



Today's Bounty

Today's HMS Bounty was built as an ocean-faring vessel in 1960 for the movie, *Mutiny on the Bounty*, the famous story of the British crew who overthrew Captain Bligh in order to remain in the Islands of the Pacific, rather than return to England.

Built in Lunenburg, Nova Scotia, the Bounty displaces 412 tons, includes 400,000 board feet of lumber (American Oak from New Jersey for the frames, Nova Scotia Black Spruce for the hull, and British Columbia Fir for the masts, yards and decks), 112 tons of screw bolts, 14 tons of bar iron, 2 ½ tons of spikes, 1200 pounds of putty, 10 miles of line for rigging, 192 blocks for mechanical advantage, and over 10,000 square feet of hand-sewn canvas for the sails. Bounty is 120 feet on deck, 180 feet overall, 115 feet off the water. She has a 30-foot beam, a 13-foot draft, and 13 feet of freeboard.

MGM sailed the ship around the world to promote the film, eventually bringing her to New York for the World's Fair in 1964. She made St. Petersburg, Florida her permanent home for 21 years until Turner Broadcasting bought the MGM film library in 1986. The ship left St. Petersburg and Tampa Bay to go to Miami and travel the West Coast, East Coast, and Great Lakes. In 1993, Ted Turner donated the ship to the city of Fall River, Massachusetts.

In 2001, a Long Island, New York businessman purchased the ship. The Bounty returned to the sea July 2002 after undergoing \$1.5 million in renovations in Boothbay Harbor, Maine in the first of a three-phase renovation to restore the ship to the grandeur of her Hollywood days. "We first made her safe and seaworthy below the waterline, but she is still a work in progress," said Margaret Ramsey, Executive Director, HMS Bounty Organization LLC, adding, "the ship's beautification will take place over the next two phases, with another \$1.5 million in restoration above the waterline planned."

After completing the filming of *Pirates II, "Dead Mans Chest"* with Disney in the West Indies the decision was made to haul out the ship and complete Bounty's final phase of restoration. As previously mentioned the first phase was completed in 2002. The second phase was completed in Bayou La Batre in 2004 where we replaced most of the rigging and nine sails. Here we are in April of 2006 back in Boothbay Harbor Maine where we are replacing everything from the waterline up as well as the stem of Bounty. The restoration should cost around two million dollars and take as much as a year. Once the final phase is complete we are embarking on a world tour to Western Europe and hoping to participate in Tahiti's 220th anniversary in October of 2008.

In the short time that we have been fortunate to have the Bounty she has returned to her Hollywood roots with frequent appearances in documentaries and film productions. Recent productions include *Sponge Bob Square Pants, the Movie*, a documentary on Captain Bligh for a Baltimore film production company and a documentary for the History Channel on Queen Anne's revenge. In the summer of 2006, Bounty had a starring role in the movie of Disney's *Pirates of the Caribbean II* starring Johnny Depp.



Although Bounty does participate in movies, it is always our wish to make every effort to greet and educate the hundred of thousands of Bounty fans that greet us at port appearances around the waterways of the United States. Bounty encourages school groups to visit the ship as well as offering sail passages to learn how to sail an 18th Century ship. Bounty is one of the largest active wooden square-rigger that is also a full-rigged ship sailing today and one of the most recognizable tall ships in the world.

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Function Availability

- Port Festival attraction
- Dockside Tours
- Dockside Parties
- Formal, intimate dinners for 20 - 25 people
- Standing cocktail parties on ship and dockside for 200 people
- Dinner Theatre parties
- Film and photography projects
- Reenactments
- Concerts
- Weddings

Dockside Appearance Requirements

- Electrical needs: 100 amp/three phase 208 volts
- Daily trash removal
- Potable Water hook-up (Garden hose is fine)
- Dock length - 300'
- Sewage pump-out
- Clearance for two 20' gangways
- Dock height must accommodate a 12' high deck
- Substantial ballards or cleats to handle 400 tons displacement spaced along bulkhead
- 13' draft
- Shelter from waves in excess of one foot in height
- Access to dock for fuel truck hook-up

For more information regarding Bounty's availability and/or docking requirements, please contact Margaret Ramsey, Executive Director, HMS Bounty Organization, LLC at 631-584-7900 or send an email to Mramsey@tallshipbounty.org.



