in a rather spectacular way. He was part of the crew on an Inter-colonial ship *Hadda* in 1877 which had left Melbourne to take on a load of Guano from the Lacedpede Islands, 120 kilometres north of Broome. *Hadda* was a three masted barque, 334 tones and built in Germany in 1860. Due to strong currents pulling it off course, it ran right up onto a reef in the Abrolhos Islands at 10pm on April 30, 1877. Immediately water began to fill the hold, so the sails were furled and the boats taken out with anchors to attempt to pull the vessel off the reef. Their efforts were to no avail. There was a strong swell at the time and the ship was striking the reef heavily. The crew remained on board for their accommodation as long as possible and it is thought that they took shelter on Beacon Island. By May 7<sup>th</sup>, the water was up to the *Hadda*'s lower deck beams and she was a total wreck. The *Hadda* was abandoned and the crew set out in two boats for Geraldton, arriving the next day. Scottie had joined the *Hadda* on January 20, 1877 and was discharged in May 1877 at Fremantle.

On May 9<sup>th</sup>, a local Geraldton correspondent reported:

*Shipwreck. About 8 o'clock yesterday morning our attention was drawn to a couple of boats in the offing. As they came into the bay the jetty gradually became crowded, and the two boats coming alongside it was found that they contained the captain and crew of the barque Hadda, of Newcastle, New South Wales. It appears that after arriving at Lacedpede Islands, Captain Parker, not being supplied with the necessary licence, had to proceed to Fremantle, and on the passage the vessel was wrecked on the Abrolhos, when the crew abandoned her, as she had become a total wreck. The cutter Moonlight left this morning for the scene of the wreck. The shipwrecked crew, I cannot forbear to relate, were allowed to forage for themselves, which does not say much for the amount of philanthropy the authorities are imbued with, nor for our reputation for hospitality.*

An official enquiry into the wreck of the barque *Hadda* was held in Geraldton on the 11<sup>th</sup> May, 1877. In Albert's words he deposed:

*I am a seaman belonging to the barque Hadda. It was my watch on deck from 8pm to 12pm on the 30<sup>th</sup> April 1877. I went to the wheel at 8 o'clock, the course then was S by E. A few minutes after I went to the wheel, the course was altered to S. by E. 1/2 E, which was continued till about a quarter to nine when the course was altered to S.S.E. At nine, again, it was altered to S.E by S, which course was continued until she struck. The ship was steering very badly. She generally steered very well and it was only at this time that she steered badly. When I went on deck the wind was N. by E. but soon afterwards it went to the westward of N, it was variable and pretty well aft. The weather was dark and squally and we could not see any distance. No land was seen after 4 o'clock, before we struck. I saw the land about 4 o'clock bearing to the southward and westward. There was one compass in the binnacle which worked all right. There was a good sea running but no break. When we struck, the sails were furled and after that the boats were got out, and also an anchor with stream chain and warps. We found it impossible to move the ship, there appeared to be about four feet of water at her bows.*

Evidence was also given by the First Mate and Second Mate, and all were acquitted of allegations of neglect and the decision was made that the ship was wrecked in consequence of the currents and heavy sea setting to the westward.

Hugh Edwards in his book, *Islands of Angry Ghosts* which he wrote about the Abrolhos Islands suggests that the crew of the *Hadda* were the first men to visit the islands since the wreck of the *Batavia* and wonders what they would have found there. Edwards says he would have given his eye teeth to speak with Pilot Gilmore who died in Fremantle in 1933, (the year of Edward's birth) so that he could have found out what the *Hadda* men saw there before generations of fisherman tramped over the islands. He is certain that there would at that time in 1877 been many relics of the *Batavia* still to see. They were practical men of a sort, not scientific, philosophical or inclined toward history, and so they took no account of what they saw.



From the time Gilmore arrived in Fremantle in 1877, he worked for the Fremantle Harbour Master. Firstly, as a Boatman in Fremantle and then at Rottnest for 10 months in 1878. He then applied for the job as Fremantle Lighthouse Keeper and was recommended for the position by Geo. A. Forsyth, Harbour Master. He described Scottie as a steady, good man, sober and attentive to his duties and had frequently had him employed as a temporary Light keeper, when he had been left short of one by sickness or otherwise and from his personal knowledge of Scottie's capabilities he said he could safely recommend him for the situation. He was put in charge of the lighthouse on December 8<sup>th</sup>, 1880. At the time his qualification was described as Seaman A.B., and he was living nearby in Short Street.

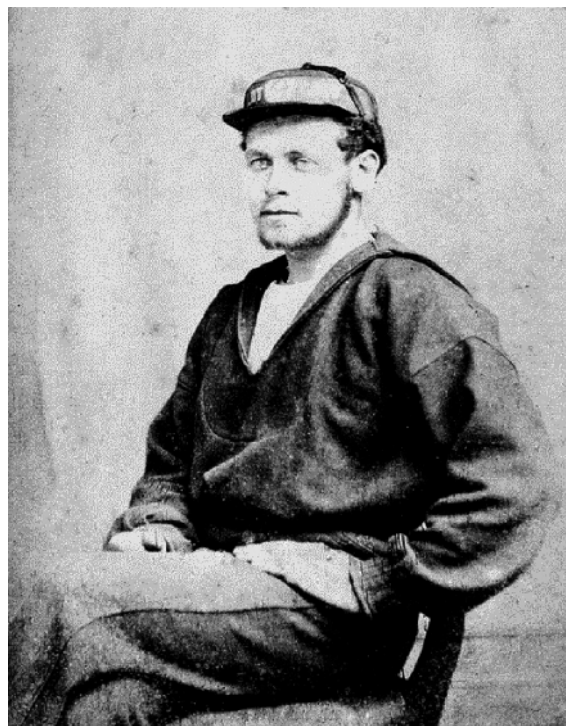
In July 1881, Gilmore and his family were living on Rottnest Island and he became the Coxswain for the Rottnest Island Pilot Service. The pilot service for overseas vessels bound for Fremantle was carried out from Rottnest. A large undecked lugger was kept available in Thompson Bay, also a whaleboat in serviceable condition in the boatshed for use on windless days. The personnel engaged in the service comprised one pilot, one coxswain, one leading boat-hand and about five others.

