
# HMS Bounty Crew Manual

1

# Bounty Crew Manual

## Table of Contents


| | |
|---|---|
| Mission Statement | 3 |
| General Ship's Policies | 3 |
| What to Bring | 7 |
| Expectations of Crew | 9 |
| Chain of Command | 10 |
| Standing Orders | 11 |
| Ship Organization in Port | 12 |
| Ship Organization Underway | 14 |
| Basic Introduction to the Engine Room | 18 |
| The Boat Check | 19 |
| Station Bills & Emergency Response | 20 |
| Man Overboard | 20 |
| Fire | 21 |
| Abandon Ship | 23 |
| Seamanship | 24 |
| Watch Standing | 25 |
| Rudder Commands | 25 |
| Steering Commands | 26 |
| Orders and Commands | 29 |
| Sail handling | 30 |
| Line handling | 30 |
| Evolutions: | 30 |
| Tacking Ship | 30 |
| Wearing Ship | 31 |
| Boxhauling | 31 |
| Heaving To | 31 |
| Safety Orientation | 32 |
| Aloft Checklist | 33 |
| History of the original HMS Bounty | 34 |
| Bounty Tour | 40 |
| Pin Rail Diagram | 50 |
| Bounty Statistics | 51 |

# Mission Statement

Crew members of the Tall Ship *Bounty* strive to preserve the ship by continuing the maritime tradition of square-rig sailing through learning and teaching the art of seamanship and nautical history. In doing so we will develop the personal skills necessary to live and thrive on board, as well as throughout the rest of our lives.

# General Ship's Policies

## A place for everything and everything in its place.

## The Ship is to remain in a constant state of readiness.

These two statements are the foundation of life on board. All of the policies and procedures listed in this manual are intended to help us achieve these goals.

### Crew Berthing

Crew members will be assigned a berth when they come on board. Please respect others' need for sleep. Crew cabins are always quiet areas and the 'tween deck should be quiet after 2300 when dockside. Please move audible activities on deck or off the ship. When underway, quiet hours are 24 hours a day throughout the ship. It is important that we know where to find you instead of waking up others unnecessarily. Do not change berths without approval from the Chief Mate. Some of the crew quarters are still in the process of being finished. Do not alter any of the crew spaces without approval from the Chief Mate. Any changes made must be easily converted back to the original configuration.

### Galley

Feel free to use the communal space in the galley when off-duty. Please respect the cook's work area past the coffeemaker and stay clear unless duty takes you there. If you have personal food items, they may be stored in the crew fridges or in the cupboards above the mugs in the crew snack nook. Keep them labeled and keep track of them. No other personal items belong here. The counter space is to be kept clear and is reserved for appliances and cook approved items.
Every crew member will be issued a cup hook, where you will hang your mug. If you don't have a mug, we have some to lend until you acquire your own. Personal mugs must have a lanyard attached; this identifies it as personal and allows it to hang on a hook.
After meals, wash your own dishes. Change the dishwater if it is nasty. Always refill with HOT water. Shirts are required in the galley.

### Heads

We do not have typical marine heads, but they are also not like your heads at home. They are part of a sensitive system and we must take care to operate them correctly.
Put in only what has been processed through your body and a minimal amount of toilet paper. The toilet flushes with a high pressure system. Open the valve fully for a minimum of 3 seconds to flush. (Be cautious to not overflow, plunge if necessary). Repeat until clear. Clean the inside of the bowl with brush if necessary to keep it white. If you have questions or require assistance, contact the engineer or mate in charge.

### Library

We have a permanent collection of books that have been acquired through the crew fund or donated for the crew's further education. They may be read and enjoyed while on board and returned to the shelf they were taken from. We also have a few shelves of miscellaneous books that can be borrowed and returned or traded for other books to rotate our reading material, so long as they fit and are sea-stowed properly.

## Mess Deck

While underway, the mess deck is utilized for stowing gear needed for watch. Each crew member may claim one peg to hang watch gear and use this area for watch preparation. When approaching the dock, these pegs will be completely cleared and your gear will be stowed in your personal space. The entire mess deck needs to be in a state of readiness for a formal inspection and guests before we touch the dock.

Keeping this area clear and ready for tours allows us to use it socially when the ship is closed. All the galley rules apply during mealtimes and functions. Lights are to be illuminated only when needed during tour hours or for special projects or events.

## Great Cabin

The Great Cabin is not to be used for socializing. Please keep all such activities in the forward 'tween deck. If you shouldn't do it in a library, don't do it in the Great Cabin.

## Hatches

Sliding hatches need to be all the way open or all the way closed. Bomar hatches, when opened, should be covered or guarded. At all other times, they should be secured and dogged.

The water-tight hatch to Bosun's will be secured at night while underway, remaining open during the day and while dockside.

## Walking and Talking

Walk at all times, even in an emergency. Having someone trip and fall will only make a situation worse. Move with purpose, but don't run. In the same vein, don't shout when aboard ship. Shouting is reserved for emergencies only.

## Footwear

Appropriate footwear must be worn at all times when on duty – underway or dockside. They need to be well fitted, have a heel strap, and you need to be comfortable wearing them aloft. Do not come on deck without being ready to climb.

Working in the engine room requires closed-toe shoes.

## Inter-crew relations

Ships are confined places, and unique in their social dynamic because crew members live, work, and play with the same group of people. This makes the already volatile atmosphere of romance as ill-advised as it is unavoidable. Crewmembers who find themselves in a shipboard romance should be advised of the official Bounty policy:

1. Maintain professionalism outside private quarters. This not only includes no public displays of affection, but also impartial treatment of each other in regards to the rest of the crew.
2. If the relationship ends, one or both of the crewmembers involved must leave the ship's company.

## Aloft / Harnesses

Before any person leaves the deck they must first obtain permission from the Officer of the Watch. No one will climb until they have completed aloft training and have signed the checklist. A safety harness must be worn any time someone leaves the deck, aloft or over the rail. Bounty supplies a safety harness for all crew members. If a crew member has a personal harness, it must be approved by the Chief Mate before it may be used. Any time you are on station and working you must be clipped in.

On days off crew members may invite crew from other boats to check out the rig. This may only be done with the permission of the officer of the watch and before 1300. Always be safe in the rig: no skylarking, showboating, burning stays or back stays.

Never wear your harness or rig belt into the engine room if any of the machines are running.

## Meals aboard the Bounty

Three meals per day are provided on board the ship. We serve a diversity that includes fruits, vegetables, grains, meat and dairy. I would categorize the meal plan as traditional American Family Style (meat and potato). The Bounty is not a restaurant.

It would be impractical to serve to individual taste and desires. We are cooking for 20 plus people. However we are not insensitive to special dietary needs and crewmembers can easily modify the meals to their needs. For an example, vegetarians can choose not to eat the meat portion or a sauce can be avoided for its dairy contents, etc.

Special food allergies should be discussed with the office and / or the cook prior to sailing. Crewmembers with special needs or wants can always supplement with non-perishables. Again refrigeration is limited; there are two mini fridges for crew use.

A typical weekly menu would be:

Breakfast - Cereal, eggs, pancakes on a rotating basis
Lunch - Sandwiches, soups, salads, and leftovers
Dinner - beef, pork, vegetables, potatoes with the bulk being chicken or pasta

## Alcohol and Zero Tolerance policy

The Ship's Company shall not possess or use alcohol or drugs, other than prescribed medications, at any time while on duty and employed by HMS Bounty, at dock or underway. The only exception is that alcohol may be consumed only while the vessel is secure to the dock and the crew is, and will be, off duty. No crew member shall ever be permitted aloft after having consumed alcohol within eight hours of the time of going aloft.
After the crew is stood down, and while on shore, the crew is on their own time, but shall be expected to return to the ship capable of performing all anticipated tasks. (e.g. If you have the morning off, and work party in the afternoon, you should assume that you will need to go aloft and therefore refrain from drinking.) Ashore, crew must conduct themselves in such a way as to reflect positively upon Bounty. Do not wear Bounty logo clothing to the bar.

## Tobacco Policy

Use of Tobacco products is strictly prohibited on *Bounty*. This includes the time spent underway and alongside. You do not get "smoke breaks" during work party. If you smoke or chew, you must take it off the boat out of the public eye, on your own time. Failure to comply is grounds for dismissal.

## Theft

Don't. Immediate dismissal. Enough said.
Loans from ship may be available if necessary through Chief Mate.

## Policy of Non-identification

While in port, many people ask to see the captain. Most of these people want to ask questions like "Does it really float?" or "Are you a pirate?" Because these questions can be answered by any of us and the captain's time is in very short supply, it is ship's policy not to identify the Captain. If someone requests the captain, find out who they are, whom they represent, and what their question is. If you are unable to answer their question satisfactorily, retrieve the Chief Mate or mate on duty.

**Ensign**

In port, colors will be raised smartly at 0800. All crew will muster at the capstan for the raising of colors. Per flag etiquette, it is customary to remove hats and caps, face the flag, and remain silent as it is raised.

**Crew Fund**

In various locations on board the ship you will see donation boxes. We have an agreement with the owner that donations in these boxes go into a fund for the support of the crew. When the crew is giving tours, often the amount of money donated is related to how well we are interacting with the public. The crew fund may be dispensed to help defray emergency travel expenses for crewmembers, to purchase extras or entertainment items, to help pay for parties aboard, or to help pay for further education for the crew *provided it is a group activity*. With the exception of emergency travel expenses for crewmembers, crew fund should not be dispensed to pay for individuals. In the past, crew fund has purchased the ship's computer, wireless access point, emergency plane tickets, partially paid for group SCUBA lessons for the whole crew, and purchased the dart board, TV, DVD player, and some seamanship study books.

Expenditure of the crew fund is subject to the approval of the entire crew with the consensus model as the basis for making decisions. No proposal shall pass with more than two No votes for a crew of 15 or fewer, or three No votes with 16 or more. It should also be remembered that crew fund is still ship's money and may be dispensed at the captain's discretion.

The guidelines for crew fund:

| | |
|---|---|
| first | $2000 for emergencies |
| next | $1000 for special purchases/events |
| above | $3000 distributed as $10 weekly tip per person |

**Wake up Procedures**

- Use individuals' name, and appropriate volume. Be courteous to off watch sleeping crew.
- Do Not touch them or shine a light on them
- Give current time. I.E. 23:15/ reason for wake-up
- Ask a question to verify if they are awake
- Give weather report
- Give meal info if applicable
- 5-10 minutes later, verify they are awake. Restart at step one if need be ;)
- If calling all hands. BE LOUD, CLEAR, and INFORMATIVE.

I.E. "ALL HANDS ON DECK TO TAKE IN SAIL! IT'S RAINING OUT, BRING YOUR FOULIES."

**THIS IS A RECOMMENDED LIST/YOU MAY EDIT AS YOU SEE FIT**

## WHAT TO BRING

Please remember that your personal space on board is very limited. Be conservative in the amount of gear you pack! All your gear must be able to be stowed in your bunk and small storage space while you are in it. Bring your gear in soft luggage such as canvas or duffel for easy storage.

**BEDDING**
The ship supplies berths with a mattress. You should bring sheets, blankets, a pillow, or a sleeping bag.

**GEAR**
Dress casual. Follow the GEAR LIST when you are packing for the voyage. Bring OLD clothes as some of your belongings may well get permanently stained or ruined.

**CLOTHES**
Rugged work clothes are best. No special shoes are required, sneakers are fine. Sandals for climbing must have a heel strap. We suggest long underwear for warmth.

**CLIMATE**
Be prepared for rain and warm and cool temperatures. Bring some warm clothes, as offshore temperatures can be quite cool. Be prepared for exposure to the sun.

**EQUIPMENT**
*You may bring a musical instrument, camera, or other film or sound recording equipment. Cell phones, CD players, head phones, laptops. Keep in mind that it is your responsibility to keep your things dry in a sometimes wet place. Bring adequate waterproof containers for your things. i.e. ziplocs, dry bags, plastic cases, etc.

**SUGGESTED GEAR LIST**

**Highly recommended**

Everyday dungarees and khaki shorts/pants for tours
T-Shirts
Shorts
Jacket
Foul weather gear/ jacket and pants, boots
Sneakers, sandals with heel strap (Tevas or Chacos)
Socks
Light sweater
Long Underwear
Warm clothing – hat and gloves
Sleeping attire (suitable for communal living)
Knife, Marlin Spike
Small waterproof flashlight & batteries
One or two sets of going out clothes
Passport or I.D. as well as a color copy for your wallet
` Bedding linens- towels, pillow
Soap/shampoo-toilet articles

**Good ideas**
Bathing Suit
Sunglasses
Sun hat
Insect repellent
Sunscreen
Seasickness Medication
Mug and water bottle
Laundry bag
Harness (if you have your own)
Camera
A bandana, hair ties, etc.

**Totally optional**
Small backpack for day trips into town
Writing material/pens, pencils
Portable fan/ clip light
Musical instrument
Hand and facial wipes

**Electrical equipment may NOT be used while on watch or climbing the rigging.**

This list is just a guideline for you so you know what to expect as far as needed gear and weather. You may bring what you feel is needed.

**We Provide**:
Mattress
Safety harness
Bounty T- shirt
All meals

# Expectations of crew

We are all here because we love to sail. We love to lose sight of land, feel the wind on our faces, visit new places, and have a good time. We get to do these things because we have a ship, the *Bounty*. She will only give us these opportunities as long as we take proper care of her, and each other. Have fun, but remember this is a *job*.

Regardless of your position on board, you are a member of the crew and every one of us must put in an honest day's work for the ship to function. The principles are simple and, if everyone follows them, easy. If you use a tool, clean it up and put it back. If you are assigned a duty, do it. If you make a mess, clean it up. If you come across a mess that isn't yours, be a good shipmate and clean it up anyway. We are a team with no one so specialized in their labors that they can't lend a hand running the deck, cleaning the heads, giving tours, or anything else which needs to be done.