Captain Robin Walbridge - Biography

Captain Robin Walbridge has presided over Bounty, a square-rigged ship for twelve years. He acquired his Captain's license in 1980. Captain Walbridge served as first mate on the H.M.S. Rose (Bounty's sister ship), as engineer on the U.S. Brig Niagara and as Captain on various smaller schooners as well as a range of utility and supply boats that span his entire career. Captain Walbridge's fascination with boats date back over 40 years when, at the age of ten, he taught himself how to sail in his hometown of St. Petersburg, Florida.

Captain Walbridge has a very technical background. He attended college in Gainesville, Florida with the intention of acquiring an engineering degree. But the open waters called to him and after two years, he started crewing on various ships. In his spare time, he spent three years in aerospace training (design and build) and completed coursework at three factory/outdrive engine schools. As a mechanical expert, Captain Walbridge can literally take the Bounty apart and put her back together again.

Captain Walbridge's passion for Bounty and knowledge of its maritime history is extensive. He has dedicated himself to Bounty's five-year restoration project. The first phase focused on the underside including a new engine, hull and refurbished crew galley. The \$1.5 million restoration, which will be accomplished through public and corporate support, will bring the Bounty back to her former Hollywood glamour, including 18 new sails, new deck, lines, planks and refurbished crew quarters. His on-going goal is to teach the youth of America about the lost art of square rigged sailing through Bounty's cadet program, coordinated through Bounty's education foundation.

Although he sails on Bounty nearly every day of the year, Captain Walbridge still calls St. Petersburg, Florida home. He is an avid reader; only eats food with chop sticks (even ice cream!) and loves nautical history.

Updated: November 20, 2005

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Frequently Asked Questions about the HMS Bounty

1. Can anyone go sailing on the HMS Bounty? Yes, for the most part, anyone can. A person just needs to apply to be a trainee and pay the voyage fee.
2. What do trainees do when on board? Trainees are asked to be involved with all of the daily operations of the ship, based on their experience and the ship's needs. Activities include watches, galley duty, daily preparation, visitor tours, hoisting and lowering the sails.
3. Can I be a real crewmember for a length of time? Yes - we are always looking for new crew. If you are interested, please call the office at 631-584-7900. Send your resume and a recent photo to mramsey@tallshipbounty.org.
4. When the Bounty is in port, does she do day or night sails? When making a port appearance for several days, the Bounty does not usually leave the dock. However, special arrangements can be made. The total number of people who can participate in a day or night sail (not an overnight) is 12.
5. How old is the Bounty? The ship was built in 1960 for the movie, Mutiny on the Bounty starring Charles Laughton and Marlon Brando. The movie is the retelling of the famous mutiny that took place in 1789 between British sailors who wished to remain in Tahiti rather than return to England.
6. Is Bounty a British or American ship? Her original story is a British one, but she is now flagged as an American vessel. When not sailing and visiting ports around the world, the Bounty calls Greenport, New York home. The ship docks in St. Petersburg, Florida during the winter months.
7. How can I find out where the Bounty is? A visit to the website, www.tallshipbounty.org will answer most of your questions. Every effort is made to have the ship's location listed on the website.