hour every night to the member of the pilot crew on watch at Bathurst Point, who also showed a flare in return. Flags were shown by day and lamp signals by night to indicate the approach of vessels. When the 'look-out' man received the signal, he would return to the settlement and advise the Pilot and warn the crew for duty. The Pilot boat was capable of going to sea in all weathers. Five crewmen manned the oars, while the coxswain controlled a long steering oar over the stern. The boats were also equipped with a removable mast and a simple square sail. The Pilot boat flew the usual Pilot flag and signalled incoming vessels to heave to. When this was done, the Pilot boat was brought as near the vessel as safety would permit, a small dinghy would be launched, and one man would row the Pilot to the vessel's side, which he would climb per medium of a rope ladder or be hauled up in a basket, the tackle of which had been affixed to a yardarm. On the dinghy's return to the Pilot boat, the latter would proceed to Fremantle to bring the Pilot back to Rottnest after he had taken the vessel to a safe anchorage and pratique had been granted by the Port quarantine officer. When two vessels needed a pilot at the same time, the coxswain would board the second vessel and take her to Fremantle.



*The Pilot crew at Rottnest. Coxswain Albert Gilmore standing back left*

The Pilot Station had its own cook. The quarters for these officials were situated close to their boatshed jetty. The island at this time had a small stone lighthouse with revolving light in the centre of the island and a 'lookout' at Bathurst Point on the north end. Both were manned during the 24 hours of the day. Regular light keepers kept watch at the lighthouse, signalled by flare each



*Albert Edward Gilmore in his coxswain uniform*

The Harbour Master's report for 1882 specifically lists 88 ships into Fremantle and the pilots being used 130 times, 51 ships were piloted into Fremantle and 78 were moved or piloted out. Be-



sides this the Harbour Master listed coastal steamers and coastal sailing ships into Fremantle as 56 and 82 respectively.

Life was very good for the Gilmore family at Rottnest and they were content. Their first son, Henry Edward (my Grandfather) had already been born in Fremantle in 1880 so they were a young family when they went there. With the cool sea breezes and the beautiful aqua ocean to view from the window, Mary Ann Gilmore was very happy. In fact she recounted in a newspaper article written to commemorate her 90th birthday in 1953 that the ten years she spent living on Rottnest Island where the happiest of her life. Three of the children were born there and a doctor was summoned with flares at night and flags in the daylight when needed.

The cottages built for the boat crew were tiny but adequate and had a wonderful view of the ocean and looking towards Fremantle.

The Gilmore's house consisted of three small bedrooms, kitchen, dining room, a parlour and a veranda. The veranda is where the Gilmore boys would have slept. They also had a shed, and a water tank and a toilet down the end of the garden. They had five more sons and four daughters during the time they lived there making it a total of ten children. The cottage still stands in use today.



*Pilot's house, Rottnest Island*

*Illustration: G.A. Forsyth*

Fish was plentiful and vegetables were grown by the aboriginal prisoners, so food had never been more readily available or fresher. In 1882 Scotty wrote to The Harbour Master asking for permis-

sion to keep a pig on Rottnest Island. Approval was given after consideration by the Governor!

The Pilot crew when not involved with piloting were required to contribute to the food supply for themselves and the prisoners by fishing every morning. Other jobs such as whitewashing the lookout tower, collecting wood and water, maintaining their cottages, the two boathouses and the lighthouse, making and mending signal flags, scrubbing and painting the boats and fitting beacons to rocks and maintaining their cottages. A crew member guarded the boathouse and a small guardhouse was built for shelter.

The book – *Rottnest: Its Tragedy and Its Glory* (by E.J. Watson) included the following interesting paragraphs:

*The Pilots and their Coxswains were fearless men. No danger daunted them. I made the passage once with Coxswain Gilmore and can still recall the dare-devil laugh, "Haw! Haw! Haw!" as a huge billow broke aboard the lugger and all hands had to man the pump and bail with the leather buckets, to keep the boat afloat. A tremendous sea was running and as Gilmore looked exultantly behind at the storm-white following seas he seemed to me the reincarnation of an old Norse Viking, standing at the sweep of his little vessel as she swept through the surf into the channel on some storm-swept coast of Norway.*

And also:

*One winter's morning, Coxswain Gilmore of the Pilot crew and Joe Dennic, a native of Mauritius, took the Pilot's ten foot dinghy and went fishing.*

*It was such a day as ardent fishermen dream about but seldom see. The sky was partly overcast by clouds. The storm of the preceding night had passed away. The sea had a calm oily appearance. A few long rollers passed smoothly over the reefs and occasionally one broke very treacherously. Sea gulls and terns were aloft. The omens were good, the bait was excellent – crayfish and octopus. The boat went out to the vicinity of the Transit Reef, the scene of three shipwrecks.*

*It was absent for about three hours. I ran down to the Pilot Jetty as she came in. Never shall I forget the wonderful display of fish laid out upon the floor of the boat. There were three large jewfish weighing up to fifty pounds*



*each, five or six large snapper. There were also some fine skipjack, several rock cod and some parrot-fish. With his usual generosity Coxswain Gilmore (Scottie) distributed the fish among the different families. I took home a very fine snapper*

The crew wore uniforms. The pilot and coxswain wore blue and white suits, with gold braid and gilt buttons, whilst the crew wore sailors' blue or white suits of British navy pattern, and hats for summer and caps for winter. The pilot flag was a white stripe over red and was flown from the mast of the ship once the pilot was on board and is still carried out to this day.

The lot of the pilot boat crew would have been a hard and rugged life. They were out in all weather and rowing the boat in all kinds of seas. Those few who were married were not allowed to bring their families to Rottnest. The Gilmores were an exception. The bringing of alcoholic drink to Rottnest was completely against the rules and there was a rigorous discipline. Despite the threat of dismissal, alcohol frequently found its way on to Rottnest Island.