Within the leadership structure there will be times to both give and receive orders. Over the course of time you may rise to a higher position within this structure. The foundation of leadership starts with following orders as if you were the one giving them.

While aboard, one has the opportunity to grow as a person in an ever changing environment. Anticipate that things will change that are out of our control. This will require all of us to be flexible and fluid.

The Ship is a marvelous teacher of skill and can also show you how strong and capable you are. There are always new skills to be learned here if you express your interest and ask questions. This will make you more useful to the ship and enhance your experience.

*Bounty* will thrive if we all pull together and leave her better than we found her, each and every day.

# Chain of Command

## Master (Captain)

With the Master lies sole responsibility for the safety of the vessel and her crew. The Master generally handles all concerns outside the vessel: port scheduling, communications with the office, planning for inspections, etc. The internal operations are organized and handled by the officers. That is not to say that the Master is not involved in day-to-day ship's operations. He oversees the safe and effective operation of the *Bounty* through supervision of the officers, daily officers' meetings, and standing orders.

## Chief Mate

The Chief Mate is the second in command and is responsible for assuming the Captain's authority if anything should happen to the Captain. The Chief Mate is specifically responsible for the overall maintenance and physical neatness of the vessel, and for organizing daily operations. While underway, the Chief Mate is in charge of A watch. 500 GRT Mate or Master's license preferred.

## Second Mate

The Second Mate is in charge of B watch and is ready to assume the position of Chief Mate should the need arise. The Second Mate is also the Navigation and Communications officer. This involves maintaining and updating charts and equipment. In addition, the Second Mate will serve as the Navigator while underway in situations that require more than one officer on the bridge management team. 500 GRT Mate or Master's license preferred.

## Third Mate

The Third Mate is in charge of C watch and is also the vessel's Safety Officer. The Safety Officer is responsible for updating and maintaining all safety equipment and will be charged with making sure every crew member is familiar with such equipment. To accomplish this, the Third Mate will conduct safety orientations and training as needed. Any Master, Mate, or AB rating preferred.

## Boatswain

The Boatswain is *Bounty's* maintenance foreman. The Boatswain works closely with the Chief Mate to carry out the maintenance plan given the schedule and conditions at hand. Under the direction of the Chief Mate, the Boatswain is responsible for the condition of spars, standing and running rigging, for all deck equipment, and for general hull maintenance. The Boatswain is usually a day man and does not stand a watch. During Evolutions or General Quarters the Boatswain is either in charge of, or assisting, A watch on the fore deck. In emergency situations or when needed, the Boatswain usually serves as the Coxswain as well.

## Able-Bodied Seaman (3)

The ABs on board *Bounty* are very knowledgeable deckhands that have significant experience in the deck department on traditional sailing vessels. The ABs are responsible for the organization of their watch under the supervision of the ship's Officers and Boatswain. The AB will most likely be the most experienced sailor working alongside the deckhands, trainees and passengers. This necessitates that the AB be a strong leader and set a good example in his or her own work. Since the officers will often have other duties, the AB will often be in charge of their watch with occasional supervision. USCG licensed ABs preferred.

## Deckhands (9)

There are three deckhands on each watch. The deckhands provide much of the man power that is needed to sail a large full-rigged ship. The deckhands work alongside the ABs and the Boatswain to accomplish tasks set forth by the Officers. The Deckhands should expect to learn from the ABs, Boatswain and Officers, and should always be ready to tackle something new and challenging.

# Standing Orders

Standing orders are given from the Captain to the mates as guidance for how to perform their duties. As you may have observed, standing orders vary from ship to ship, and even captain to captain on the same ship. The standing orders are written directly to the mates, but all hands should be aware of them—thus here they are:

As an officer on the HMS Bounty you will be given more autonomy than you might expect from other ships. As a prudent mariner you will be given the freedom to run your watches as you see fit. The overall goal is to move the ship safely, as expediently and efficiently as possible to the next port. This means that it is your responsibility to monitor the weather, to trim, set or take in sail, and to monitor the ship's progress and to alter heading as changing conditions demand.

Always bear in mind this is an education for all. Teach your watch something new, something fun, and something educational. It is your responsibility to make sure that your watch is competent in all shipboard operations, including appropriate emergency responses.

Strictly adhere to the International Collision Regulations

Ask for any clarifications that are needed

Follow ship's policy

Be safe. Keep the ship safe

Account for all your watch before and after all watches

No C.P.A. under 3 miles

Be comfortable with the ship's position and the condition of the ship. When you take the watch, the ship becomes your responsibility

Keep the ship trimmed to efficiency

Alert me of any:
weather changes
wind increase of 10 knots, sudden shift, etc. questions,
doubts or wonders
change of visibility any injuries
whenever you feel it is necessary

**I will ONLY question your future judgment if you do NOT call me**

Sail management:
night - no royals or mizzen sails
10 kts. - take in royals
15 kts. - take in t'gallants
25 kts. - take in courses
30 kts - reef topsails

**Remember, "If you think it, it probably should have already been done"**

**Alert me ANYTIME you want**
**Keep this fun for all - that means safe!!!**

# Ship Organization
## In port

### Schedule
While in port, the crew will be broken up in to either two or three watches per the Chief Mate's discretion. Each watch will be assigned to tour duty or work party. Time off, when possible, will usually be assigned by watch. The port schedule will be posted before arrival in port. The maintenance watch will always turn to at 0800 for work projects. The tour watch will turn to two hours before opening for daily chores and to get the ship ready for tours.

### Conduct in Port
Remember that you are a representative of the HMS Bounty organization, and as such your conduct in port should always reflect upon the vessel and organization in a positive and professional manner.
The dock space occupied by the ship also reflects upon the vessel and organization. We would like to keep a positive relationship with every community we visit and be welcomed to return. We need to keep the area in front of the ship clear of debris and trash and take care to protect and clean the dock from painting and tarring projects.
With permission from the Captain and the Chief Mate, crew members may organize a party on board. You are responsible for the people you invite. Do not leave the ship if they have not. Quiet time is 2300. Any activities must be concluded by that time and should be cleaned up *before* you go to bed. Make sure to not leave extra work for the next day's watchman. Do not take the party to the dock in a public place where you may be observed. Any abuse of this privilege will result in its revocation.

### Crew Appearance
When Bounty is in Port her primary mission is dockside history interpretation to the public. While interacting with the public the crew must leave a good impression. We are not re-enactors and should have a clean and pleasant general appearance. This includes, but is not limited to: attitude, body language, and appropriate language when within sight and/or earshot of the public.
For dockside tours Bounty will provide some uniform clothing, issued upon joining the ship. Crew will need to provide their own khaki pants that have no stains, tar, holes or patches. Shirt and pants should have the appropriate fit.
Appropriate foot wear will be worn. Hair must be combed or pulled into a ponytail. The Master and Chief Mate have the final say on your appearance. Remember, if you need to ask if what you're wearing is permissible then it probably isn't.
The maintenance watch should wear clothing that isn't trashed—you are visible to the public as well. Save your worst set of clothes for tarring. We don't tar every day so check in with the Boatswain before the day starts so you know what to wear.
If you are off watch or have the day off you are still required to comply with the appearance policies if you are on or near the ship in view of the public. Roaming around on the boat in your pajamas is not acceptable.

### Meals
While in port, meal times are generally 0715 Breakfast, 1200 Lunch, and 1700 Dinner. See the port schedule posted prior to arrival. You are expected to be on time for meals and be ready for duty again 30 minutes after the meal is served. When rotating through a meal during tours, be considerate of others that still need to eat. No need to rush, but do not sit and talk. 15 minutes should be adequate. Do not show up late for a meal and expect to eat. Never be in the galley (eating or not) without a shirt. Never sit down to eat with a hat on. During mealtime, music is to be at a conversational level and computers are to be removed from the galley.

## Trash

While in port, trash is taken out as needed to a shore side receptacle approved by the Officer in Charge. Every time trash goes ashore it must be logged. We will recycle if such facilities are available to us in port.

## Laundry

While in port, and connected to a shore side water source, laundry may be done on board on a first come first serve basis when the public is not below decks. Please be mindful of your timing and move your laundry through quickly. There should never be piles of laundry in the laundry area, dirty or clean.

## Water Usage

If Bounty is in Zero Discharge Waters or is not connected to a shore side water source, the same water conservation rules apply as do when we are at sea.

## Duty

While alongside, one crew member is always assigned to be on duty. One of the ships officer's will also stand mate's duty and be in charge of the vessel and on board at all times.

The expectations of the Duty person are:
You are on Duty from 0700 – 0700. You are not relieved until next Duty person has taken the deck.

You are responsible for wake ups. This may include the cook and the other watches that will be working that day.

Be on board and be aware of ship's condition.

Clean Galley (dishes, leftovers, counters & tables) after every meal and thoroughly (sweep & mop, clean microwave) after dinner.

Boat checks at 0700, 1100, 1500, 1900 and 2300 including fenders, brows, chafe gear, anchor or dock lines, and shore power cord.

Flags up at 0800 sharp, down at Sunset as per Nautical Almanac. Deck

lights are to be lit at sunset and extinguished in the morning. Fill water

tanks twice daily (morning and afternoon) and take out trash as necessary.

After the 1900 boat check, pump the bilges. Remember to pump away from the dock.

Know the Port Operations Plan which will contain information on how to reach the Captain, Office, and Owner in addition to local contacts and emergency numbers: Police, Fire, Coast Guard (know how to use VHF.)

On work days the Duty Person will make themselves available to assist with the ship’s work when not fulfilling the assigned tasks.

# Ship Organization

## Underway

### Schedule

Bounty generally runs a three watch system, usually with five persons per watch (Mate, AB, and 3 Deckhands). Due to the nature of a voyage this may be changed to two or four watches. It is our policy not to dog (rotate) the watches on a voyage with a duration of less than seven days. On voyages that last more than one week the watches will be dogged every Ship's Sunday. The schedule for our three watch system, by watch, is as follows:

| | 8-12 WATCH | 12-4 WATCH | 4-8 WATCH |
|---|---|---|---|
| 0000 | | WATCH | |
| 0100 | | | |
| 0200 | | | |
| 0300 | | | |
| 0400 | | | WATCH |
| 0500 | | | |
| 0600 | | | |
| 0700 | BREAKFAST | | |
| 0800 | WATCH | BREAKFAST | BREAKFAST |
| 0900 | | WORK PARTY | |
| 1000 | | | |
| 1100 | | LUNCH | |
| 1200 | LUNCH | WATCH | LUNCH |
| 1300 | WORK PARTY | | WORK PARTY |
| 1400 | | | |
| 1500 | | | |
| 1600 | | | WATCH (Dinner during watch) |
| 1700 | DINNER | DINNER | |
| 1800 | | | |
| 1900 | | | |
| 2000 | WATCH | | |
| 2100 | | | |
| 2200 | | | |
| 2300 | | | |

Don't assume that periods designated as off-watch are guaranteed. If necessary, the mate of the watch or captain can call all-hands. Sleep as much as you can, as soon as you can.

**8 – 12 Watch**

0700 Wake up for breakfast @0715
0740 Meet at capstan for watch
0745 Take the deck, wake up mates for mates meeting
0800 Wake up 12-4
* Clean heads and showers, sweep and mop 'tween deck during watch
1145 relieved by 12-4, take lunch
1245 All Hands at the capstan, then work party
1600 End of work party
1700 Dinner
1920 Wake up for watch
1940 Meet at capstan for watch
1945 Take the deck
* Clean the heads during watch
2320 Wake up 12-4
2345 Relieved by 12-4

**12 – 4 Watch**

0800 Wake up for breakfast
0845 Meet at capstan for work party
1100 Clean up/end work party
1115 Lunch
1140 Meet at capstan
1145 Take the deck
1200 Wake up 4-8 for lunch
*Deep Clean Rotation as per list
1245 All Hands at the capstan
1545 Relieved by 4-8
1700 Dinner
2320 Wake up for watch
2340 Meet at capstan for watch
2345 Take the deck
* make bread/dough
0320 Wake up 4-8
0345 Relieved by 4-8

**4 - 8 Watch**

0320 Wake up for watch
0340 Meet at capstan for watch
0345 Take the deck
* Deck wash during watch
0700 Wake up 8-12 for breakfast
0745 Relieved by 8-12/breakfast
1200 Wake up for lunch
1245 All Hands at the capstan, then work party
1530 End of work party
1540 Meet at capstan for watch
1545 Take the deck
1700 Dinner
* clean galley/ sweep and mop
1920 Wake up 8-12
1945 Relieved by 8-12

## Meals

Underway you will be woken for all meals prior to your watch or work party. If you chose not to eat, you are still expected to report for duty on time. Remember, it is not likely that you will get a chance to eat after you go on duty, and it is always best to eat to keep from getting fatigued. Generally, the off watch is not woken for meals. You can make a request to be woken, if you would like. Dinner is always served at 1700 underway. Since this is during the 4-8 watch, those watch standers will always be given first preference in line so they may return to their duties as soon as possible. The on watch will be rotated through dinner at the Mate's discretion. Again, do not be in the Galley without a shirt or sit down to eat with a hat on. During mealtime, music is to be at a conversational level and computers are to be removed from the galley.

## Trash

Trash is separated underway into Plastics and Paper. We say 'paper', but this really means everything that isn't plastic. While underway and more than 12 miles from shore, all paper trash will be thrown overboard to minimize the amount of trash being collected. All the plastic trash will be carefully bagged and stored on the bow under the bowsprit. All trash containers on board will be labeled either Paper or Plastic. Be careful not to confuse the two so that we are not throwing plastic overboard or collecting more trash than necessary by bagging up paper with the plastic.