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Bounty's Statistics

	HMS BOUNTY	HMAV BOUNTY
Built	1960-1961 at Smith & Rhuland Shipyard in Lunenburg, Nova Scotia Christened 8/28/1960	1784 as Bethia in Hull, England Commissioned as HMAV Bounty in 1787 in Deptford Yard, England
Gross Tonnage	412 tons	215 tons
Length Overall	180'	
Length on Deck	120'	90' 10"
Height of the Main Mast	115'	
Draft	13'	13'
Beam	30'	24' 10"
Freeboard	12'	12'
Sails	18+ (10,000 sq/ft)	18
Max Capacity	12 underway, 150 on-deck berthing for 49	46 started the cruise
Freshwater	1,800 gallon storage, Water maker	Rain
Electronics	GPS, VHF, SSB, one radar	One sextant and a Kendall Chronometer
Timber	400,000 board feet	
Lines	10 miles of rigging	
Cannon	Four 4-pounder Carriage cannons,	Four 4-pounders and 10 swivels
Decks	Three	Three
Anchor	Two, 900 lbs each	Two, 600 lbs each
Electricity	35 KW 208 3 phase	Candles
Galley	Fully equipped and operational	Adequate for the time
Heads (Restrooms)	Two - modern, and showers	Head rail/chamber pot
Safety Equipment	Full complement	Probably not
Signal Flags	Full complement	Full complement
Gangplanks	Two, each 20' long	Rope ladders
Life Rafts	2 self-contained life rafts Inflatable rescue boat Rigid hull launch	A cutter and a 23' launch
Engines	375 hp John Deere (2), diesel	The wind
Propellers	54" x 42" - four blade	
Owner	HMS Bounty Organization, LLC	British Admiralty
WEB Site	www.tallshipbounty.org	None

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The Crew of HMAV Bounty --

from Lieutenant Bligh's narrative of the mutiny that took place on HMAV Bounty

"I had with me in the boat the following persons --"

Names	Stations	Names	Stations
John Fryer	Master	John Norton	Quartermaster
Thomas Ledward	Acting-surgeon	Peter Linkletter	Quartermaster
David Nelson	Botanist	Lawrence LeBogue	Sailmaker
William Peckover	Gunner	John Smith	Cook
William Cole	Boatswain	Thomas Hall	Cook
William Purcell	Carpenter	George Simpson	Quartermaster's Mate
William Elphinstone	Master's Mate	Robert Tinkler	A boy
Thomas Hayward	Midshipman	Robert Lamb	Butcher
John Hallet	Midshipman	Mr. Samuel	Clerk

"There remained onboard the Bounty --"

Names	Stations	Names	Stations
Fletcher Christian	Master's Mate	Thomas McIntosh	Carpenter's crew John
Peter Heywood	Midshipman	Millward	Carpenter's crew
Edward Young	Midshipman	William MacKieho	Carpenter's crew
George Stewart	Midshipman	Henry Hillbrant	Carpenter's crew
Charles Churchill	Master-at-arms	Michael Byrne	Carpenter's crew
John Mills	Gunner's Mate	William Muspratt ***	Carpenter's crew
James Morrison	Boatswain's Mate	Alexander Smith **	Carpenter's crew
Thomas Burkett	Able Seaman	John Williams	Carpenter's crew
Matthew Quintal	Able Seaman	Thomas Ellison	Carpenter's crew
John Sumner	Carpenter's crew	Isaac Martin *	Carpenter's crew
William Brown	Gardner	Richard Skinner	Carpenter's crew
Joseph Coleman **	Armourer	Matthew Thompson	Able Seaman
Charles Norman **	Carpenter's Mate		

"In all, twenty-five hands, and the most able men of the ship's company."

Names in BOLD went to Pitcairn with the Bounty

* Only American on board

** Held against their wishes

*** Signed on as Alexander Smith, but was actually John Adams

Died before the Mutiny:

James Valentine, AB, October 4, 1788

Thomas Huggan, Surgeon, December 12, 1788

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Books on Bounty and Best Stories of the Sea

BOUNTY BOOKS

The Bounty, the True Story of the Mutiny on the Bounty - Caroline Alexander
Captain Bligh and Mr. Christian - Richard Hough
That Bounty Bastard - Kenneth S. Allen
The Bounty Mutiny - William Bligh and Edward Christian
Captain Bligh: The Man and His Mutinies - Gavin Kennedy