The Pilot's Log Book states on January 24<sup>th</sup> 1883 that there were moderate land and sea breezes and at noon he went over to Fremantle with the superintendent to pass Coxswain Gilmore for Pilot. Captain Forsyth, the Harbour Master on January 25, 1883 acknowledged that he had the honour to enclose a Pilot Licence for A. Gilmore, Coxswain of the Rottnest Pilot Boat.

Gilmore's family donated his Pilot Licence to Des Sullivan, long-time Manager of Rottnest Island who acknowledges in a letter we have that he would give it to the Museum of W.A. but after many requests, it has never been found.

In the late 1960's a newspaper article was written about Edward, the second son of Scottie and Mary Ann Gilmore and his memories of his life on Rottnest Island.

The Old Days on Rottnest – Young Edward Gilmore lay dying of scarlet fever in his parents' semi-detached home on Rottnest Island. There was no doctor or nurse on the island. A mirror on a trestle [heliograph] in front of the Governor's holiday house was the only way of making contact with the mainland. Hurriedly it was set up and an urgent message was sent in jerky Morse code but it was many hours before a doctor could sail out to treat Edward on the virtually isolated settlement.

The boy was saved. He is now 87 and living at South Fremantle. He has a vivid memory of Rottnest in the 1880's and has seen it change. The Governor's holiday house is the hotel and Rottnest is linked to Perth by local telephone.

When Mr. Gilmore lived there most of the residents were convicts.

He was born on the island in 1882, a member of one of the first families, apart from jail officials, to live there. Aborigines and good conduct white prisoners were sent to Rottnest jail. They spent their days reaping hay and cutting firewood.

The prison life was easy but most of the Aborigines were from the north and they were not used to the cooler climate and developed big fish-like scales on their legs. Some died because of the climate, others drowned when they tried to escape. When the convicts were in the fields they often caught snakes which they cooked over wood fires in the jail at night.

Once a week the warders and residents gathered in the jail to watch clay-painted Aborigines dancing round a glowing camp fire. The corroborees were not the only entertainment. On sports days a snorting plump pig, covered with grease, was let loose to be won by the person who could catch it.

Whatever the island's present water and money woes, in Mr. Gilmore's day it was almost self-sufficient. Sheep grazed on the scanty pasture lands and wallabies, guinea fowl and fish supplemented the meat supply. Figs, grapes and dates were grown and other vegetables were brought in the *Penguin* from Fremantle.

Mr. Gilmore's father, Albert, who came from Scotland, was a pilot on Rottnest. He started his job of directing sailing ships to Fremantle and Rockingham in 1880. "He knew a short cut between Garden and Carnac Islands, called the "south passage", (now Challenger Passage) which saved two days sailing," Mr. Gilmore said. He would row or sail in a whaleboat to the windjammers to guide them in. Calms often caused sailing ships to be stranded for up to two days. But fogs were a more serious problem than calm seas. "It used to be so thick that you couldn't see out past Thompson Bay," he said. "It was in weather like that that the *Raven* crashed on reefs close to the shore. Six months earlier, on a windy September day, the *Denton Holme* had crashed on Transit Reef."

To be continued





# MHA End-of-Year Windup 2024

Photographs  
David Nicolson  
&  
Peter Worsley





# Looking for Luckner

Julie Taylor and Tim Blue take their magnifying glass to an enduring maritime myth

There is an oft repeated story that swirls around the Cape Leeuwin lighthouse: German naval hero Felix Count Luckner was an assistant lightkeeper at Cape Leeuwin in his youth.

It's an intriguing story. Where did it come from – and is it too good to be true?

Luckner shot to fame for his raiding activities in the Pacific on the *Seeadler* in World War I. He was eventually captured in Fiji and achieved even greater notoriety when he escaped from the prisoner of war camp on Motuihe Island, New Zealand, by stealing the camp commandant's boat. He later assumed the moniker *Seeteufel* (Sea Devil).

In 1921 Luckner's memoir, *Sea Devil: Adventures from my Life*, was published in Germany. In it he recounts his exploits during the war, but begins with tales of his teenage years before the mast. He tells of voyages on six different ships and not-quite-credible adventures on land.

The part of the story that is relevant to Cape Leeuwin goes like this. Young Felix runs away from home at the age of thirteen-and-a-half. He goes to Hamburg and, under the assumed name of Phylax Lüdecke, is accepted as an unpaid cabin boy on the Russian full-rigged ship *Niobe*, which is bound for Australia. He is treated so poorly by the captain and crew that he deserts at the first port of call, Fremantle. He washes dishes in a hotel for a while, and is then taken in hand by the Salvation Army. Because the Salvation Army thinks he is too young to go

back to sea, they find him a job at the Cape Leeuwin lighthouse.

A translation of Luckner's escapades at Cape Leeuwin is in the adjacent box.

Luckner's adventures gained a second life when the story was picked up by the American journalist and broadcaster Lowell Thomas. He was looking for his next big thing after having published the story of Lawrence of Arabia. Thomas described himself as an entertainer – he was not shy about embellishing a story to make it more saleable – so he and Luckner were a perfect partnership. Thomas re-wrote Luckner's memoir, inserting himself into the story, and organised an American speaking tour for Luckner. *Count Luckner, the Sea Devil* was published in 1927. Gone were Cape Leeuwin's fanciful 100-metre cliffs and the lighthouse standing in the sea, presumably because they knew that the book was going to be sold in Australia.



*Storytellers: Lowell Thomas (left) and Felix Count Luckner, c. 1927. Thomas and Luckner became life-long friends, and Thomas published three books on Luckner's life and exploits.*

Courtesy: James A. Cannavino Library, Archives & Special Collections, Marist College, USA



**Luckner at Cape Leeuwin; translation of extract from *Seeteufel, Abenteuer aus meinem Leben*, 1921. Spelling of place names retained.**

But because I was so young, they [the Salvation Army] tried to find me something related. And they did! After three days I was a lightkeeper's assistant at Cape Lewien.

Assistant? That sounded just fine. And lighthouse? To sit in a lighthouse in a raging storm as the ships flew past was my ideal.

After all, I knew what life was like on board.

So, the Salvation Army did their best and fitted me out perfectly with suits, underclothes and so on. I travelled with a mail coach from Freemantle to Port Augusta. At Cape Lewien I was most warmly welcomed.