## Water Usage & Conservation

While Bounty does have 2 water makers and 2000 gallons of water capacity, we still need to be very conscious and conservative of our water usage. If even one water maker fails, with 20 to 30 people on board, water can get scarce very quickly. Therefore, while underway we are always in water conservation mode. Generally, do not let a tap run any longer than absolutely necessary. Get your drinking water from the cooler. Use the dish washing bins in the sinks, etc. Our conservation measures may allow us to take showers underway. Coming from other, smaller tall ships, you certainly understand what a luxury showers are while underway.

'Navy' showers are permitted underway. You may use no more than 5 minutes of water while showering: turn water on, get wet, turn water off, soap up, do what you gotta do, turn water on, rinse off, turn water off. A and C watch are permitted to shower on odd days, B watch and the day men are on evens. DO NOT shower unless it is your day to shower. There is just enough water capacity for the number of people assigned. Even if you didn't shower on your day, you may NOT shower if it is not your turn.

## Laundry

Laundry can be done only in very calm seas. If the vessel is rolling too much, water will slosh out of the machine, make a mess in the heads and leak into the cook's cabin and the canned food stores. If the seas are calm AND no restrictions have been placed on water usage, you are permitted to do one load of laundry INSTEAD of taking a shower on your assigned shower day. Do not at any time over load the machines.

## Sanitation

A Clean Ship is a Happy Ship. Sanitation and general cleanliness are one of the most important aspects of good seamanship. While this may not be apparent at first glance, it should be. The term “Ship Shape” evokes the image of a good seaman who is tidy and fastidious. The most practical condition of this is good sanitation. Sickness is often bred out of living in an unclean environment. This is why paying attention to cleaning the heads, soles, and living and communal spaces daily is essential to good shipboard life. Any person on board who shows signs of contagious illness will be quarantined to one of the cabins on the 'tween deck. This is the best protection we can afford the rest of the crew while at sea. Spread of illness at sea quickly becomes a safety concern. When too many people on one watch become sick, more strain is put on those who are not ill. Keep yourself, your personal effects, and your living space clean. Drink plenty of water, eat meals regularly, and rest in your off time. You will be keeping yourself healthy

and your shipmates safe. Most accidents happen when crew members become fatigued and lose concentration.

### Crew Conduct

Sailing and maintaining *Bounty* is serious business. There will be relaxed moments while on board during which conversation and good company are welcome and enjoyed. Working on *Bounty* presents many opportunities for enjoyment, of the ship herself, the surrounding sea, and your shipmates. The fun will be mixed with hard work and at times, self-control and discipline. Every crew member will be expected to know and recognize the appropriate times for each.

Proper demeanor and protocol is both important and necessary for safe and efficient operation of *Bounty*. The manner in which officers and crew coordinate, communicate, and implement orders is a serious safety issue. Confusion and misunderstanding are dangerous. Observing formal protocol and clear communication with each other every day will make it second nature in stressful situations. A culture of formal respect among us will aid in maintaining calm in an emergency situation.

### Repeating Orders

All orders will be repeated as given. This is necessary as a check against misunderstanding. If an order is not heard, the response should be “say again the last” or “repeat please”. The proper response after the command is heard is “understood”.

There will be times when casual conversation will be nothing but a distraction, such as while preparing for a maneuver or during docking. While no one wishes to appear as rude, crew need to recognize that there are times for conversation and moments for silence so as not to be a distraction to the bridge team. If another crew member, trainee, or passenger strikes up a conversation with you at an inappropriate time, it is part of your duty to respectfully request that the conversation be saved for later.

### Conduct Underway

Remember that while underway the safe operation of the ship demands the on watch to be attentive at all times. It cannot be overstated that being attuned to the way the ship is handling and the ever-changing weather conditions is of paramount importance to keeping the vessel from a potential emergency situation. Time for friendly conversation, games, music, etc. comes after the work is done. When you are off watch have fun, enjoy the experience of sailing on a square rigger, but don't distract the navigational watch or lose situational awareness. Quiet on deck must be observed during Evolutions and Docking Maneuvers.

### Guest Participation

We assume you are here to participate in the sailing of an 18th century square rigger. Participation in the watches and ship's work is fully encouraged. There are many knowledgeable crew members on *Bounty.* If you are eager to learn something, tell us, and we can teach you. That being said, know your limits. Sailing is all about pushing yourself, but don't push yourself too far - ask for help if you need it. Don't try to do something you don't know how to do. Guests may do as much as they are comfortable with, the only required participation is in safety drills. Please review the entire crew handbook and be ready and willing to follow ship's policy.

# Basic Introduction to the Engine Room

All crew members will be expected to be able to complete a basic engine room check, start or switch generators, pump the bilges, and charge the fire hose. You will be shown how to accomplish these tasks when you arrive on board. Below is a description of the steps involved for your reference. If at any time you are unsure of what you are doing, or are asked to do something you haven't yet been shown how to do, ask a crewmember for help. If you would like to learn more about ship's systems there will be opportunities for you to do so if you express an interest.

Remove your harness, rig belt, lanyards and loose articles of clothing before entering the engine room. There is a hook just aft of the entrance on the port side of the stanchion for hanging these items. This is done to prevent injury due to items getting caught in moving parts.

**Starting/Stopping/Switching Generators**

1. Before going to the ER, switch off the computer and the power strip.
2. Move the 12V battery switch for the machine you're starting to "Bat 1." Go to the AC panel and make sure the generator you're starting isn't loaded.
3. Check oil on the machine you are about to start. If it's low (below add), add oil from a labeled clean oil bucket. Pitchers and funnels are stored stb'd side just forward of the generator, between it and the day tank.
4. Hold the bypass switch (top) in and press the black rubber start button until the engine starts. Continue holding in the bypass switch until oil pressure comes up. You'll feel the bypass switch click when it's in far enough.
5. Let the generator run for 45s or so before switching the load. Listen for normal operation. At the AC panel switch ER+ Laz first so you can tell right away if there's a problem.
6. If you're switching generators, it's now ok to shut down the other generator. Press the "emergency stop" button. Never start or shut down a generator under load.

**Pumping Bilges**

1. The bilge pumps require 3-phase power. As shore power may or may not provide 3-phase, check with the engineer whether a generator is required.
2. From the pump, adjust the valves to open a pathway to the overboard pipe.
3. Turn pump on. Adjust valve directly above pump so it has 20-30psi.
4. Open the valve to Bosun's Stores. Work the sea/bilge valve over to pull from the bilge manifold. Maintain a good prime on the pump. Note the time pumped for each compartment in the bilge log, along with which pump you are using, and any other notes. Work your way across the bilge manifold to the engine room. Each compartment is finished when you can't keep a prime without setting the sea/bilge valve to sea. Pump forward compartments first.
5. Set the sea/bilge valve to sea, turn off the pump, and then close all valves.

**Fire Hose Operation**

1. The fire hose is powered by the bilge pump. When opening a pathway for water, the fire hose pipe is adjacent to and inboard of the port side overboard pipe. Use the port side overboard pipe to adjust the pressure delivered to the fire hose. For deck wash, uncoil the hoses on deck attaching them to the fitting on the chart house. Lead the hose to the fore deck leeward side set the spray pattern to 30 % fog overboard. Initially deliver the full charge as this helps clear the hose of kinks. After a few seconds, drop the pressure down to 30-40psi.

## The Boat Check

While alongside, boat checks will be conducted 5 times daily. Underway, a boat check will be completed every half hour. You will be given a thorough introduction to the vessel and how to do a boat check when you arrive on board. The safety of the vessel is everyone's job. The purpose of doing a boat check is to find issues before they become a problem. A good boat check should take 15 to20 minutes. After completing your boat check, report to the Officer of the watch, then attend to duties as directed by the Officer or AB.

**Below Deck:**

✓ **Forward Tank Room**

- Check bilge for water and compartment for general sea stow.
- Be sure to check that the MSD blower is operating.

✓ **Galley**

- Check for proper stowage and the stove for any fire hazards in the vicinity.

✓ **Boatswain's Stores**

- Check bilge for water, unusual smells or sounds, and general sea stow.
- Be sure to look into the Forward Crew compartment and can storage area.

✓ **Tween' Deck and Heads Area**

- Be sure to check any lashings on items stowed on the Tween Deck.
- Report any mess or problems in the heads to the Officer or AB of the watch.
- Check the Great Cabin for the same.

✓ **Aft Tank Room**

- Check bilge for water, look over piping for leaks
- Observe and record water levels in the active water tank.

✓ **Aft Crew Berthing Compartment**

- Check bilge for water, and compartment for tripping hazards and general stowage.

✓ **Engine Room**

- Check bilge compartment for water/oil, look around for leaks, smoke or anything unusual
- Open the engine boxes and look for the same. Trays underneath MEs and generators should be dry.
- Observe and record generator gauge readings and the fuel levels in the day tanks.

✓ **Lazarette**

- Look into the Laz, you will most likely see three closed doors. No further check needed.

✓ Check that there is no personal gear, tools, or ship's supplies or equipment adrift anywhere below decks. This especially applies to passageways, on or near companionways, and in the heads.

✓ Empty the trash and slops bucket as needed, be sure to inform the Officer of the watch or AB so it can be logged.

**On Deck**

✓ Check lashings are tight and secure on guns, deck boxes, and the work boat.

✓ Check that the anchors are both tight in the hawse and the stopper shackles are in place.

✓ Check that the braces are tight and that lines are on the proper belaying pins.

✓ Check that lines are coiled and hung to the AB and Officer of the watch's satisfaction.

✓ Check that there is no gear adrift such as buckets, gun tools, coffee mugs, clothes, etc.

✓ Check everything on deck for proper sea stow.

✓ Observe and record gauge readings for the main engines in the Binnacle.

✓ Look aloft for signs of chafe, damage or poor sail trim.

✓ If running lights or steaming light are lit, check to make none of them have gone out (don't forget the stern light).

✓ Check life rings and MOB bucket are ready to be deployed and stowed properly.
✓ Check both port and starboard sides of the vessel for lines dragging in the water.

# Station Bills and Emergency Response

On board *Bounty,* we do not use a station bill. This is in an effort to provide more flexibility in response when multiple problems arise, and to allow more seamless transition when parts of the chain are broken. Our approach is to give each watch a set of responsibilities and let the Mates train their watches to handle each situation accordingly. This puts more emphasis on working together as a watch, and places less dependence on one certain individual completing one certain task. For this system to work it is imperative that there be good communication from the Mates through to the AB and Deckhands. All of the proper communication procedures we use on a day-to-day basis are practiced and refined to allow us to deal with emergency situations efficiently and effectively through the Chain of Command.

In all emergency situations, A watch will be designated the "Action Watch." They will take positive steps to combat, contain, or counteract whatever is occurring. B watch will serve as the "Boat Watch." They will take care of Bounty and her continuing needs during the emergency. This may include sail handling, navigation, and maneuvering. C watch is the "Communication Watch." Their responsibilities may include serving as radio operator, lookout/spotter, messenger or doing head counts.

## General Alarm

On board *Bounty,* the general alarm has only two positions: on or off. There are no patterns or separate signals for different emergencies. The general alarm is sounded for any emergency, MOB, Fire, Collision, Abandon Ship, or any time the immediate attention of all hands is needed. If you know what the emergency is don't keep it a secret. Until every person on board knows what's happening, don't stop calling out. In any emergency, the general alarm is to be sounded for no less than 10 seconds.

# Man Overboard

The general goal in a Man Overboard situation is to raise the alarm, get safety gear in the water, and stop *Bounty* from moving further from the victim. The person who sees the victim go over shall not take their eyes off of the victim until definitively relieved by one of the spotters. If you are the only person who sees them, you are their one and only lifeline to the vessel. Point at them using your entire arm to help you keep the victim in sight. The very first thing that should always happen in the event of a man overboard is sounding the alarm. Call "Man overboard" loudly. If you know which side the victim is on and/or their identity say it: "Man over board, Man Over Board Port Side, Oscar is over the port side." If you are near the general alarm, ring it. Anyone on deck on the way to their stations should throw the life rings and as many life jackets as possible. At the call of man overboard, the helmsman should immediately take the main engines out of gear (if engaged), then throw the MOB Container from the quarterdeck. As soon as possible, *Bounty* should be hove to on whichever side puts the rescue boat to leeward.

Remember, a man overboard at sea is the most serious threat to life on board ship. The sea conditions don't have to deteriorate too far before we will not launch the rescue boat and *Bounty* may not be able to maneuver back to a person in the water. Even in a two foot sea it is easy to lose track of a head in the water. Don't do foolish things: sitting on the rail, not clipping in in the head rig or when working over the side. Be safe.

**A Watch**
The primary responsibility of A watch is to launch the rescue boat under the direction of the Chief Mate. The AB is responsible for launching the rescue boat in the Chief Mate's absence.
Duties include:
Checking proper lead of the painter and standing by painter Removal of Safety lines and gripes
Standing by Bow Falls
Standing by Stern Falls
Assisting to swing out the boat

**B Watch**
The main responsibility of B watch is the safe management of *Bounty* during the emergency. The Second Mate will be responsible for assigning duties to individuals, with the AB taking over this duty in the Second Mate's absence. If the mainsail is set, it will be the first priority for B watch to strike the main.
Duties include:
Sail Handling
Helm

Other duties may include: Navigation
Possible look out/boat check

**C Watch**
C watch will serve as the spotters. The Third Mate is in charge of maintaining communication with the small boat and directing the spotters to distribute themselves effectively. The AB will take over these duties in the Third Mate's absence.
Duties include:
Primary Spotter Secondary Spotter Aloft
Spotter Messenger
Radio Operator

After the victim has been retrieved the primary spotter and radio operator will remain while the rest of C watch retrieves medical supplies and blankets to be prepared for the victim's arrival back at the ship, and will assist A watch with recovering the rescue boat.