GOOD SEA STORIES

Tall Ships Down - Captain Dan Parrott
The Last Voyage of Captain James Cook - Richard Hough
Blind Man's Bluff - Sherry Sontag and Christopher Drew
The Brendan Voyage - Tim Severin
The Caine Mutiny - Herman Wouk
In the Heart of the Sea - The Tragedy of the Whaleship Essex - Nathaniel Philbrick
Jaws - Peter Benchley
Kon Tiki - Thor Heyerdahl

BOOKS INTO MOVIES

Mutiny on the Bounty - Charles Nordhoff, 1932
White Squall - Todd Robinson
Far Side of the World - from the series by Patrick O'Brian
The Perfect Storm - Sebastian Junger
African Queen - Cecil Scott Forester
Horatio Hornblower - the series by C.S. Forester



Yesterday's Bounty - THE SAGA OF HMAV* BOUNTY AND PITCAIRN ISLAND

An exotic true story about adventure on the high seas, exploration to far-off places, living on exotic islands, romance, treachery, death, and redemption

HMAV Bounty sailed from Spithead, England on December 23, 1787 with Captain William Bligh and a crew of 45 men bound for Tahiti. Their mission was to collect breadfruit plants to be transplanted in the West Indies as cheap food for the slaves. After collecting those plants, Bounty was underway toward home, when, on the morning of April 28, 1789, Fletcher Christian and part of the crew mutinied, took over the ship, and set the Captain and 18 members of the crew adrift in the ship's 23-foot launch. The Captain sailed the launch and crew 3618 miles back to civilization. The mutineers took Bounty back to Tahiti, and, with 6 Polynesian men and 12 women, took the ship to the isolated site at Pitcairn Island. After burning the ship and a violent beginning, they established a settlement and colony on Pitcairn Island that still exists.

While these are the bare facts, there is much more to the story. Over 250 books, thousands of magazine articles, five major movies, and hundreds of original manuscripts have helped to document the story from almost every conceivable perspective. And, one of the best results of the story is the vast library of literature that enables present and future students, scholars and friends to study, learn, understand, and enjoy the continuing Bounty and Pitcairn Island saga.

There was a lot happening in the world in 1780's and 90's. The Constitution of the United States of America was ratified. The French Revolution occurred. In England, King George III was influenced by the members of the Royal Society in their quest for scientific and economic expansion, and the King had authorized the Bounty expedition. The mutiny onboard Bounty happened in the remote South Pacific. We may consider the mutiny as the spark of an epic saga, or an isolated incident in history.

Life in the Royal Navy was harsh. The majority of crewmembers of each ship were pressed into service, that is, they were forced onto the ship and then not allowed to leave, sometimes for years at a time. The English author Dr. Samuel Johnson once wrote "No man will be a sailor who had contrivance enough to get himself into jail; for being in a ship is being in jail... with the chance of being drowned. A man in jail has more room, better food and commonly better company."

HMAV stands for His Majesty's Armed Vessel. The Bounty is more popularly known today as HMS Bounty.



A vital statistic in the story of Bounty is that every person in the crew was a volunteer.

William Bligh, the Captain of the expedition, was born September 9, 1754. He was somewhat heavily built and below average in height, with black hair, blue eyes and a pale complexion. He gained a reputation in the Royal Navy for having a volatile temper and he used foul language when angered. Bligh went to sea at the age of sixteen as an able bodied seaman and not a midshipman. Seven months after he entered the service, he was given his warrant as a midshipman and then he made his way through the officer ranks.

When the famous explorer Captain James Cook was preparing to go to the Pacific for his third voyage, in HMS Resolution, Bligh was designated as his navigator and master. Bligh at the time was twenty-two and a warrant officer not yet carrying the King's commission. Bligh received high praise from Captain Cook. Bligh's charts surveys and records were impeccable and some are still used today because of their accuracy. When Cook was killed in Hawaii, Bligh navigated HMS Resolution back to England.