Each of the three keepers lived in a little house on the cliff, which was 100 m high and fell vertically to the seething sea. The foundations of the lighthouse were right in the water, but the light was the height of the cliff so that it could be seen clearly in hazy weather.

I admired everything and they advised my duties. 'Cleaning the windows is a bit boring, and then winding up the weight will also be your task. During the day you will sit up top and tell us when a ship signals.'

I was given a small room, clean and nice. Each keeper paid me 3d; 9d in total. That was more than I had earned thus far. I was not a little amazed when I saw the many lamps and the thousands of cut-glass reflectors. I was busy cleaning windows the entire morning, and at night every four hours for twenty minutes uninterrupted I had to wind the weight 80 m high.

In time I got used to it. My favourite time was relieving the keepers during the day and looking out over the sea through binoculars. How lovely it was up there when a storm raged! Actually, for 9d I took over all the work of the keepers.

But I really liked it. In particular, I liked the daughter of one of the keepers. Eva was her name. Eventually we kissed each other a little, quite harmlessly. Since there was no more secluded a place on those bare cliffs, this took place in a not quite appropriate, lockable place, which overhung the rocks, there where the water washed against the cliffs at high tide.\* One of the keepers was sitting below fishing and informed his colleague. The door was rattled. The threats grew ever more ardent. I said to myself, 'A quick decision is the best, so door open and away!'

No sooner said than done. The lightkeeper flew to the side; I was away and was never seen again. Only in the evening did I sneak back to take one of the horses, which were worth at most 30 marks each. I left all my possessions at Cape Lewien and rode off into the world.

\* In the book this is accompanied by a drawing of an out-house perched precariously on top of, and overhanging, the cliff.

**The search begins**

Lowell Thomas left an extensive collection of papers and photos. The archive director was very generous with his time and sent us a lot of interesting material, but he found no notes or correspondence about Cape Leeuwin.

The timeframe for our search for Luckner is 1896 to 1903 – Cape Leeuwin was lit in December 1896 and various sources point to Luckner's being back in Germany in 1903. We know that Luckner was not employed as an assistant lightkeeper because he does not appear as such in any records. The two assistant lightkeepers at Cape Leeuwin between 1896 and 1903 were Percy Willmott and Robert Howe.

A close reading of Thomas' text shows us how easily the story has grown in the telling: '... I became assistant to the lightkeeper at Cape Leeuwin ...'. Not an assistant lightkeeper, but enough smoke and mirrors to catch the unwary.

Could Luckner have been at Cape Leeuwin in some other capacity? We could not find the lighthouse log books for the period. Percy Willmott kept detailed diaries that probably would have recorded the presence of Luckner had he been there. Unfortunately, according to Morgan Eakin, the only surviving entries from Willmott's diaries were all published in his book, *Very Much on Watch*, and they are outside our timeframe. Luckner's description of his life with the Salvos rings true according to Lindsay Cox, manager of the Salvation Army Australia Museum in Melbourne, but there are no records.

One of the problems with Luckner's memoir is that there are no dates; only statements of how old he was when certain events allegedly took place. Luckner was born on 9 June 1881. If he had run away at the age of thirteen-and-a-half, he would have sailed on the *Niobe* in late 1894 or early 1895. Lloyd's Register shows that there was a Russian full-rigged ship called the *Niobe*, but until mid-1896 she belonged to Robert Steele of Greenock, Scotland. Steele sold her to the Finnish line GA Lindblom; she is listed as Russian because Finland was then under Russian occupation.

The Luckner Society, in Halle, Germany, has an online biography of Luckner which states that he left Germany in 1897 and spent six years sailing with 'various shipping companies, mainly in the Australian – American regions'. There is no men-



tion of Cape Leeuwin and the society did not respond to our queries.

The *Niobe*'s new home port was Åbo, present day Turku. The Institute of Maritime History at Åbo Akademi University holds the insurance registers for Finnish vessels. The register for 1897 shows that the *Niobe* left Hamburg on 4 April 1897 bound for Melbourne and Newcastle, NSW. She then headed to South America and back to Europe. The insurance register shows that she did not call at Fremantle. So, if Luckner did sail on the 1897 voyage, he could not have left the ship in Fremantle, by desertion or otherwise.

The archivist at Turku referred us to the National Archives of Finland, which holds crew lists for Finnish vessels. There is no file for the *Niobe*'s 1897 voyage. She made further voyages to Australia in 1898 and 1899; there is no record of a Felix Luckner or Phylax Lüdecke for those voyages.

All the ships that Luckner names in his memoir did exist, but there is scant detail. One exception is the *Caesarea*. Luckner writes that she was the only German-flagged ship on which he sailed. He claims that she sank in the Atlantic, and he and his shipmates spent several days in the ship's boats before being rescued. In fact, the *Caesarea* was sold in around 1902, renamed *Otra* and she sailed until 1912, when she ran aground off Hartlepool, north-east England.

At this stage, it is tempting to say that it's all fantasy. Except that we have a witness.

In 1937 Luckner embarked on a world cruise. This was ostensibly a cruise to promote peace, but James Bade has shown that it was largely financed by Goebbels' propaganda ministry.

Naturally, the 'peace cruise' attracted a lot of attention from intelligence services and the press. Luckner arrived in Sydney in May 1938. Many newspapers around the country carried a photo of Luckner greeting the Customs boarding inspector Edward Pickett. The accompanying captions recorded variations of: 'Count Felix von Luckner ... greets Mr E Pickett Customs Boarding Inspector, who employed the Count as assistant lightkeeper at Cape Leeuwin, WA, 34 years ago.'

An article in the *Sydney Morning Herald* on 21 May 1938 expanded upon the apparent meeting of old friends:

More than 30 years ago when the Count was a penniless youth in Western Australia, Mr Pickett secured for him the position of assistant lighthouse keeper at the Cape Leeuwin beacon.

Yesterday von Luckner remembered, 'By Joe!' he shouted as he embraced the rather embarrassed Customs officer. 'These fools say I have come here for politics. I have come 20,000 miles just to see you again!'