**The MOB Bucket**
Aft on the quarter deck is the MOB bucket. It is a plastic barrel containing an immersion suit, an EPIRB, life raft food, and water attached by a float line to the barrel in a way that it will act as a sea anchor. If we have an MOB in any kind of weather this may be the victims' best chance for survival. It is the job of the helmsman to throw the bucket.

# Fire

Fire is the largest threat to the ship itself. Since the ship is made of fuel, it is important that fire prevention and drills are taken seriously. Some of the things to remember when dealing with a fire are the three things required for fire to occur: fuel, heat, and oxygen. Remove any one of these and fire can't occur.

There is no such thing as a small fire on a boat. Any flame has the potential to spread out of control within minutes. When a fire is in its earliest stages, it is easiest to extinguish with the use of a portable fire extinguisher. This is why it is important to catch a fire early and put it out quickly. If a fire spreads, our primary concern is containment: letting the fire burn until it has run out of fuel or oxygen while cooling adjacent surfaces, securing ventilation to that space and any one near it that may not be easy to cool, and ensuring that the fire cannot spread past the compartment it is currently in. *Bounty* does not carry turn-out gear and without the proper firefighting equipment or training it would be foolish to enter a space with superheated temperature, poisonous gases, and blinding smoke. It is easy to see why fire prevention on board is so vitally important. Familiarize yourself with *Bounty's* firefighting gear: know what it is used for and where to locate it. *Bounty* carries both ABC Dry Chemical and BC Carbon Dioxide portable extinguishers, fixed extinguishers, and a fire hose.

If you are the individual to see a fire, sound the alarm by yelling "Fire." It is helpful to let people know where the fire is so they can plan their own escape routes and so the Officers immediately know what systems might be at risk: "Fire in the Galley" or "Fire in the Engine Room." Very quickly assess your ability to extinguish the fire with what is immediately available to you: portable fire extinguisher, blankets, baking soda, water, etc. If there is any doubt in your mind that you can put out the fire, evacuate the space immediately, attempting to secure ventilation on the way out (such as closing the door behind you). NEVER try to fight a fire without first raising the alarm and ensuring that someone has heard you. NEVER put water on a grease/oil fire.

**A Watch**
A watch is the Fire response team. The Chief Mate is in charge at the scene and will direct the watch as to the appropriate action to be taken.
Duties may include (but are not limited to):
Hose team (Nozzle man and Hose tender) Assembly and use of
fire extinguishers Direct attack or containment of the fire
**B Watch**
B watch will be responsible for maintaining a safe navigational watch during the emergency, maneuvering the vessel to put the flames and smoke downwind (as per the Captain's orders) and sail handling as necessary.
Duties may include: Sail Handling
Navigation
Helm
Lookout
**C Watch**
C Watch will first secure ventilation as needed, and then is responsible for maintaining
effective communication between the quarterdeck and the fire team.
Duties may include:
Securing ventilation
Messengers
Runners
Radio Operator

# Abandon Ship

There are two Abandon Ship scenarios we will train for: the ship sinking in less than two minutes or in a matter of hours. The two most likely reasons for having to abandon the ship are fire or collision. A catastrophic collision will send the ship down fast. In that case the crew's safety will rest with sounding the alarm and quick donning of immersion suits. Fire, on the other hand, will give us more of a chance to prepare for abandoning ship. Generally, while attempting to contain a fire, we will make preparations for abandoning ship so if the need arises we will be ready. We will only leave *Bounty* when it becomes safer for the crew to be in the water than on the boat. The only person who may order an abandon ship is the Master or officer in command, so that it will happen in as organized a fashion as possible.

**A Watch**

The Chief Mate is responsible for distress communications. He will make the Mayday call, get the area chart, sextant, nautical almanac and tables. Under the direction of the AB, the rest of A watch will attempt to cut the gripes and lashings on the rescue boat and work boat, then work with the Third Mate to launch life rafts.

Duties include:

Assisting Chief Mate retrieve navigation gear Cutting rescue boat
gripes and lashings Cutting work boat gripes and lashings
Launching rafts with Third Mate

**B Watch**

B Watch will get the ditch kits, emergency water, EPIRB, handheld VHFs, and any supplies available at the direction of the Second Mate or AB. The ditch kits are located under the steps in the chart house. Anything that floats (such as PFDs and Life Rings) will be thrown overboard and ideally lashed together. If time permits, and only at the direction of the Second Mate, B Watch will gather other supplies from the vessel such as blankets, clothing, more food, tools, etc.

Duties include: Ditch kits
Emergency water
EPIRB
VHF Radios

Other duties may include:

Throwing PFDs and Life Rings over
Gathering secondary gear under the direction of the Second Mate

**C Watch**

The Third Mate is in charge of launching the life rafts. C Watch is specifically responsible for insuring everyone has immersion suits on and doing a head count. They will then launch the life rafts as directed by the Third Mate. The man overboard bucket will be brought to the life rafts and either attached to the painter or simply thrown overboard.

Duties include: Head count
Distributing immersion suits
Launching rafts with Third Mate
Man Overboard Bucket

# Seamanship

## Seamanship Defined

**SHIP, SHIPMATE, SELF**
This is one of the basic principles of shipboard life and part of the key to being a good seaman.

**Take care of the ship** This means doing chores and cleaning the ship every day. This means instead of ignoring a problem, or leaving it for the next watch to take care of, going the extra step and taking care of it immediately. Things very rarely go suddenly and catastrophically wrong. Usually, a number of small problems lead up to a general failure. Taking care of the ship prevents these small problems from building up.

**Take care of your shipmates** If you see someone working hard, or struggling with something, lend them a hand. "How can I help" may be the four most important words on board. You would want them to do the same thing for you. Be respectful of people's personal space. Keep in mind that someone is trying to sleep at all times night and day. Be conscious of the fact that your every action is going to have an impact on everyone else on the ship, be it positive or negative. Strive to have all of your actions be positive.

**Take care of yourself** If you aren't feeling well, or are having trouble sleeping, or eating, let your watch officer know. We have all been new to ships and voyaging at one point, and may know some tricks to help you out. If you let yourself get run down, you won't be able to perform your duties and your shipmates will have to pick up your share of the work. It is much easier to provide a little bit of preventative medicine, than to doctor a shipmate who is completely out of commission.

**Follow orders** Follow all lawful orders from ship's officers with diligence and report back to the officer when his/her orders have been carried out.

**Be safety conscious** Regularly search for and report unsafe conditions to the officer of the deck. Be constantly mindful of your own personal safety and watch out for the safety of your shipmates. Do not attempt to do a job that you are not qualified to do. Officers should know your level of training, but occasionally they may mistakenly overestimate your abilities – tell them if you are unsure of what you are doing.

**Be diligent, effective, and eager to learn** Do your assigned tasks to the best of your ability in a prompt, effective, and attentive manner. Be proactive with your own training and ask plenty of questions when in doubt.

**Be neat, clean, and timely** Show up for musters, watch, and meals on time and properly dressed & equipped. Keep your gear properly stowed so you can find it quickly when you need it. Maintain healthy personal hygiene. Poor hygiene leads to sickness on a ship more quickly than on land – keep the ship and yourself clean and healthy.

**Be a good shipmate** Serve the ship first, then your shipmates, and yourself last. Never publicly complain, always do tasks thoroughly and properly and always demonstrate humility. Ego has no place on a ship. Overconfident, self-serving, egotistical people make the worst shipmates and worse leaders. A seaman's work is hard work by its nature. Some times are harder than others, but the hard work never lasts forever. Try to maintain high spirits during times of hardship and try to promote positive attitudes in your shipmates. Negativity is a fast-spreading and debilitating plague in rough weather or when the watch or the workday seems unending.

## Watch Standing

It is often said that “Eternal vigilance is the price of safety at sea” and it cannot be understated that being 'on watch' is exactly that: watching, listening, and feeling. The ship's safety is everyone's job. You can sleep soundly knowing that your shipmates are keeping Bounty out of harm's way as you have done for them. Being vigilant is about identifying issues before they become a problem and dealing with them in a safe and timely manner.
It can be hard to stay focused when you're tired in the middle of the night, but this is when it counts the most. Always stand on watch (but don't lock your knees) to help keep your concentration. Come prepared, dress warmly, and bring layers. Eat your meals and stay hydrated.

On board Bounty there are four positions that the watch standers rotate through at half hour intervals: helm, forward look out, boat check and stand by.
The oncoming watch will meet at the capstan, ready and prepared, 20 minutes before the hour. The oncoming mate will brief the watch on what to expect for the watch and any information needed for a smooth watch change. The AB (per the mate's instructions) will assign crew members their duties for the start of the watch and instruct them to relieve out the deck. The off-going watch is not relieved until the oncoming mate takes the con. Once relieved the off-going watch will meet at the capstan to account for everyone and debrief. The off-going watch is not stood down until their mate says so.

While on watch, crew must have permission from the Officer of the watch to go below, as the Officer must know where every person on their watch is at all times. While off watch, if you come to deck, you must notify the Officer of the watch.

**Helm**
Steering Bounty takes concentration and patience. Every time you take the helm the vessel may handle differently. The one mistake people often make when at the helm is overcorrection. There is always a bit of time delay after you give input. Wait a moment for the vessel to respond, then give more rudder if you don't see the desired effect. Always remember what position the helm needs to be in for Bounty to stay on or near course. After making a change you will know where to put the helm to straighten the boat out. It is important to understand how Bounty is handling. If the sail trim isn't right the first place it will show is in the helm.

There are two kinds of orders for the helm, Steering Commands and Rudder Commands. Steering Commands are used in mostly used in open waters and require the Helmsman to judge how the vessel is handling to carry them out. Rudder Commands are used in channels or while maneuvering when coming along side.

## Rudder Commands:
**“Half Turn Right (Left)”**
Turn the helm one half of a revolution by the king spoke. If the king spoke is on the top, put it on the bottom or vice versa.

**“One Turn Right (Left)”**
Turn the helm one full revolution by the king spoke in the desired direction (right or left).

* Note: there is a big difference between “Another turn right” and “Go **to** one turn right” in the first case the officer wants you to add a further turn from whatever position you are in. It is important to keep track of where the helm is. If the helm is at a half turn right and you receive an order for “Another turn right” you would then move the helm to 1.5 turns right and report that to the conn. If the helm is at a half turn right and receive an order for “One turn left” you would then move the helm one turn left which would put the helm to a half turn left, which you would report to the conn. If you are ordered to “Go **to** one turn right,” move the helm from whatever position it is in to the position of one turn right. It will often be the case the Officer at the conn will be concentrating on the maneuver and will not always be able to keep track of the position of the helm. It will only cause confusion for both parties if the helmsman cannot keep track of the position of the helm. The helmsman should always be able to report on the position of the helm.
At time orders for quarter turns may be given, but this happens rarely as Bounty is often not

moving fast enough in a maneuvering situation for a quarter turn to be effective.

**“Shift your Helm”**
Change from left to right helm (or vice versa) by an equal amount. So if you are two turns left change to two turns right. This command will often be given during tacking and boxhauling when the vessel may be starting to gain stern way.

**“Midships”**
No turns on left or right, king spoke at the top.

**“Hard Right(Left)”**
Hard over is about two and a half turns, in order to do this with any kind of efficiency it will require two people.

## Steering Commands:

**“Come Left(Right) to course...”, “Steer.....”**
Put the helm over left or right to turn the ship and steady the heading up on the course ordered. When on the new course report back to the Officer of the Watch, “Steady on West by South,” or “Steer for the smokestack on the right.”

**“Steady as you go” or “Steady up”**
Steer the course which the ship is heading at the moment you receive the command. Report the new course back to the Officer. This order supersedes any previous course ordered.

**“Nothing to the Left(Right) of.....”**
Do not let the ship's head swing to the left (right) of the point given. This command is frequently used in narrow channel or when trying to stay well clear of a danger.

**“Ease the Swing”**
A command given during a turn meaning to slow the rate of swing. As a guideline if you have a full turn on, take off a half turn, then make sure the compass still shows the ship swinging through the turn. If not give back a quarter of a turn.

**“Full and By”**
This requires the helmsman to stop staring at the compass and look up. Steer to keep the sails full and steer by (close to) the wind. This is not as hard as it sounds. The sail you will direct your attention to (unless told otherwise) is the main topsail. Steer the ship up into the wind until you see the weather leech of the topsail begin to luff. Then fall off until the sail fills again, and hold the heading. The wind and seas will push the ship around and it becomes necessary to run up every once and a while to make sure you are still steering by the wind. While steering full and by is not difficult it does require that the helmsman pay close attention to his task. If the ship is caught aback it will take time and more hands than can usually be found on one watch to put it right. It can also be dangerous to the rig in heavy weather.

Other commands associated with the helm:

**“Mark your head”**
Read off the exact compass heading at the time of the command. Do not state your ordered course, state the exact heading at the moment asked.

**“Mind your helm”**
A warning that the ship is swinging too much or straying off course because of bad steering. Pay Attention!

**“Give More Rudder”**
Put on more turns to increase the rate of swing. This command will either be followed by a desired course or the order to “Ease the Swing”.

**“Very Well”**
An acknowledgment from the conning officer after the helmsman has reported that an order has been carried out. It is *never* used by the helmsman. “Very well” is used rather than “all right” which might be confused with a command to use right rudder.

**Proper Relief of the Helm**
Before you relieve the helmsman you must first obtain the course ordered from the person who has the deck.
The helmsman being relieved will give the their last course ordered and the current behavior of the ship, such as weather helm, lee helm, how much rudder is required for a course correction, etc. The relieving helmsman should repeat the information back to insure it was understood.
The relieved helmsman reports to the Officer of the watch or AB in charge that they have been relieved, who has relieved them, and what course has been passed on.