Bligh then served with distinction in the Fleet during the war with France. He was promoted to Lieutenant in 1781. Also in 1781 he married Elizabeth Betham and was appointed as Master of HMS Cambridge. Onboard HMS Cambridge, Bligh became acquainted with Fletcher Christian. In his diary, Christian claimed that Bligh "treated him like a brother." Bligh taught Christian the use of the sextant and frequently dined with him.

With the advent of peace in 1783, England reduced the size of the Navy and Bligh was reduced to half pay. Through his wife's family he was appointed as Commander of the merchant ship Britannia and sailed between England and the West Indies. Among his crew was his friend Fletcher Christian. In 1787, while he was still away, he was appointed to command HMAV Bounty for the voyage to Tahiti and the West Indies. It is interesting to note that he would be earning much less in the Royal Navy than in the Merchant Navy. Bligh was the only commissioned officer on HMAV Bounty, but he was not appointed to Captain. Bligh understood that he would be promoted to Captain upon successful completion of the voyage.

Fletcher Christian was born in Cumberland on September 15, 1764 of a well to do family. He went to sea at the age of sixteen, and two years later he sailed aboard HMS Cambridge where he met William Bligh for the first time. Christian was about five feet nine inches tall with a dark complexion and well muscled. He was sometimes described as swashbuckling, a slack disciplinarian, a great favorite with the ladies, conceited but also mild, generous, open and humane. In describing the mutineers, Bligh described Christian as "master's mate, aged twenty-four years, five feet nine inches high, blackish, or very dark brown complexion, dark brown hair, strong made, a star tattooed on his left breast, tattooed on his backside; his knees stand a little out, and he may be called rather bow-legged. He is subject to violent perspirations, and particularly in his hands, so that he soils anything he handles."



The planters of the West Indies had for years been looking for a cheap way to feed their slaves. The Royal Society petitioned King George III to send an expedition to the South Seas to bring back for transplantation the easily grown breadfruit plant. The King had his scientific advisor, Sir Joseph Banks make the arrangements. Sir Joseph had sailed to the South Pacific with Captain Cook and had a first hand knowledge of the breadfruit plant. He had eaten and enjoyed the breadfruit. Sir Joseph Banks was a botanist, and he employed the person he considered best suited for this voyage's botanist, David Nelson. They were well acquainted and had served together in Tahiti. An assistant, William Brown, was hired to help Nelson.

Sir Joseph Banks also knew William Bligh through their association with Captain Cook, and Banks recommended Bligh to head the expedition because of his navigational skills.

The collier ship Bethia was selected for the voyage and renamed Bounty. There is a sailor's tradition that it is bad luck to change the name of a ship. Very technically, the ship was named HMAV (His Majesty's Armed Vessel) Bounty. The ship carried four four-pounders and ten swivels. The ship was 215 tons, ninety feet ten inches on deck, with a beam of twenty-four feet three inches. From the beginning Bligh considered the ship too small for the mission. He had the masts shortened and the ballast reduced to support the ship. The great cabin and other spaces were taken over for the transportation of the breadfruit, and part of the decks were lined with lead to collect fresh water for the plants. The result was an overcrowding of the ship, which left even less room for the officers and crew.

Some of Bligh's former shipmates asked to join him on this voyage. Along with Christian he had Lawrence LeBogue, the sailmaker; John Norton, the quartermaster; David Nelson, the botanist; and William Peckover, the gunner.

Christian applied for the appointment as Master, but the Admiralty had appointed John Fryer. Bligh had his friend appointed as Master's Mate in addition to William Elphinstone. The Admiralty also appointed John Huggan as Surgeon, obviously not knowing he was a drunk. Thomas Denman Ledward was the Surgeon's Mate.

There were five warrant officers onboard and no marines. The Master-at-Arms, Charles Churchill, was one of Bligh's biggest problems, and of no help.

The crew was relatively young, several only fourteen and the oldest was thirty-nine.