*Felix Count Luckner (left) and Customs Boarding Inspector Edward Pickett on board the Seeteufel, Sydney, May 1938.*

National Maritime Museum via Flickr, image 00022959

Pickett started his Customs career in Fremantle. In 1901 he was appointed to the post of assistant examining officer at Hamelin, a port established for the export of timber. The port at Hamelin was in use in the summer months and Flinders Bay in the winter months because of seasonal weather conditions.

When Pickett retired in 1939, a year after his encounter with Luckner in Sydney, he was interviewed about his professional experiences:

While at Hamelin Mr. Pickett met a young German who said that he had deserted



from a German ship at Fremantle. This young fellow had a job as a rouseabout at the Cape Leeuwin lighthouse. When Mr. Pickett next saw him that German was visiting Sydney in his yacht. He was Count von Luckner.

Pickett is clearly trying to correct the record – and this brings us back to the *Caesarea*. Of Luckner's six ships, it seems that the *Caesarea* was the only one that visited WA between 1897 and 1903. Attempts to find a crew list for the voyage have been fruitless. While we have no proof that Luckner was on board, this voyage is the only apparent connection between Pickett, Luckner and Cape Leeuwin.

The *Caesarea* left New York on 27 February 1901 and anchored in Gage Roads on 20 May. She was towed into the harbour on 27 May. The cargo of kerosene, steel plate, shelving, bundles of iron and rolls of printing paper had almost been unloaded when the lumpers went on strike. The *Caesarea*'s crew had to finish the job; perhaps this contributed to Luckner's description of the port as 'commonplace and bleak'.

The *Caesarea* was towed back to Gage Roads on 29 June and she sailed for Flinders Bay in ballast on 2 July.

On 24 July 1901 *The West Australian* printed a report from Karridale:

The steamers Buninyong and Maltese Cross, the ship *Caesarea*, the barque *Stavanger* and the barquentine *Lom* were in

Flinders Bay today. The port presented quite an animated appearance. About 40 of the *Buninyong*'s passengers proceeded to Cape Leeuwin, where a most enjoyable picnic was held.

The *Caesarea* left for Liverpool on 12 August. With a month in Flinders Bay, it is hard to believe that Luckner would not have visited the lighthouse at Cape Leeuwin, which is seven kilometres away. He also had plenty of opportunity to meet the local Customs officer, Edward Pickett.

At Cape Leeuwin Luckner may even have met lightkeeper John Tattersall's daughter Evelyn ('Eva'). She had married the year before, so there probably was no tryst in the outhouse. Or perhaps he just borrowed the name from one of Robert Howe's young daughters, also Evelyn.

We found no record of a stolen horse. The harbour master's letterbook for 1901 contains no correspondence about hired help at the lighthouse – only letters about tanks, repairs to a cottage and some missing stores.

#### **The search ends ... for now**

When Luckner dropped anchor in Sydney in 1938, thirty-seven years had passed since the *Caesarea* was at Flinders Bay. It is unsurprising that there are some uncertainties in Pickett's version of events, especially given the pervasiveness of the Sea Devil's story.

So far we have no proof of Luckner's presence or not at Cape Leeuwin. There is no doubt that elements of Luckner's memoir have been embellished and remixed; unpicking it has been a fascinating exercise. It may never be possible to discover the whole truth. New information is welcome – please contact the MHA.



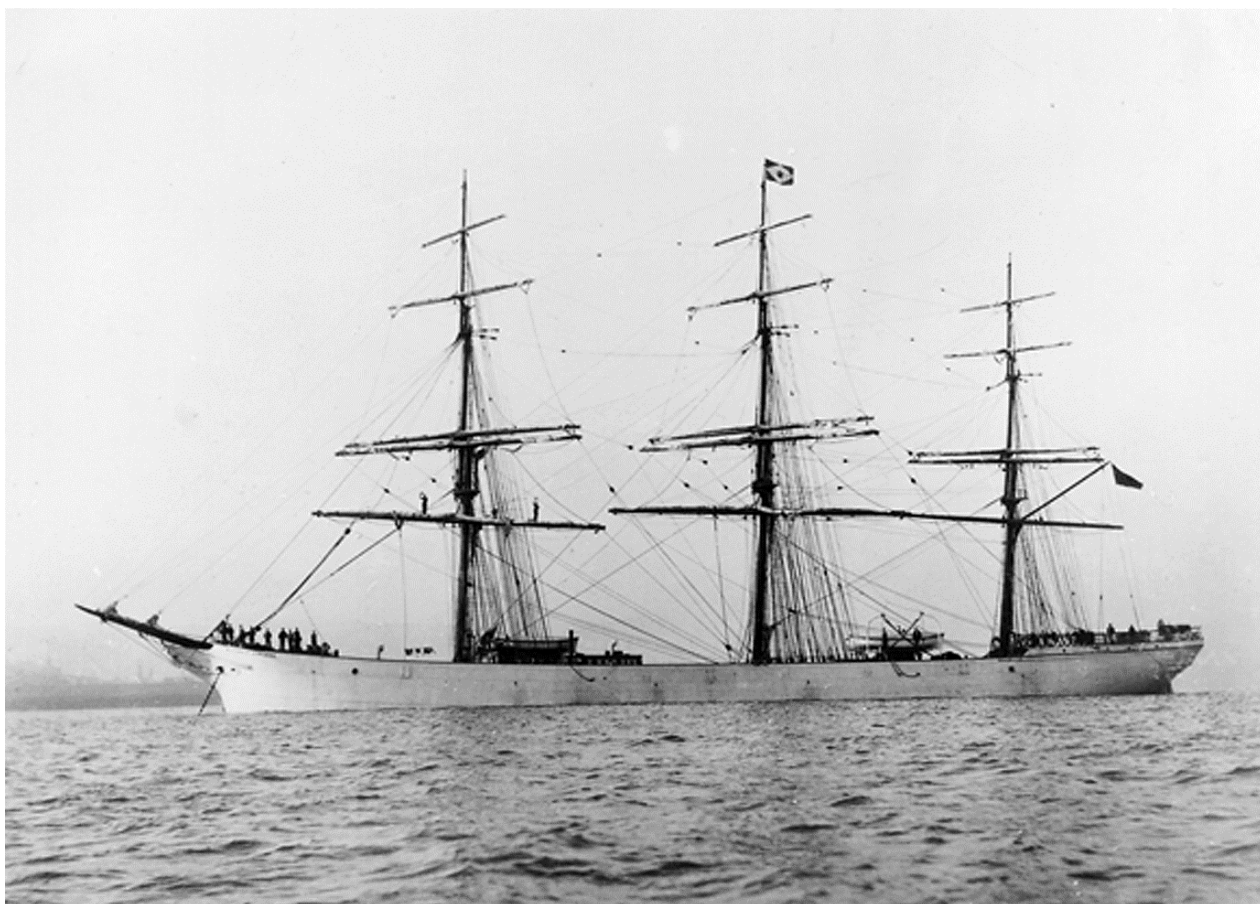
*Flinders Bay looking 'animated' with at least five sailing and steam ships in the port, c. 1905.*