**Forward Look-Out**
Rule 5 of the USCG Navigational Rules and COLREGS states “Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make full appraisal of the situation and risk of collision.”
On board Bounty we maintain a look-out on the bow when underway. The forward look out is not 'bow watch' but is a position responsible for detecting other vessels, navigation aids, obstructions in the water, distress signals, or any other items of navigational or safety significance seen over all 360° of the horizon from the bow.
Most of the time Bounty carries two forward look-outs; this allows one to continue the watch while the other can report back to the mate. While during light conditions casual conversation is not prohibited, it is discouraged. The officer or AB should never find the look outs engaged in conversation looking down, at each other, or anything but the ship's surroundings.

When reporting to the officer of the watch remember to report What, Bearing, and Estimated distance. Always describe as best as possible what you see, when giving a bearing use the point system and in estimating distances remember that on a clear day the horizon is usually about 10 miles distant. In closer distances using boat lengths (180') is a good way to estimate.
Often when the officer acknowledges the report they will give instructions on what to look for with it. The officer may have already seen the contact on radar or the AIS but might not have seen it visually. Don't ever assume that the officer has seen something, always report it. Even if an officer has seen an object they will be expecting the look out to report it. This assures the officer that the look-outs are aware and doing their job.

In the event of needing to report a hazard immediately, walking to the quarter deck might take too long. Shout loudly and use the bell to denote the direction of the object: 1 for port, 2 for starboard and a rapid ring for an object dead ahead.

It is also the duty of the forward look out to keep time with the ships bell. This is an old tradition that keeps the watch aware of time and serves to keep the Mate informed of the look-outs attentiveness. Bells are struck every half hour on each watch beginning thirty minutes after the hour when the watch has begun. An additional bell notes the passage of each hour and half hour until the end of the watch when eight bells are struck and the sequence begins all over again.
If you want to be relieved on time you should ring the bell on time.

**Boat Check**
When relieved from the forward look-out, notify the AB or officer of the watch and proceed to do a boat check as described earlier. The boat check logs are kept in the galley above the crew reefers. Always record the time of the boat check when it is completed, not the time you started the rotation. Log accurately: if it isn't written down, it didn't happen. As soon as you are done report to the officer of the watch, so they know your whereabouts.
The first boat check in the last hour of every watch pumps bilges.

**Standby**
The standby position is most often occupied by the AB. The AB's are responsible for the smooth flow of the watch, directing the deckhands, assisting the mate, and filling in where needed. If there are more than 3 Deckhands or the AB is in rotation, the person in the standby position will make themselves available to the mate for any projects that need completion. This position is often used for navigational practice. If there is nothing to be done at a given moment the standby shall be near the capstan and waiting for instructions.

## All Hands Organization

**General Quarters**
General Quarters is called for any all hands evolution, docking, sail handling, etc.
The call for general quarters will usually be immediately followed by the evolution the crew should prepare for, such as “General Quarters, stand by to come along side” or “General Quarters, make ready to come about”. If there is a series of maneuvers or we simply need hands standing by to handle sail while entering a harbor or fairway, General Quarters will mean to report to your mast and wait for instructions from the Officers or your AB.

**A Watch** is responsible for the fore mast and fore deck under the direction of the Boatswain or AB (the chief mate will often have other responsibility with maneuvering the boat.) When docking A watch will ready and man line #1 (Bow Line), if docking under sail all members of A watch not involved with line #1 will be at sail handling stations as directed. If no sail handling is required, A watch will be furling or cleaning up the deck.

**B Watch** is responsible for the main mast under the direction of the second mate. When docking B watch is responsible for line #2 (aft leading spring line).

**C Watch** is responsible for the mizzen mast under the direction of the third mate. During a sailing maneuver if there is one sail or no sails set on the mizzen mast C watch will assist elsewhere as directed. When docking, C watch will make ready and man line #3 (forward leading spring line) and line # 4 (stern line). Other members of C watch may be called upon to employ roving fenders.

## Orders and Commands

Handling and maneuvering a ship under sail requires standardization and consistency with terminology. The commands and orders we use are to keep from confusion and allow smooth flow during all aspects of operation. The following commands Officers and Abs will be expected to know and use on Bounty. Particular attention should be language and its phrasing.

**Avast** usually called when something is going wrong and everyone involved needs to stop what they are doing
**Belay or Make Fast** to make a line fast (tie it off) to a belaying pin or cleat. Avoid "Make off" as it sounds similar to "Take off"
**Better** faster
**Brace In** to haul the yards closer to square
**Brace Square** to brace the yards so they are perpendicular to the ship
**Brace Up** to haul the yards closer to fore and aft
**Cast Off** to take a line off of the pin or cleat it is belayed on and let go of it completely, allowing it to pay out freely
**Come Up** also interchangeable with "**up behind**" let go of the line that you have been working. This command is given when a group of people are working on one line. It is given by the person belaying the line and it is very important to let go of the line quickly, no matter how counter-intuitive it feels. We prefer to use "come up" as it comes of the tongue quickly and is easily understood
**Ease Away** to pay out a line slowly; hand over hand, usually keeping a turn on the pin in order to quickly stop the line on command
**Handsomely** slowly and steadily
**Haul Away** pull on the line, hand over hand
**Heave Around** A command specifically for the capstan. Also may interchanged with "Walk Around"
**Hold** should not be used for any sail handling commands, it is too often confused with "haul". Hold is most commonly use with mooring lines, hold the line in place. This may mean taking some turns
**Lower Away** To pay out the line in a controlled manner
**Ready** when you are ready on a line it means that the line is in your hands and you are ready to begin either hauling or easing immediately
**Smartly** quickly or rapidly
**Stand By the..... or Hands to.....**
These commands are interchangeable, get as many bodies as necessary to a line, take the coil down, all but the last turn off the pin and report when ready
**Strike** Emergency sail reduction. The first person to the halyard begins lowering immediately, without waiting for such an order or any other lines to be ready. Clews, sheets and bunts are dealt with as more hands become available. It is still important to remember NOT to cast off the sheets before the yard is in its lifts
**Take In** the normal command for reducing sail
**Take up** Take strain on a line and take in slowly. This command applied to gaining small increments under heavy strain, such as in mooring lines or sending up spars.
**Tend** keep a light tension on a line, easing or taking up as necessary
**That's Well** you have either hauled or eased enough. This is an order to belay. It gives an officer a calmer way of giving orders in a routine situation, leaving Avast and Belay for situations where more urgency is needed

## Sail Handling

Whenever there is sail handling or other tasks requiring our full attention, all chatter should cease, so orders can be heard.

Only two people should talk, one on deck and one aloft.

It is great to anticipate what may come next, but only carry out orders once they have been given.

Any time a command for bracing is given the buntlines, leechlines and clew-garnets for the mainsail and foresail need to be cast off so they will not come taut. When the mainsail and foresail are taken in (unless ordered to 'clew home') always leave the gear three feet below the yard so bracing may occur without hazard to the gear.

When setting the mainsail or foresail the first order is to board the tack, at this command all the buntlines and leechlines are let go and the weather clew-garnet is eased while the tack is hauled. After the tack has been made fast the lee clew-garnet may be eased and the sheet hauled aft. This process puts the needed manpower on the tack of the sail getting it well down before the lee side of the sail is set pulling the tack to leeward.

It is important to remember when the command 'standby to rise tacks and sheets' is given that it will need to be executed as stated. The tack needs to come up first in order to de-power the sail. If the sheet comes up first it can cause the sail to flog violently before the tack is up.

## Line Handling

Always handle your lines with care. Keep fingers out from under lines—use your palm to press the line against the rail. When holding a line, leave adequate space between your hands and the pin rail or kevel cleat, so that if the line suddenly comes under strain, you have time and space to react.

When tossing a coil to the deck, take care to remove the bitter end from under the coil so knots can't form accidentally.

We tie three figure eights around the belaying pin, without a locking hitch. Never tie a half hitch on any belaying pin.

# Evolutions

### Tack

Tacking is to bring the bow of the ship up through the wind and put the wind on the opposite side of the ship.

First order- “General Quarters, Stand by to come about”: watches assume their stations and the ship is made ready for stays by trimming sail for good speed.

Second order- “Put down the helm, weather haul the spanker”: the helmsman turns the helm into the wind, and C watch hauls on the spanker preventer to bring it up into the wind acting as an air rudder. Shortly after the ship begins to rotate, the command is given to “Strike the headsails”: A watch let go the halyards and sheets.

Third order- “Rise tacks” is called separately from “rise sheets”. Sometimes they will happen independently on the fore or the main. Leaving the lee side down longer is a good way to help the rotation and still give a little drive when heading up into the wind.

Fourth order “Mainsail Haul” is the command to haul around the main and mizzen yards. This is done a point or so before the bow is actually in the wind. The mizzen will help kick the stern around and the main will fly around easy due to the fact that it is blanketed by the fore all but on the weather edge. The weather edge will push the sail around.

At this point it will become obvious whether the boat will tack or not. If Bounty begins to make stern way (she almost always will) the helm will be shifted to help kick the stern around.

Once it is clear the bow will come through the wind, B and C watch are sent forward to set head sails and pass fore-and-aft sail.

Fifth order “Let go and Haul”: Just before the main and mizzen begin to fill on the new tack the fore yards are hauled around. Once this is completed the tack will have been successful.

The mainsail and foresail will both be reset and the ship trimmed for the new tack.

**Wear**

To Wear ship is to bring the stern through the wind the put the wind on the opposite side of the ship.

There are two ways to wear ship. First, a “parade wear”, which is bracing around slowly by the wind, keeping all the yards together. The second is “wearing short round” or the “power wear”, which is described as follows.

First order “Stand by to wear ship”: watches to their general quarters stations.

Second order “Put the helm up, Take in the spanker”: two turns of helm are put on and the spanker is taken in to start the ships turn down wind. Shortly thereafter the order to “Rise tacks and sheets” is given. This is just to get them out of the way for a few less lines to handle.

Third order “Shiver the main and mizzen, Brace by the wind”: the main and mizzen yards are hauled back to take any pressure off the stern of the ship by throwing all the effort forward.

Fourth order “Fore braces, brace square”: as the ship heads down wind the main and mizzen are no longer driving and the fore loses its effectiveness quickly as it is still braced up. Bracing square the fore keeps the drive on the ship without significantly altering the rotation.

As the stern comes through the wind the main and mizzen are braced up sharp on the opposite tack; as soon as they fill the mizzen will push the stern upwind and the main will start to drive.

Fifth order “Brace up the Fore by the wind”: as the ship comes back up on the wind the fore yards are braced around until trimmed for the new tack.

When on course all sail will be trimmed appropriately.

**Boxhaul**

Boxhauling is another way of bringing the ship onto the opposite tack. It is accomplished by bracing the fore yards aback, sailing the ship backwards, turning her on her heel through sixteen points, until she is stern to the wind, then going ahead and turning up onto the new tack. This maneuver turns the ship in a much tighter space than with tacking or wearing and can be used in harbor or when the ship misses in attempt to tack.

First order “Stand by to Boxhaul, Rise tacks and sheets.” Watches get to their stations and the mainsail and foresail are immediately hauled up. All watches the stand by braces. Depending on space and speed the helm may be put down to head the ship up a little to slow the forward way.

Second order “Let go and Haul.” The fore yards are swung aback, this stalls the ship and simultaneously starts rotation and stern way.

Third order “Shiver the main and mizzen, Brace by the wind.” Once the rotation has started the main and mizzen are shivered to take any pressure off the aft end of the ship, allowing the stern to come up into the wind.

Fourth order “Shift the helm, Fore braces brace square.” Once the stern is up in the wind the main and mizzen (now sharp on the new tack) will begin to drive, most of the drive from the fore mast will be gone and the ship will start to make head way again, the helm is shifted over to help bring the stern around and the fore is braced square to help give forward way.

Fifth order “Brace up the fore by the wind.” As the ship comes back up on the wind the fore yards are braced around until trimmed for the new tack.

When on course all sail will be trimmed appropriately.

**Heave To**

To capitalize on the sailing rules, heave to on a starboard tack if possible.

From a port tack, go about as if tacking, but as the bow passes through the eye of the wind brace only the fore and mizzen around, leaving the main to back. The helm can be fixed to weather.

From a starboard tack, head up into the wind until the fore blankets the main, then brace the main around to back. Then fall off again, maintaining the starboard tack.