Bligh had been ready to sail for weeks but was held up by the Admiralty. Finally his orders came to go to Tahiti via Cape Horn. He asked for and received discretionary orders to proceed via the Cape of Good Hope.

On December 23, 1787 HMAV Bounty sailed from Spithead for Tahiti via Cape Horn. There were 46 volunteers onboard.



Bligh split the crew into three watches instead of the usual two. This was considered a kindly gesture and made life aboard more restful and healthy.

Bligh appointed Fletcher Christian acting Lieutenant and second in command over Fryer.

Bligh had learned from Captain Cook that the well being of the crew is of paramount importance in the success of any mission. He knew that sauerkraut would prevent the dreaded scurvy and it was always on the menu. He knew that exercise was important for the crew's well being, and he brought along an almost blind fiddler, Michael Byrne, to play music and lead the dancing.

Grumbling about the food and the exercise is dominant in the literature regarding the Bounty. Bligh answered the grumbling with foul language and threats. Bligh had also accused the crew of stealing some cheese that he may have left ashore.

Seaman James Valentine died on the outbound voyage from a fall, and from totally inadequate care by the surgeon.

One punishment was recorded. Fryer reported Matthew Quintal for insolence and Bligh ordered twenty lashes. (Thirty-six were the norm in the Navy for this offence.)

When the ship approached Cape Horn it was impossible to get through to the Pacific Ocean. Bligh and the crew of Bounty tried for thirty days, fighting terrible storms with at least hurricane force winds, snow and rain with very high seas. To Bligh's credit he did not lose a man or a spar or a yard of canvas. Bligh was still using the Great Cabin at that time, and he opened it for the use of the crew during those bad days. That was considered as kindly and unusual for a captain to do at that time. They were at last forced to turn east for the Cape of Good Hope at the southern tip of Africa. Bligh addressed the crew and thanked them for their valiant effort. They landed at False Cape, stayed there thirty-eight days, and refitted the ship. Finally they arrived in Tahiti on October 26, 1788.

This was Bligh's second visit to Tahiti and he had many friends on the island. Bounty stayed in Tahiti nearly six months in a luxury most of the crew could never imagine. They were never cold or hungry. The beautiful flora was only surpassed by the women of the island, and it was considered a paradise.

The reasons for the long stay in Tahiti were completely rational: (1) They had been delayed in leaving England; (2) They had to collect their plants in the proper season in order for them to survive; and (3) They had to wait for the proper winds to take them home.



Bligh has been criticized for his leadership role while the ship was in Tahiti. While his log and observations of the island and people were meticulous, he was too slack and his men knew it. When he delegated responsibilities to his subordinates, he did not check to make sure that his orders were followed. Examples of this led to the sails being allowed to rot and an anchor line was cut. Bligh also never took the ship underway for short cruises to keep the crew sharp. The chronometer also stopped because he left the ship himself to look for deserters and gave no one the responsibility to check the chronometer.

On January 5, 1789 William Muspratt, John Millward and Charles Churchill stole a ship's boat and some muskets and deserted. Midshipman Thomas Hayward was Officer of the Watch and he was asleep when this happened. Bligh had Hayward confined in irons and then Bligh set off to find the deserters. It took three weeks but he found them. Churchill got 12 lashes, and Muspratt and Millward each got 24 lashes. (The normal punishment would have been hanging after the flogging.)

Bligh made Christian commander of the shore party to collect the breadfruit plants. Living arrangements were set up ashore and there is conflicting evidence as to all the many relationships that were developed with the Tahitian women. When the Bounty eventually left with the breadfruit, many crewmembers left behind strong attachments.

When HMAV Bounty finally left Tahiti on April 6, 1789 there were 1015 breadfruit plants onboard, and a very unhappy crew. They were back to the harsh realities of shipboard life. Bligh's reaction was ranting and raving. The crew and the officers reacted with disgruntled compliance. Christian was affected the most and seemed to be the recipient of most of Bligh's abuse. Bligh berated Christian during the day, and invited him to dine in the evening. Christian decided to desert. Right up until the mutiny, Bligh never had a clue that he and Christian were not still friends.