State Library of Western Australia, image b3317891\_1



# The North-West Cyclone of 1912—Part 2

Peter Worsley



*The ship Crown of England*

*Photo: State Library of South Australia*

## *Crown of England*

<b>Official Number:</b>	86284
<b>Port of Building:</b>	Workington, UK
<b>Year built:</b>	1883
<b>Port of Registration:</b>	Kristiania, Norway
<b>Rig Type:</b>	Ship
<b>Hull:</b>	Iron
<b>Length:</b>	267.0 ft (81.4 m)
<b>Breadth:</b>	39.1 ft (11.9 m)
<b>Depth:</b>	23.6 ft (7.2 m)
<b>Tonnage:</b>	1 839 gross, 1 779 net, 1 718 under deck
<b>Port from:</b>	Natal
<b>Port to:</b>	At anchor
<b>Date lost:</b>	21 March 1912
<b>Location:</b>	Depuch Island

The ship *Crown of England* was built by Richard Williamson and Son at Workington (Yard No. 76) for Robertson Cruikshank and Company and registered at Liverpool. It had one deck, two tiers

of beams, one bulkhead and had been cemented. In 1900 it was sold to Henry Watson and registered at Glasgow, UK. Registration reverted to Liverpool in 1905 when it was sold to J. and R. Young and Company Limited. The same year it was sold to Johan P. Pederson and Sons and registered at Kristiania (present day Oslo), Norway. The *Crown of England* arrived from Liverpool at the anchorage at Depuch Island on 25 January 1912 to load a cargo of copper ore from the mine at Whim Creek.

On 20 March 1912 the *Crown of England* was still anchored at Depuch Island. It was under the command of Captain Martin Olsen with First Mate Matthias Holst, Second Mate Christian Plavis Andriassen, 14 seamen, a cook, steward and a cabin boy. The last two were brothers, Hans and Karl Gron. The vessel had by that date loaded over a thousand tons of ore. It had two anchors down, but as the wind increased on the morning of 21 March a further anchor was laid out, more



chain paid out and a wire hawser fastened to the cable of the starboard anchor so that even more could be paid out.

At 11.00 a.m. on 21 March the *Crown of England* began to drag its three anchors and drift into shallower water about 70m off the shore midway between Anchor Hill and North Point. At 7.00pm the ship began to bump heavily and lifebelts were issued to all the crew. Half an hour later the first mate cleared the lifeboats ready for use, and the crew were asked whether they wanted to go ashore. They thought it was better to stay with the ship until daylight as it was very dark and the sea very rough. By 8.00pm there was water in the hold and the wind was moving towards the north-west and increasing in strength. At 11.15pm the crew, who had been sheltering below deck, thought it best to go up into the rigging. Each man was given a short piece of rope to tie himself to the rigging and was advised to remove his clothing. It was considered by the captain that the heavy clothing they were wearing would hamper them if they were in the water, but subsequently none of them except Captain Olsen removed clothing. By then everything on deck had been washed away, including the boats and the chart house.

After two hours in the rigging the masts began to move so the men climbed quickly down. Soon after the last man reached the deck all three masts snapped and went overboard, and the ship broke

into three pieces. The crew were all on the aft part, and as this was sinking some jumped and others were washed into the sea. When Captain Olsen left the wreck two men remained as they had refused to leave until their captain left. A large sea tore Captain Olsen's lifebelt from him, but he managed to reach shore on Depuch Island.

*After the ship smashed Captain Olsen had a terrible experience in the water. After diving into the sea three huge waves caught him and washed him under. As he came up he was fortunate enough to get hold of a spar, but he was washed under again. He managed to get the spar under his body, and after several vain attempts to reach the shore, during which he was tossed about like a cork, he was thrown ashore, badly cut all over his body (West Australian, 1 April 1912).*

The section of Constable Growden's report on the disaster dealing with the wreck of the *Crown of England* stated that:

*...in a marvellously short space of time from striking she was simply smashed to pieces on the rocks and the crew precipitated into the sea, eight of them losing their lives. Some idea of the violence of wind and water may be gained from the remarkable escape of the first mate Mathias Holst who was carried over the starboard bow by a tremendous wave into the raging sea, only to be caught by a second wave and hurled back clean over the top of the doomed vessel, and dropping into the water on*



*The wreck of the Crown of England*



*the other side was caught up again by a wave which landed him high on the rocks of Depuch, and from where he made good his escape. Captain Olsen estimates the velocity of the wind at fully a hundred miles an hour (Report by Police Constable Frederick Henry Growden, S.R.O, Cons 430, Item 1912/1727).*

## Concordia

Having reached the shore on Depuch Island Captain Olsen had to huddle naked from 2.00am until daylight in the violent wind and cold. Those of the crew who also reached shore could do nothing to help him or themselves as they could not even stand up in the wind, and were blinded by driving rain, broken shells and sand. By daylight the wind had dropped to gale force, enabling Captain Olsen to gather together those of his crew who had survived. The two who had remained aboard were still alive, and were brought ashore with the help of survivors from the lighter *Steady*.