## Safety Orientation

1. Weather Deck
   - Point out Hazards

I. Hawse pipes on the bow
II. No bulwarks or life lines on the bow
III. Capstan bits and raised grating around the helm as tripping hazards

   - Point out safety equipment

I. Fire extinguishers
II. Air horns as emergency signals
III. Life rings
IV. MOB bucket
V. EPIRB
VI. Life rafts
VII. Life jackets and exposure suits

   - Make the points on deck safety

I. Don't stand in the bight of a line
II. Don't stand in coils
III. Jack lines will be rigged in heavy weather and they will be clipped in to
IV. If you need to vomit, find a buddy and clip in
V. When coming and going at night, alert mate to your presence on and off deck
VI. Wear your harness whenever you are on deck for watch, work party or in rough weather
VII. No climbing aloft after consuming any amount of alcohol

   -

2. Below Decks

- Point out breaker boxes
- Point out entrances and exits for all compartments
- Point out safety equipment

I. Fire extinguishers
II. General alarm and Air horns
III. Life jackets and exposure suits
IV. Spot lights
V. Radios
VI. Flares
VII. First Aid kits

- Make the points about safety

I. Call out for open hatches
II. Climb down ladders appropriately
III. Make sure doors are secured open or closed
IV. No smoking at any time on board
V. No drinking while underway
VI. When witness to potential safety hazards, alert the officer in charge immediately

- Walk through Boat Check

Safety Officer_____Crew Member_____Date_____

Signature_____ Signature_____

## Aloft Checklist

Safety Training for going Aloft

1. **Harness**

- Help crew/trainees into harness
- Make sure crew/trainee understands how to properly adjust harness
- Explain about the lanyard, how the carabineer works and how to clip in
- Must wear appropriate footwear, sneakers or sandals with heel strap

2. **On deck verbal training**

- Three points of contact must be maintained by hands and feet
- Hands and feet on shrouds and ratlines
- Don't have two feet on the same ratline
- Do not step on leaderboard
- Climb on standing rigging not on running rigging (explain)
- Be aware of what you clip into

1. Do not clip into backstays
2. Do not clip into running rigging
3. do clip in to Jack stays, shrouds, back ropes

- Climb on the weather side of the ship when underway and the water side of the ship when dockside
- Make sure all tools brought aloft have lanyards and are secured
- Permission from an Officer is necessary before going aloft
- No climbing aloft after consuming any alcohol
- Use common sense: don't show off

+

3. **Climbing**

- Climb with crew/trainee to top
- Observe how they are doing and offer pointers
- Have them demonstrate clipping in
- Climb to cross-trees if they are comfortable

4. **Yards**

- Explain to center your body over yard and push feet back

1. Spread feet for balance
2. Call laying on and off of the footropes
3. clip into backrope

- Proceed to climb on to yard, observe and offer pointers
- Return to deck

Safety Officer_____ Crew Member _____Date_____

Signature_____ Signature_____Harness_____

# THE SAGA OF THE ORIGINAL HMS BOUNTY

HMS 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 17 of the crew 3618 miles back to civilization. The mutineers took HMS 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.

But these are the bare facts. There is much more to the story than that. 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 1789. The Constitution of the United States of America was ratified. The French Revolution began. 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 HMS 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.

## Background

Life in the Royal Navy was harsh. The majority of crew members of each ship were pressed into service; 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."

A vital statistic in the story of HMS 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. Bligh at the time was twenty-three 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 (as with other officers) 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 HMS 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 HMS Bounty, but he was not appointed to the rank of 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 '9 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 been looking for years for a cheap way to feed their slaves. The Royal Society petitioned King George ill 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 converted for the voyage and renamed HMS 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 parts of the deck were lined with lead sheeting 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 sail maker; John Norton, the quartermaster; David Nelson, the botanist; and William Peckover, the gunner.

Christian applied for the appointment as Master, but John Fryer had been appointed by the Admiralty. Bligh had his friend appointed as Master's Mate in addition to William Elphinstone. The Admiralty also appointed John Huggen 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.

## To Tahiti

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 HMS 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 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 quite 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, continuing east across the Indian Ocean into the Pacific. 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. The 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.

## The Mutiny

When HMS 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 that "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.

## After the Mutiny: Bligh

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 reapportion 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 caned "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 a success 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.

## The Bounty & Mutineers after Bligh

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, 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, HMS 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 dissentions, then murder were 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 and 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.

The island colony was first visited in 1808 by Captain Mayhew Folger 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) are 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 194 of the people were moved to Norfolk Island in the Pacific between Australia, New Zealand, and New Caledonia. In 1858 and 1863 some families returned 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 descendants of the Bounty mutineers and their Tahitian wives still live on Pitcairn Island, with remnants of the original ship, in addition to their descendants on Norfolk Island, and all around the world.

**Bounty Tour—Station Script**

General Thoughts:

This is not really a script that must be memorized and recited. When we have visitors and tours aboard, just be yourself, and enjoy the fact that our visitors enjoy being a part of the Bounty adventure.

Read and study this script in order to answer questions and provide accurate information at each station throughout the ship.

Watch carefully:

Is the line of people getting backed up because you are taking too long? On slow days you can take as long as you wish. On busy days we must keep the visitors moving so all can enjoy the ship

**Cash register:** When payment is required, the following applies: $5.00 regular admission and free for children 5 and under.

**Foot of brow:** Welcome, watch your feet, the ramp rolls back and forth.

No more than 5 people at a time on the ramp. No drinks, no smoking, and no strollers allowed on board. Pets must be carried.

**Top of Brow:** Welcome aboard, show them the direction to go. Check for drinks, smoking, and strollers.

*A clicker to tally the total number of visitors needs to be at one of these two positions.

**Safety is the most important factor for all of our visitors. Do not allow unsafe conditions!**

Welcome aboard the Tall Ship Bounty which was used in the 1962 movie "Mutiny on the Bounty" starring Marlon Brando. The ship is 180' sparred length, 120' on deck and 108' at the waterline. The Bounty was a merchant ship that was purchased to go to Tahiti to collect breadfruit. This ship is 1/3 larger than the original Bounty and is a Hollywood version of what it should have looked like. Although it is a poor representation of the original Bounty, it is a good representation of an 18th century square-rigger.

The main working sails are set square to the ship, not fore and aft, hence the name square-rigged.

**General History**

**Today's Bounty**

The Bounty was built in 1960 in Lunenburg, Nova Scotia, from the keel up by the shipwrights of Smith & Rhuland Shipyard. MGM acquired the original plans by the British Admiralty. Metro-Goldwyn-Mayer studios commissioned the ship to be built at a cost of $750,000 to star in the 1962 film "Mutiny on the Bounty" with Marlon Brando (Fletcher Christian) and Trevor Howard (William Bligh). Work began in February of 1960 and on August 27th of that year a bottle of water flown from Tahiti was used to christen our Bounty. In October the ship set sail to begin primary filming in Tahiti. The ship has since been in many films (including *Yellowbeard*, *Treasure Island, Sponge Bob Square Pants Movie, and Pirates of the Caribbean II and III*), and in TV documentaries and commercials (*Flipper*, *Due South*, and *Viva La Bam* to name a few).

As built the Bounty displaces 500 tons and had 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 yards and decks. 112 tons of screw bolts, 14 tons of bar iron, 2 ½ tons of spikes, 1,200 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 was built to be 120' on deck, 169' overall, and 115 feet off the water. She has 32' beam, a 13' draft, and 13' of freeboard.

Over the years, Bounty has been refit to continue sailing and this has changed her a little bit. In 2002, the hull below the waterline has been replaced with oak. In 2007, the topsides of the hull

were replaced with Douglas fir. The sails have all been replaced and ongoing maintenance continues.

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 the MGM film library was bought by Turner Broadcasting in 1986. Then the ship left Tampa Bay to go to Miami and travel the West Coast, East Coast, and Great Lakes. In 1993, Turner donated the ship to the city of Fall River, Massachusetts, who created the Tall Ship Bounty Foundation. In 2001 the current owner saw her sinking at the dock. At the time she was pumping 32,000 gallons per hour! He purchased and re-fit her to be seaworthy again.

Bounty of the 18th Century In 1787, the Deptford Naval Yard in England was commissioned to re-fit the Bethia, a collier built in 1784 (in Hull, England), for a voyage to Tahiti. Tahiti was the source for the breadfruit plant, which was to be used as a cheap source of food for the slaves on the sugar cane and indigo plantations in the West Indies. The Bounty's voyage was supposed to last 18 months. Joseph Banks, President of the Royal Society, enlisted David Nelson, who was the botanist and gardener at Kew Royal Botanic Garden west of London, and William Bligh to oversee her refitting as a floating garden. This set the stage for the Mutiny on the Bounty.

MOVIES

1. *Mutiny on the Bounty* (Australian, 1916) with George Cross as Bligh, Wilton Power as Christian. No prints exist of this film, which included scenes of King George III and Sir Joseph Banks.

2. *In the Wake of the Bounty* (Australian, 1933) with Mayne Linton as Bligh, Errol Flynn as Christian (his first starring role). MGM bought the rights to this film but never released it in North America to ensure that moviegoers enjoyed their version of the film.

3. *Mutiny on the Bounty* (American, 1935) with Charles Laughton as Bligh and Clark Gable as Christian. (Our helm was actually used in this film).

4. *Mutiny on the Bounty* (American, 1962) With Trevor Howard as Bligh and Marlon Brando as Christian, and starring this Tall Ship Bounty.

5. *The Bounty (*Australian, 1982) With Anthony Hopkins as Bligh and Mel Gibson as Christian. This is arguably the most historically accurate version.

Other Movies featuring this Bounty

1. *Yellowbeard* (UK, 1983) Graham Chapman as Captain Yellowbeard also starring Peter Boyle, Cheech and Chong, Peter Cook, and John Cleese. David Bowie makes an appearance.

2. *Treasure Island* (American, 1990) Christian Bale as Jim Hawkins and Charleston Heston as Long John Silver.

3. *Sponge Bob Square Pants Movie* (American, 2004) Sponge Bob as Sponge Bob.

4. *Pirates of the Caribbean II: Dead Man's Chest* (American, 2006) The trader "Edinburgh"

5. *Pirates of the Caribbean III: At Worlds End* (American, 2006) Background boat

6. *Disney's Oceans* (French, 2010) Filmed beneath the surface of the water.

**Helm**

This is where the ship is steered. It is steered from the stern so the helmsman can keep a weather eye. The helmsman could keep an eye on the whole ship this way. The wheel has the king spoke marked with a turks head, and the drum has a whipping to let the helmsman know where the rudder is. The drum of the wheel has the traditional thirteen wraps of line that lead to blocks and finally to the two-ton rudder aft. There are thirteen spokes on the wheel, the most significant of those being the king spoke, which is scored. If you are handling the helm at night, you will know the rudder is amidships when the whipping on the steering gear is in the center (six lines on either side of it) and the king spoke is upright.

This helm was used in the 1935 movie with Clark Gable. It was then taken off the ship and used in MGM sound stage until the 1962 movie with Marlon Brando. It was used in many nautical movies in those times. Many famous actors have touched this wheel, including Charleton Heston, John Wayne, Johnny Depp, and Christian Bale, and you should also. As it is a famous movie artifact, we are looking for a grant to replace it with a replica.

**The Binnacle**

This is the navigational brain of the ship. There were two compasses, one for each helmsman. The center compartment held the oil lamp that allowed visibility at night. The Bounty as she sails today is equipped as a thoroughly modern sailing vessel with GPS (global positioning system), Single Sideband, VHF radios, radar, and weather fax.

**The Mizzenmast**

This is the only mast without a course. It is 90 feet high with a cro'jack, topsail, topgallant, and royal. Each mast has a fife rail behind which would stand the Pfeiffer, a crewman who would pipe out the commands during rough weather or battle situations. It was easier to hear the shrill call of the bosun's whistle over the din.

During the mutiny, Captain Bligh was held prisoner "abaft the mizzenmast".

**Capstan**

This was the high tech motor used to move heavy loads, stow cargo, move yards aloft etc. By putting in the capstan bars one can multiply the manpower many times. Using this winch a few men can easily lift over a ton. We use it to raise the anchor, bring cargo aboard, raise and lower the mast, and for countless other tasks where more than ordinary force is needed. The capstan bars fit into the pigeonholes and the crew can move great weight simply by walking around the capstan. Today, this is also the meeting place for ship's meetings.

Captain Bligh promoted the first aerobic exercises. He took a blind fiddler with him to exercise the men by dance. The fiddler would sit on the capstan as the men danced. Later this was a small cause in the mutiny as the men thought that exercise was silly. Bligh had sailed with Captain Cook and together they pioneered healthy living. They were the first to implement good hygiene, making the men clean themselves, their living spaces, etc.

**The Main Mast**

This is the largest single piece of timber on board. This is a six ton, 63 foot high British Columbia Fir. At the base, resting on the keelson, the shipwrights of Lunenburg placed silver coins for good luck. An ancient practice, this gave rise to the tradition of "patting the mast" otherwise known as

“knocking on wood”. The entire mast, all three sections, is 103 feet from the deck and 115 from the waterline.

**Pin Rail**

The lines, over 175 of them, are laid out with logical sequence. There are two important sayings: Up and aft, and up and out. The higher up on a mast a line is, the farther aft it will be found on a pin rail. Or in the case of the fife rails the higher up the further out the line will be found. There are two reasons for this; a sailor could get off this ship and go to another vessel and know exactly where most, if not all of the lines would be. This knowledge is also very handy in a storm at three o’clock in the morning and sail must be taken in quickly.

The second reason is if you look up you will notice a rake in the mast. If you were to drop a line to the deck from the top of the mast it would naturally land further aft than a line dropped from lower down.

Belaying pins are used to make fast or belay lines. Each line is in a particular spot on the rail. We know which line is which by its location.

**Halyards**

Halyards are used to haul the yard up to set the square sails. For fore-and-aft sails, the name of the line and its function are the same, but there is no yard to be raised.

**Ships Bell**

Time was kept on board ship by the bell. Every half-hour the bell was struck and the half-hour glass turned. Work was performed on ship in four-hour watches, so every four hours at eight bells, a new watch began. For example the mid-watch began at midnight (eight bells), and ended at 4am (eight bells). There is one bell for each half-hour in the watch. Bligh changed the usual four on four off watch schedule to four on eight off because of the overcrowding of the ship.

**The Head rail**

The head of the ship was just that, the toilet. In square-rigged ships, all wind comes from the back of the ship, so it was down wind and when there was a sea, it was self-flushing because of the waves. You would go out on to the head rails and hang yourself over the middle rail to do what you were there for. In England, the commoner’s phrase for the bathroom is the “loo”, which comes from the word leeward. You know the old saying, “don’t spit into the wind”, same theory. In foul weather you would use a slop pot below and then throw it overboard with the wind at your back.

**The Figure Head**

The figure at the front of the ship is Bethia. The original Bounty was called Bethia when she was built in 1784. She was a common coastal trader, a collier, which traded coal. Since there were thousands of ships sailing at the time, and many of them looked the same, it was important to illiterate sailors to have a recognizable figurehead. It was believed that a figurehead brought luck to a ship and crew if she were a buxom, scantily clad woman, “to please Neptune”. Bethia is very conservatively dressed. Bligh describes her in his journal as a “handsome woman in a riding habit, well carved”.