After about three weeks of sailing, Christian confided to Midshipman Edward Young his plan to build a raft and sail away. Young pointed out there were sharks in the water that would make it certain death. It was probably Young who suggested that Christian should take the ship and do away with Captain Bligh. Christian put the idea to Quintal, William McCoy, Alexander Smith, Charles Thompson, Williams and Burkitt. These were all seamen. They then tried to recruit three midshipmen, Stewart, Hayward and Hallet, but they refused and were confined below decks. Christian then broke into the arms chest and took the ship.

In the early morning of April 28, 1789 Bligh was awakened and brought out on deck in his night shirt, and with his hands tied, was held abaft the mizzenmast. When the crew was asked who wanted to leave with Bligh thirty men volunteered. Bligh made several last pleas pointing out " I have a wife and four children in England, and you have danced my children on your knee." Christian's answer was, "It is too late Captain Bligh, I have been forced through hell these past three weeks." The mutiny was described as a very confused event, filled with threats and counter-threats. Some of the men who wanted to go with Bligh were forced to stay with the Bounty because of the lack of space in the boat. No person was killed or physically injured.



Captain Bligh and 18 men were cast adrift in the South Pacific Ocean in a 23-foot boat. The people in the boat with Bligh were: John Fryer, William Elphinstone, William Cole, William Peckover, William Purcell, Thomas Denman Ledward, Thomas Hayward, John Hallet, Peter Linkletter, John Norton, George Simpson, Thomas Hall, Robert Lamb, David Nelson, Lawrence LeBogue, John Samuel, John Smith, and Robert Tinkler.

Bligh then proceeded to make one of the most heroic voyages in history. First they made to the nearby island of Tofoa. The natives were hostile and they were lucky to get away with only the loss of John Norton, who was a hero in allowing the boat to escape. Then there were eighteen men with enough food and water for five days. Bligh made the decision to sail to Kupang and to reappportion the food to serve for 50 days. They eventually made the heroic voyage in 48 days, landing in Timor on June 12, 1789. No one died on the voyage, however three men died in Batavia. Bligh's Clerk, John Samuel, saved the Log and Bligh's journals and Bligh was grateful to him for his loyal actions.

After Bligh arrived back in England on March 14, 1790 he was court-martialed and acquitted. Shortly thereafter Bligh published his "Narrative of the Mutiny on Board His Majesty's Ship 'Bounty'." It was followed 2 years later by a more complete version, describing the entire 'Voyage.' These books were among the first of over 250 books that have described some aspect of the adventure and its consequences.

Captain Edward Edwards was given the assignment to take HMS Pandora to Tahiti and find the Bounty mutineers. Two Bounty midshipmen, Thomas Hayward and John Hallet, were also assigned to that mission to identify members of the crew. By the time Pandora arrived in Tahiti on March 23, 1791 there were only fourteen Bounty crewmembers there. Churchill and Thompson had been murdered. Eight crewmembers gave themselves up immediately and others took off to the mountains only to be caught and brought back to Pandora in irons. All of the Bounty crewmembers were put into a cage on the main deck called "Pandora's Box." Pandora struck a reef near Australia on August 28, 1791. Ten of the fourteen Bounty crewmen escaped with the Pandora crew, and four drowned in their chains. Four boats got away from the Pandora wreck and arrived at Timor, 1000 miles away, on September 16, 1791.

The surviving Bounty crewmen from the Pandora were tried by court martial in England starting on August 12, 1792. Thomas Ellison, John Millward and Thomas Burkitt were found guilty of mutiny and hanged at Spithead onboard HMS Brunswick on October 29, 1792. Others were declared innocent of mutiny and released, and two notables, James Morrison and Peter Heywood, were pardoned.