A count of the survivors showed that eight were missing, but an initial search found no trace of them. Later that day (Friday 22 March) and the following morning the bodies of six of the drowned men washed ashore. Captain Olsen and his men were too battered and exhausted to do more than collect the bodies and lay them together on the beach. Because of the damage to the train line it was impossible to take the bodies to Whim Creek for burial, so they were buried during the afternoon of Saturday 23 March in a communal grave on the island. The burial service was conducted in Norwegian by Captain Erickson of the barque *Concordia* which had also been wrecked during the cyclone. He and his crew had chosen the site, helped by the survivors off the *Steady* to dig the grave, and brought the by now decomposing bodies from the beach. A tarpaulin was laid over the bodies before the grave was filled in and a cabin door from the wreck was erected to mark the site. The bodies of the other two victims and two of those lost when the *Clyo* was wrecked had been found and taken ashore by the crew of a pearling lugger, and were buried 'on a small island to the left of the Balla Causeway' (*West Australian*, 27 March 1912).

The crew of the *Crown of England* who drowned included two from the same family, the steward Hans Gron, and his young brother, cabin boy Karl Gron. They were buried in different graves, one on Depuch and one at Balla Balla.

<b>Official Number:</b>	131643
<b>Port of Building:</b>	Vegesack, Germany
<b>Year built:</b>	1890
<b>Port of Registration:</b>	Kristiania, Norway
<b>Rig Type:</b>	Barque
<b>Hull:</b>	Iron
<b>Length:</b>	222.4 ft (67.8 m)
<b>Breadth:</b>	34.0 ft (10.4 m)
<b>Depth:</b>	20.4 ft (6.2 m)
<b>Tonnage:</b>	1 313 gross, 1 250 net, 1 180 under deck
<b>Port from:</b>	Swansea, UK
<b>Port to:</b>	At anchor
<b>Date lost:</b>	21 March 1912
<b>Location:</b>	Depuch Island

The *Concordia* was built by J. Lange, launched in October 1890 for J.G. Lübken and registered at Elsfleth in Germany. It had two decks, steel beams, one bulkhead and was cemented. The vessel was later sold to Akties Concordia (N. Stang Jnr) and registered at Kristiana, Norway.

*Concordia* departed Swansea for Balla Balla on 16 July 1911 under the command of Captain O.E. Erikson carrying a cargo of '1,000 tons of anthracite for producing gas for driving the copper-ore treating plant, and with 950 tons of other cargo' (*Northern Times*, 26 March 1912). When in position 40.45° S and 48.23° E in the southern Indian Ocean a fire was discovered in the fore hold. After sealing all possible points where air could get to the fire, Captain Erikson altered course so as to pass close to Amsterdam and St Paul Islands in case the crew needed to abandon ship. When near the islands an inspection showed that neither the collision bulkhead nor the foremast were at all heated, indicating that the fire had not increased greatly. It was therefore decided that the barque would hopefully get to Fremantle where the fire could be extinguished and any necessary repairs made.

The crew managed to sail the *Concordia* to Fremantle, arrived on 21 October 1911 and moored to a buoy in the middle of the harbour. After some of the cargo was discharged into lighters the Harbour Trust Fire Brigade pumped water into the hold to quench the fire. The remaining damaged cargo was discharged into lighters and the vessel surveyed. The surveyors found very little structural damage, but it was noted that directly below the fire was a cargo of magnetite iron ore. This was to be used during the copper





smelting process at Whim Creek, but 'may have lost its essential property as a result of the fire' (*West Australian*, 27 October 1911). After re-loading, *Concordia* sailed for Balla Balla on 31 October 1911 to discharge the remainder of the cargo which included cement, and to then load 1,900 tons of copper ore for the U.K. By 20 March 1912 *Concordia* was at anchor off Depuch Island, and had taken aboard 1,600 tons of ore. Captain Erikson was ashore when the winds of the approaching cyclone increased. He attempted to reach his ship in the company launch, but it was compelled to return to Balla Balla because of the weather.

At 3.30 a.m. on 21 March the *Concordia* began to drag its anchors, and about half an hour later hit the bottom halfway between the wreck of the *Crown of England* and Anchor Hill. The crew all got ashore safely and the vessel appeared to have suffered little damage. Later Captain Erikson sent

some of his crew out in a boat to the *Concordia* to see if they could get some of the provisions. The barque lay upright in only 3ft (90cm) of water, but their boat broke up in the surf as it returned to shore. The Norwegian Consul in Perth made arrangements to have the captain and crew of the *Concordia* brought to Perth on the steamer *Gorgon*.

It was considered that at the next high tide the *Concordia* would be re-floated, however this did not happen until early September 1912. The *Concordia* was then towed to Fremantle by the tug *Wyola*. After reaching port the *Concordia* was sold to McIlwraith, McEachern who stripped it to a hulk. On 20 April 1948 the hulk, being of no further use, was towed to the Ships' Graveyard off Rottnest Island and scuttled.

More to follow in June



*Concordia under sail*

Photo: State Library of South Australia





# The Abandoned Port of Condon

Ron Forsyth

Correspondent to the papers in 1893 wrote of the perils to coastal navigation at the pioneer port of Condon.:

*The Condon shipping trade, owing to the vastly increased importance of the eastward reefing [gold] fields of Bamboo Creek and Marble Bar, now much greater than it was a year since, and the boats plying to and from that port are in great danger of going on the rocks or on the opposite sand bank, through adverse winds and the strong currents, besides being subject to many other perils of like moment. Little Turtle Island is a source of danger in this respect, as it is almost hidden from view during the spring tides, and only with great watchfulness and careful navigation is got clear of. Here we want a bell or whistling-buoy, which would serve the purpose of a guide to coastal skippers at high tides and at night time. It is a most dangerous little island, and the improbabilities of safely passing it are a source of anxiety to the small coastal traders. The recent mishaps to the Julia and the Myra on Condon rocks should be sufficient proof of the danger to these boats the rocks of Condon threaten. To enter the inlet into which the Condon Creek empties itself is at present (with no beacon for guidance) no mean work to accomplish, for in minding the rocks a northeast by north course has to be steered to pass the rocks on the west side, and a sudden turn to the sou west by west has to be taken to avoid the shallow water on the northern side of the channel. A greater difficulty has to be overcome by boats leaving Condon in rounding these rocks, and if the weather happens to be little dirty the chances are they will either stick on the sand bank on the north side or be sent on to the rocks on the south. It is imperative in the interests of our shipping that a beacon should be placed on these rocks, and considering the boon its erection would confer on the masters, and also be the means of guarding against a recurrence of mishaps similar to those which befell the Julia and the Myra, the people of Condon and other townships vitally interested in the matter consider they are fully justified in asking for compliance with their small but urgent request,*