**Head rig**
The long white pole hanging from the bowsprit is known as the martingale. It is a structural piece of the ship that holds the stays for the bowsprit, jib-boom, and spritsails. The little harpoon arrow at the base is called a dolphin-striker which is only an ornament put on by MGM when the ship was built.

**Tonnage Hatch**
This hatch was the portal through which all the ship's cargo, provisions, and supplies were loaded. By using the various block and tackle sets around the ship it was possible to pick cargo off the pier or another vessel and set it all the way into the hold without it ever touching the deck. The tonnage hatch was also how the common sailor would access their living quarters below decks.
The main companionway was a modern day addition, and more compatible to tourists than the traditional rope ladder that would have dropped through the tonnage hatch.

**Below Decks**
One would have gotten below decks on the original Bounty by a rope ladder leading down through the tonnage hatch. All stairways on board the ship are known as ladders.

**Bottom of the ladder:** In general, the forward half of the 'tween decks was the living space for the common seamen onboard the Bounty. When the sailors weren't on watch on the weather deck they could be found here, taking their meals or sleeping. This area of the ship is where the historical inaccuracies of Hollywood's version of the ship start to add up. The gracious stairwell-like ladder that serves as the entrance to the forward portion of the ''tween deck was not on the original Bounty. Common sailors would access this area by means of a rope ladder through the tonnage hatch.

The grated hatch through the deck above is for on and off loading cargo. This wasn't a large problem for the sailors, looking at the rigging one can see that their job involved a lot of climbing of rope ladders, but the current ladder makes this area a lot more accessible to the 20th century tourist. Our current hatch would not have been there at all. The deck was completely flush at that point and was where the longboats were stowed.

Most glaringly inaccurate is the spacious feeling one gets when viewing this area. One must first remember that the area that we see on our ship is one third larger than on the original Bounty. This includes headroom, which was only 5'6". People were smaller back then, average heights was approximately 5'6", but remember that this was the space that 34 sailors called home and strung their hammocks. This was also a merchant ship design; therefore there were no gun decks or gunnery crews to house. On a warship of the same size up to three times as many people would call this area home, living amongst the cannons, often only given 15 inches between neighboring hammocks, strung up three of four high, a claustrophobic experience at best.

A couple of modern day phrases come out of the crew berthing areas on these ships. While in port, the Bos'un would awake the crew to the work day with a call of "out or down". This meant that one either had to get out of their hammock or have it cut down, sending them tumbling painfully to the deck. The escape clause to this practice was by "shaking a leg". If one could produce a female leg from underneath the blanket the sailor was allowed a few more moments of peace.

A phrase with origins in similar circumstances is "son of a gun". This was the equivalent of calling someone a bastard child, having been conceived on the gun deck of a naval vessel; kind of the 18th century version of "your mother swims out to greet troop ships".

**Common Sailor Tools**

The large wooden mallet is called a b**eetle**. It is used in the caulking of the deck and is employed by a man working in conjunction with a fellow seaman who holds a **hawsing iron** and the two of them pound cotton, or oakum, into the seams of the decking in order to make it water tight, and structurally sound fit. There are also smaller mallets with long heads called **caulking mallets** that are used with smaller **caulking irons** if there was a sailor working alone in the same capacity.

Following behind these caulking crews would have been the workers in charge of putting pitch over the pounded in cotton and oakum. Boiling pitch would be poured into tar shoes (the implements that resemble soup ladles) and beads of pitch would be poured over the seams in order to seal them. This was an extremely dangerous task as the pitch was extremely high temperature and any amount of moisture that fell into the pitch would instantly boil, causing a mini explosion of molten pitch. It is often said that the good pitching crews could be recognized by how burned and disfigured they had become over the length of their tenure.

The **holy stone** is the pumice-like rock with the attached handle. This handle is a modern day adaption, but in the age of sail the sailors would scour the deck every morning with these stones. Since the stones did not have handles the scouring would have been done on hands and knees, in a praying like motion; thus the name holy stones. The stone we have is the larger size called a **bible**. A stone half the size was also used and was called a **prayer book**

**Galley**

Adding to the general malaise of the forward portion of the 'tween decks was the galley. Located in the forward portion of the ship to minimize the danger from fire, the galley stove would be burning 24 hours a day in order to prepare the meals for the sailors. Burning wood or coal, this stove would be boiling pots of water for salt pork, sauerkraut (to ward off scurvy), and serving up hard tack. All of this heat would be radiated into the 'tween decks; a nice benefit in the northern latitudes but punishing in the southern climates to which Bounty was destined. The food itself seems merely semi-palatable by modern standards. The greater part of the menu would be dried meats, salted fish and dried vegetables; most of the cook's time was spent boiling the water back into the food. Meat was often rancid and maggot infested. To "purify" the meat, a fish or carcass was placed on the infested meat and the maggots could smell the relatively fresh meat and would crawl from the salt pork to the fish carcass. Ship's biscuits (hard tack) were so hard that sailors would have to soak them in their broth in order to ingest them. There are accounts that sailors losing their buttons would carve new ones out of the hard tack rather than purchase new ones from the purser. Needless to say, the hard tack was infested with weevils.

Since sauerkraut was merely cabbage, it was inexpensive for ship owners, and since it was pickled, it would last nearly indefinitely. Captain James Cook discovered sauerkraut's importance as a prevention of scurvy. By the late 1790's scurvy had been all but eliminated in the Royal Navy due to the use of sauerkraut, citrus fruit, and green vegetables.

Water was kept in a communal scuttlebutt, the precursor to today's office water cooler, where information, or misinformation, was shared as liberally as the water. A sailor was allotted a gallon of water treated with ale and two pints of grog daily. Water was treated with ale to keep from going rancid.

The rum ration in the Royal Navy existed until very recently. In the late 18th century it was dispensed in the form of "grog", a mixture of water and rum. The exact mix was unknown by anyone but the purser, and reported to change when the voyages were longer than expected or

when the purser was lining his own pockets by not purchasing adequate supplies with the apportioned funds. Because water has a tendency to go rancid over time, beer was often the liquid of ships simply because it could be stored for long periods of time (especially the India Pale Ale, brewed for a higher alcohol concentration to survive the journey from the UK to India). Imagine the difficulty of working aloft in a gale after a full ration of beer and grog! As with anything shipboard, a shrewd sailor could barter his day's ration.

Although the food onboard is repulsive by modern standards, many of those who volunteered to serve in the Navy did so because of the food. The sailors' contract (the ship's articles) guaranteed "three squares" a day. At its inception the term "square meal" did not refer to the balanced nutritional content of the food but as to the shape of the plate. Shipboard plates were square in shape because of cheaper production costs as well as stowing more efficiently in square cabinets. Even though the food was often rancid and the work hard and dangerous, the steady supply of food was an attractive incentive to someone who might be starving in the streets of London.

The Bounty as she sails today, is outfitted with a completely modern galley but 200 years ago, this walled off area housed livestock. Bligh mentioned sheep, hogs, and chickens as among the livestock kept aboard.

**The Forecastle (Fo'csle)**

This was the main living area aboard the ship. The Bounty had a complement of forty-six, a dozen more than a ship her size needed. Each man, according to Admiralty rules was allowed 15 inches for hanging a hammock (15 inches between the center of one hammock and the center of the next). Each sailor had a sea chest for his belongings. Since most sailors were illiterate, they would decorate their sea chests with paintings or carvings in order to identify the boxes that usually contained everything the sailor owned.

**Mess Deck**

The tables in the mess area have no legs but instead are hinged from the ceiling planks (inner hull) and are suspended on the inboard side by adjustable lines. This is the first generation of gimbaled technology and is directly the result of sailors trying to prevent themselves from going hungry. These square-riggers were designed to capitalize on trade winds, fairly predictable and steady winds that defined the trade routes of the time. Therefore these ships were able to sail on a single tack (taking the wind over a particular side of the vessel) for days and perhaps weeks at a time. Being on the same tack for a long time would lead to an equally predictable heel, or lateral tilt, to the ship. Because sailors were only given one serving for each meal, and eating off a level surface is much easier than off of a tilted one, the length of the line could be adjusted to compensate for the heel of the ship. They could also be raised out of the way when not in use.

A piece of modern day etiquette came from this dingiest of dining halls. In another attempt to preserve what food they were given, sailors would corral their food inside of their elbows in order to keep it on the table in pitching seas. Eating with ones elbows on the table became taboo at this point because of two reasons:

1.) No one wanted to look like a sailor. They were the lowest of the low class, all uneducated and it was impossible for them to rise above their station.

2.) Two thirds of the Royal Navy was made up of sailors who were "pressed into service". That is, when a ship was short of crew, gangs of sailors would roam the dockside taverns looking for individuals to beat up, render unconscious, imprison back on their ship, then release when the ship was far enough out to sea. The unfortunate individual

was forced to work or face the consequences. The roving bands of thugs specifically looked for people who ate with their elbows on the table because they had obviously been to sea and would make a better addition to their crew than a landlubber. In this case it is good to be considered a lubber, don't eat with your elbows on the table.

Adding to the horrendous living conditions of the common sailor were superstitions of the day. At the time of the Bounty's voyage it was still bad luck to bathe while at sea. With all the hard work, tropical climates, and filthy living conditions, these thirty sailors living in this area would not have bathed on the Bounty' voyages until it made landfall in Africa; some 7 months after it left England.

Also in this area could be found "the manger", the area where all the fresh food was kept. Fresh food on board ship was live pigs, chickens, sheep, etc., as long as animals were still breathing they did not need to be preserved. To add insult to injury, the officers, not the sailors, with whom the livestock lived, ate the meat provided by the live animals.

**The Hold**

The hold a year's worth of provisions and supplies for the long journey. Dried beef and salt fish and pork, kept in barrels and crates, fresh water kept in casks, and extra suit and a half of sails, extra line, extra wood for repairs, fuel for lamps and fires, all were kept in the hold. This was also a fine prison area. A sailor caught stealing or disobeying an order would find himself in chains in the dark bilge below.

**Bos'un Locker**

The Bos'un is the crewmember on board that is in charge of the ship's maintenance. He is a man whose knowledge of the rigging and carpentry is comprehensive. The Bos'un's locker is maintenance central, the ship's equivalent of a garage. In it are all of the supplies and tools that a ship would need to repair itself while underway on a voyage of two years or more. There weren't any hardware stores that they could stop at, so everything they might possibly need was taken along. Extra timbers to fashion new spars, like the one on deck, extra planking for the hull. Ships could be rebuilt from stem to stern with the supplies and equipment in the Bos'un's locker. The tactic in naval battles was to destroy the other ships rigging while leaving its hull intact so that after forcing it to surrender; the victor could then re-rig the ship with the supplies in its own stores and re-commission the ship into service in its own navy.

The Bos'un was also the man on board the ship who was the Captain's right arm for discipline. If a sailor was sentenced to punishment the Bos'un would be the one who would carry out the lashings.

Beyond the Bos'un's locker on the lower decks are the areas that would have been used for cargo storage and keeping prisoners in irons while they awaited their mentioned discipline. Ironically, the area where the prisoners were kept is where the majority of today's crew now berths.

Aft on the 'tween deck there is an obvious change in décor. One can correctly surmise that this was the end of the life of a common sailor and the beginning of the life of officers. On the original Bounty there was a solid bulkhead (wall in lubber's talk) with no way to pass between. If one desired to go from the forward section of the 'tween decks to the aft section, they would have to climb out of the tonnage hatch, walk aft past the helm, and go down through the aft companionway. This wasn't done however because sailors were not allowed back there, and if caught were flogged. This is the path the mutineers would have taken the early morning that they awoke Captain Bligh and mutinied.

**Officer's cabins**

In the aft portion of the 'tween decks we have the quarters of officers and "idlers", those individuals who did not stand a watch or deal with the navigation of the ship but were vital to its mission. Such individuals were the surgeon, clerk, and on the Bounty, the botanist. This area of the ship was also called the cockpit. These cabins were somewhat smaller, housed multiple occupants (except the Captain's quarters) and everyone slept in hammocks simply because they allow you to sway in the high seas. The flat racks that you see now are preferred by our guests who sail with us between ports.

Venturing back here without orders was a punishable offence.

**Arms Chest**

Vital in the history of the Bounty. Since the mutineers were outnumbered by loyal crew the mutiny would not have been successful and perhaps never would have happened, if there would not have been access to the arms chest and munitions, muskets, and cutlasses within. The key was held by Charles Churchill, the master at arms. On most ships, there was a complement of marines that would quell mutineers; on the Bounty, Churchill took part in the mutiny. There were no marines.

**Great Cabin**

In the Royal Navy in the eighteenth century, when a captain received his command, the great cabin became empty and it was up to him to furnish it any way that he wished. If it was a small vessel (like Bounty), it was likely his first command, and the captain might have only modest means to furnish the great cabin. It served as the captain's office where he ran the day-to-day business of the vessel, the officers' mess, where the captain would meet and share meals with the officers, midshipmen, and others. On some smaller ships of her time, this would have been the Captain's quarters. Since the simple mission of the Bounty was to collect breadfruit, Bligh gave up his great cabin and allowed its conversion to a "garden"

The main cabin of the original Bounty was taken over for the transportation of the breadfruit plants. The deck was lined with metal sheeting and a trough to collect water for tending to the plants. The plants were kept on racks in the great cabin.

**Other Notes**

These are the ships that discovered the world. The great age of discovery was done in this type of vessel. These ships are comparable to the space shuttles of today. They were also like the tractor-trailers of today supplying goods throughout the world. The trade wind blew steadily and the big square sails took advantage of them.