William Bligh was promoted to Captain, given command of HMS Providence and with the escort vessel Assistant, was dispatched to Tahiti for another breadfruit mission. This mission was successful in that the breadfruit was transplanted in the West Indies, and the ships returned safely to England. However, the slaves hated the breadfruit, and refused to eat it.



Bligh was involved in three mutinies. After the Bounty, there was the Fleet Mutiny at the Nore, and then the mutiny while he was Governor of New South Wales in Australia in 1805. He died with the rank of Vice-Admiral of the Blue at the age of 64 on December 7, 1817. He is buried at St. Mary's at Lambeth Churchyard and Garden in London.

After the mutiny, the Bounty first returned to Tahiti. Christian was elected captain, and the ship set off to find a place to live. The mutineers started, and then abandoned a settlement on the island of Tubuai, and the ship again returned to Tahiti. Nine of the Bounty mutineers with six Polynesian men, twelve women and one baby left Tahiti onboard Bounty. They searched for and found, Pitcairn Island, which had been incorrectly charted years before. They found the island on January 15, 1790. After they took everything of value off the ship, Bounty was burned on January 23, 1790 and the mutineers set up life on Pitcairn.

The mutineers who settled on Pitcairn Island were Fletcher Christian, Edward Young, John Mills, William Brown, Isaac Martin, William McCoy, Matthew Quintal, John Williams and John Adams (at that time known as Alexander Smith).

The Polynesian men who settled with the mutineers were: Taroamiva, Uhuu, Minarii, Teimua, Niau, and Tararo. The Tahitian women were: Mauatua, Teraura, Tevarua, Teio, Tehuteatuaonoa, Toowhaiti, Vahineatua, Fahoutu, Tetuahitea, Mareva, Tinafoonia, Obuarei, and the baby Sarah.

The little colony was not a happy one, in great measure due to the inequality between the British mutineers and the Polynesian men regarding sharing the women and the land. The mutineers had plenty of female companionship and the Polynesians very little, and dissention, then murder was the result. On September 20, 1793 five of the whites, including Christian, and all of the Polynesian men were killed. Most of the remaining mutineers died or were killed by the Tahitian women, especially after a method to make spirits was discovered. Only Adams and Ned Young remained. Ned Young died of asthma in 1800.

John Adams, (who signed onboard Bounty hiding from the law as Alexander Smith), was the only male survivor. He had been a violent person, but had changed dramatically. Midshipman Young had taught him to read. The Bible became his saving grace. He went on to become the respected leader on Pitcairn, and died on March 5, 1829, forty years after the mutiny.

Captain Mayhew Folger first visited the island colony in 1808 in the American sealer Topaz. Adams gave Folger a copy of the Log, along with the Bounty's chronometer, as proof of the colony's existence. The Admiralty took no action regarding the report from Topaz. Pitcairn was next visited by two British men of war (Captains' Staines and Pipon in Briton and Tagus) in 1814. Staines reported to the Admiralty that, after he and Pipon had studied the circumstances on the island, to take John Adams back to England to stand trial for the mutiny would be "an act of great cruelty and inhumanity."



The Log of the Bounty is in the British National Maritime Museum, and the Bounty's chronometer (K2) is in the Royal Observatory, also in Greenwich, England.

Pitcairn Island became and is a part of the British Empire. In 1831, the people were very briefly moved to Tahiti. The experience was a failure, and the people quickly returned to Pitcairn. In 1856, the population had become overcrowded, and all of the people were moved to Norfolk Island. Very soon thereafter many moved back to Pitcairn. Since then the fortunes of the Pitcairn people have ebbed and flowed, depending upon each other, the weather, the passing of ships, the sale of postal stamps, and the sale of island made products. The descendents of the Bounty mutineers and their Tahitian wives still live on Pitcairn Island, with remnants of the original ship, in addition to their descendents on Norfolk Island, and all around the world.

January 23 is celebrated each year on Pitcairn Island as 'Bounty Day.'