*and feel sure that once the matter is brought before the Government their wants in this case will be satisfied (Nor'West Times and Northern Advocate, 20 May 1893).*

Originating as an unofficial pearlers' camp in the late 1860s Condon was the first port to be settled in the Pilbara. Located on Condon Creek, on the 20<sup>th</sup> parallel of latitude, the former townsite is 15km east of the mouth of the De Grey River. As the Pilbara opened up to pastoralism it became the port for the sheep stations in the hinterland and was used by settlers to unload and load livestock, passengers and goods from ships. Wool was exported from there to London. Gold discoveries at Marble Bar and Nullagine in the 1880's gave a boost to the little settlement, and it reached a peak



Arabella c. 1899 with bullock team loading wool in the North-West

Photo: State Library of South Australia

population of about 200 in 1898. As pearling operations moved further north, becoming centred in Broome, and the ports at Cossack and then Port Hedland developed Condon and its gazetted town-



site of Shellborough lapsed into oblivion. In 1927 official services to the town were withdrawn when its telegraph station closed.

Condon's lack of facilities, complicated by a large tidal range were highlighted on a busy day in June of 1895. The schooners *Harriet* and *Diamond*, the ketch *Meteor* and steam launch *Beagle* were all competing to unload:

*Vessels discharge and teams load in all directions, on what! on a marshy patch just as nature left it. Both sides are alike in this respect, and are only workable when the tide leaves the marsh uncovered, so that the goods can be taken from the boats on to firm ground, Four or five boats discharging at once is not an uncommon occurrence. This is unavoidable, as the spring tides rule the going and coming and therefore the necessity of plenty of wharf accommodation being provided at the port for the goldfields to be shortly decided on (that is if the Government promises are to be relied on) is more than ever emphasised. But reverting to Condon, here we have only one small landing on the telegraph office and well side, and a mud bank covered at high water—no staging, shed, or road. This same landing, called Rounsevell's, is only available for limited periods. For the last seven days none of the lighters have been able to approach, or leave it, the lightest boat in the fleet having to*

*boat by dingey her cargo to the mudbank from where she lay neaped down stream. The other landing is on the opposite side of the creek, closer to the mouth, and vessels can get to and from it at times when the upper is unapproachable. Yet for eight days in the month this is blocked—four days during each neap tides (Northern Public Opinion and Mining and Pastoral News, 22 June 1895).*

One December night in 1900, there still being no light at Condon Heads, the ketch *Merlin* over-ran her course and ended on the beach six miles eastward of the port. The cargo was all landed on the beach and carted back to Condon. In consequence of the neap tides the ketch lay stranded for another twelve days before being floated off without apparent injury (*The West Australian*, 25 Dec 1900).

Like all north-west ports Condon was no stranger to the occasional fury of cyclones. On December 9 in 1908 the barometer fell to 29.30 inches (992 millibars) sending over a dozen pearling luggers to seek shelter up the Condon Creek. All arrived in various states of disarray – some with their mizzen masts cut away. (*Hedland Advocate*, 19 December 1908).

Port Hedland ultimately won the position of port for the Pilbara.



*The schooner Nellie alongside a larger vessel at Condon, 1909*

Photo: *Weekly Times*, 30 January 1909



## A Shave Too Close

By Ron Forsyth

While proceeding to board the convict ship *Robert Small* on a winter's evening in August of 1853, the Rottneest pilot boat was capsized when struck by a tremendous wave. Overwhelmed, the coxswain lost his steering oar and the boat broached and overturned several times. Pilot George Back used every endeavour to get his six crew members to hold on to the capsized boat.

This all took place in the dark, around eight p.m. a mile distant from the island. After about half an hour, crewman George Wells, a ticket-of-leave holder, was so exhausted he was swept away and drowned. Pilot Back had been supporting coxswain William Muir but after another half hour, realising he had died had to release him.

The men had been in the water for about an hour and a quarter when Back's son heard their calls for help. He raised the alarm and William Godolphin, serving his ticket-of-leave at Rottneest, courageously rowed to their rescue in a small dingy. The dingy belonged to Richard Mills who happened to be fishing on the island. Back and crewman Richard Wright had the presence of mind to prevent the panicking survivors capsizing the small craft.

The newspapers considered Godolphin's courage and exertion should recommend him for a Conditional Pardon. It pointed out that although he had been punished with three years in irons for an attempted escape from the colony, his behaviour had been rewarded with a TL and had been exemplary on Rottneest.

A colonial convict, he had been sentenced to ten years transportation when as steward on board the *Water Witch* at Albany he was convicted of robbery. He had stolen 120 pocketknives, seventy-two spectacles, thirty-six pipes and thirty-six dozen watches. He appears not to have had a credible business plan for the disposal of such a haul in the colony.

Along with Stone, an escaped convict from Van Diemen's Land and Turner, who had been sentenced for burglary, they had managed the previous year to break open the door of their cell without disturbing the warder on duty. This was despite two of them wearing heavy irons. (They would have been imprisoned at that time in what became known as the 'Old Establishment' on Marine Terrace.)

A £5 reward was issued with descriptions of the fugitives by the Colonial Secretary's Office. They appear to have been on the run for four months before being brought into custody.

The pilot boat was retrieved. An investigating jury strongly urged upon the Bench the necessity of there being an extra boat on Rottneest Island, and if possible, a lifeboat, with extra hands, to render assistance in case of need.

Not so fortunate was Pilot Back who two years hence was dismissed from office for the stranding of the whale boat.

Sources:  
*Perth Gazette and Inquirer.*



*The 'Old Establishment' in Albany*

*Photo: Wikipedia*