Contrary to popular belief, sailors were well looked after. By today's standards we think they were grossly mistreated. The Admiralty required logs to be kept so we have good records of both the good and bad. We forget what life was like on shore. Men onboard ship ate hard tack; men on shore were starving to death. Men on a ship were not exposed to the disease. Many times we hear how men were not allowed to go ashore when in port. We are told that it was so they would not desert, while this may be true we also forget how many people were dying of the plague on land.

**Battle Strategies**

The object of battle was not to sink the enemy ship but to disable it. If you sunk the other ship you would not have a prize to take home. The other vessel was worth prize money, a ship that you could add to your fleet.

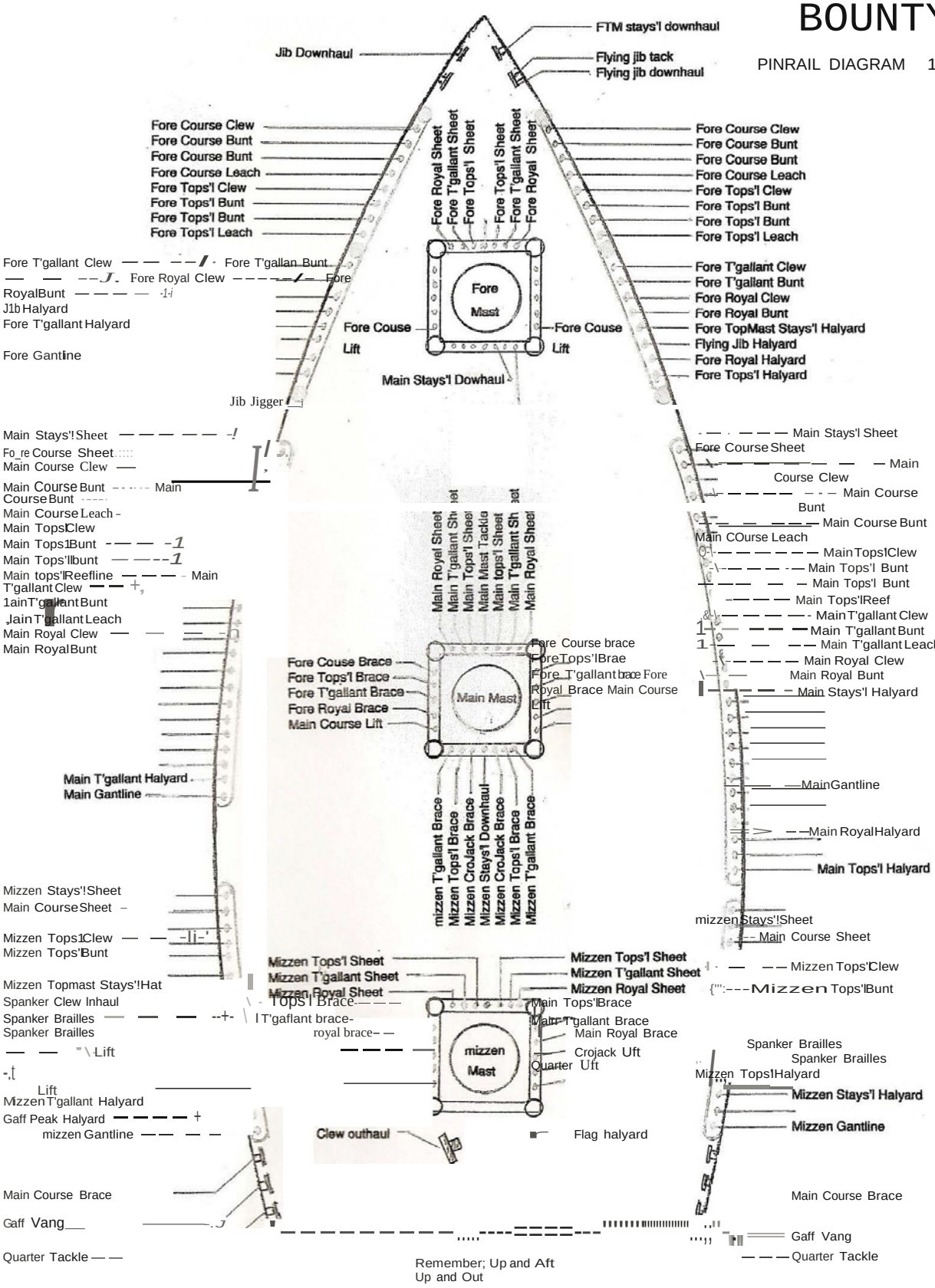
The object of battle was to shoot out the sails, the yards, and the masts, etc. thereby crippling your opponent. The ship that could replace rigging the fastest many times determined the winner of a battle. The British when in port would bring the t'gallant, royal mast, the highest one up, to the deck every night and put them back up in the morning, the way we do the flag. There are reports that a crack team in the heat of battle could remove, and replace a topsail and yard in nine minutes. That is the second spar up.

**Maritime Justice Was Harsh Indeed**

Usually punishments were meted out by means of a **cat of nine tails**, a whip with nine strands off the end. A sentenced man would commissioned to make his own cat, but would be required to manufacture it with more than nine tails so that the nine best could be selected by the Bos'un, the rest cut off. There are accounts of sentences of up to 1000 lashings with a cat of nine tails, most certainly a death sentence. Reports say that the man was unconscious by 100 and definitely dead by the 500th. Hollywood's account of the Bounty is inaccurate in the amount of martial discipline that actually took place. The only flogging that occurred was to a Matthew Quintel who refused to participate in the daily exercise regimen, dancing, because there were no women around. He received 12 lashings for insubordinations. All keel hauling, as were depicted in the movies, was prohibited in the English Navy some 60 years prior to the Bounty's voyage. Additionally, Bligh was more lenient a disciplinarian than the average English naval officer. He had worked his way up through the ranks from ordinary seaman and by his own virtue had become an officer. His method of discipline was verbal, which he was apparently amazingly apt.

# BOUNTY

PINRAIL DIAGRAM 11/12/08



## Bounty Statistics

| | HMS BOUNTY | HMAV BOUNTY |
|---|---|---|
| **Built** | 1960-1961 at Smith & Rhuland Shipyard in Lunenberg, Nova Scotia Christened 8/28/1961 | Commissioned as HMAV Bounty in 1787 in Deptford Yard, as Bethia in Hull, England 1784 |
| **Gross Tonnage** | 412 Registered Gross Tons (500 Displaced tonnage) | 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 3-pounder Carriage cannons, | Four 4-pounders and 10 swivels |
| **Decks** | Three | Three |
| **Anchors** | Two, 1300lbs, 2200 lbs. | 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 |

then move the helm one turn left which would put the helm to a half turn left, which you would report to the conn. If you are ordered to "Go **to** one turn right," move the helm from whatever position it is in to the position of one turn right. It will often be the case the Officer at the conn will be concentrating on the maneuver and will not always be able to keep track of the position of the helm. It will only cause confusion for both parties if the helmsman cannot keep track of the position of the helm. The helmsman should always be able to report on the position of the helm.
At time orders for quarter turns may be given, but this happens rarely as Bounty is often not moving fast enough in a maneuvering situation for a quarter turn to be effective.

**"Shift your Helm"**
Change from left to right helm (or vice versa) by an equal amount. So if you are two turns left change to two turns right. This command will often be given during tacking and boxhauling when the vessel may be starting to gain stern way.

**"Midships"**
No turns on left or right, king spoke at the top.

**"Hard Right(Left)"**
Hard over is about two and a half turns, in order to do this with any kind of efficiency it will require two people.

## Steering Commands:

**"Come Left(Right) to course...", "Steer....."**
Put the helm over left or right to turn the ship and steady the heading up on the course ordered. When on the new course report back to the Officer of the Watch, "Steady on West by South," or "Steer for the smokestack on the right."

**"Steady as you go" or "Steady up"**
Steer the course which the ship is heading at the moment you receive the command. Report the new course back to the Officer. This order supersedes any previous course ordered.

**"Nothing to the Left(Right) of....."**
Do not let the ship's head swing to the left (right) of the point given. This command is frequently used in narrow channel or when trying to stay well clear of a danger.

**"Ease the Swing"**
A command given during a turn meaning to slow the rate of swing. As a guideline if you have a full turn on, take off a half turn, then make sure the compass still shows the ship swinging through the turn. If not give back a quarter of a turn.

**"Full and By"**
This requires the helmsman to stop staring at the compass and look up. Steer to keep the sails full and steer by (close to) the wind. This is not as hard as it sounds. The sail you will direct your attention to (unless told otherwise) is the main topsail. Steer the ship up into the wind until you see the weather leech of the topsail begin to luff. Then fall off until the sail fills again, and hold the heading. The wind and seas will push the ship around and it becomes necessary to run up every once and a while to make sure you are still steering by the wind. While steering full and by is not difficult it does require that the helmsman pay close attention to his task. If the ship is caught aback it will take time and more hands than can usually be found on one watch to put it right. It can also be dangerous to the rig in heavy weather.

Other commands associated with the helm:

**“Mark your head”**
Read off the exact compass heading at the time of the command. Do not state your ordered course, state the exact heading at the moment asked.

**“Mind your helm”**
A warning that the ship is swinging too much or straying off course because of bad steering. Pay Attention!

**“Give More Rudder”**
Put on more turns to increase the rate of swing. This command will either be followed by a desired course or the order to “Ease the Swing”.

**“Very Well”**
An acknowledgment from the conning officer after the helmsman has reported that an order has been carried out. It is *never* used by the helmsman. “Very well” is used rather than “all right” which might be confused with a command to use right rudder.

**Proper Relief of the Helm**
Before you relieve the helmsman you must first obtain the course ordered from the person who has the deck.
The helmsman being relieved will give the their last course ordered and the current behavior of the ship, such as weather helm, lee helm, how much rudder is required for a course correction, etc. The relieving helmsman should repeat the information back to insure it was understood.
The relieved helmsman reports to the Officer of the watch or AB in charge that they have been relieved, who has relieved them, and what course has been passed on.

**Forward Look-Out**
Rule 5 of the USCG Navigational Rules and COLREGS states “Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make full appraisal of the situation and risk of collision.”
On board Bounty we maintain a look-out on the bow when underway. The forward look out is not 'bow watch' but is a position responsible for detecting other vessels, navigation aids, obstructions in the water, distress signals, or any other items of navigational or safety significance seen over all 360° of the horizon from the bow.
Most of the time Bounty carries two forward look-outs; this allows one to continue the watch while the other can report back to the mate. While during light conditions casual conversation is not prohibited, it is discouraged. The officer or AB should never find the look outs engaged in conversation looking down, at each other, or anything but the ship's surroundings.

When reporting to the officer of the watch remember to report What, Bearing, and Estimated distance. Always describe as best as possible what you see, when giving a bearing use the point system and in estimating distances remember that on a clear day the horizon is usually about 10 miles distant. In closer distances using boat lengths (180') is a good way to estimate.
Often when the officer acknowledges the report they will give instructions on what to look for with it. The officer may have already seen the contact on radar or the AIS but might not have seen it visually. Don't ever assume that the officer has seen something, always report it. Even if an officer has seen an object they will be expecting the look out to report it. This assures the officer that the look-outs are aware and doing their job.

In the event of needing to report a hazard immediately, walking to the quarter deck might take too long. Shout loudly and use the bell to denote the direction of the object: 1 for port, 2 for starboard and a rapid ring for an object dead ahead.

It is also the duty of the forward look out to keep time with the ships bell. This is an old tradition that keeps the watch aware of time and serves to keep the Mate informed of the look-outs attentiveness. Bells are struck every half hour on each watch beginning thirty minutes after the hour when the watch has begun. An additional bell notes the passage of each hour and half hour until the end of the watch when eight bells are struck and the sequence begins all over again.
If you want to be relieved on time you should ring the bell on time.

**Boat Check**
When relieved from the forward look-out, notify the AB or officer of the watch and proceed to do a boat check as described earlier. The boat check logs are kept in the galley above the crew reefers. Always record the time of the boat check when it is completed, not the time you started the rotation. Log accurately: if it isn't written down, it didn't happen. As soon as you are done report to the officer of the watch, so they know your whereabouts.
The first boat check in the last hour of every watch pumps bilges.

**Standby**
The standby position is most often occupied by the AB. The AB's are responsible for the smooth flow of the watch, directing the deckhands, assisting the mate, and filling in where needed. If there are more than 3 Deckhands or the AB is in rotation, the person in the standby position will make themselves available to the mate for any projects that need completion. This position is often used for navigational practice. If there is nothing to be done at a given moment the standby shall be near the capstan and waiting for instructions.

## All Hands Organization

**General Quarters**
General Quarters is called for any all hands evolution, docking, sail handling, etc.
The call for general quarters will usually be immediately followed by the evolution the crew should prepare for, such as “General Quarters, stand by to come along side” or “General Quarters, make ready to come about”. If there is a series of maneuvers or we simply need hands standing by to handle sail while entering a harbor or fairway, General Quarters will mean to report to your mast and wait for instructions from the Officers or your AB.

**A Watch** is responsible for the fore mast and fore deck under the direction of the Boatswain or AB (the chief mate will often have other responsibility with maneuvering the boat.) When docking A watch will ready and man line #1 (Bow Line), if docking under sail all members of A watch not involved with line #1 will be at sail handling stations as directed. If no sail handling is required, A watch will be furling or cleaning up the deck.

**B Watch** is responsible for the main mast under the direction of the second mate. When docking B watch is responsible for line #2 (aft leading spring line).

**C Watch** is responsible for the mizzen mast under the direction of the third mate. During a sailing maneuver if there is one sail or no sails set on the mizzen mast C watch will assist elsewhere as directed. When docking, C watch will make ready and man line #3 (forward leading spring line) and line # 4 (stern line). Other members of C watch may be called upon to employ roving fenders.

## Orders and Commands

Handling and maneuvering a ship under sail requires standardization and consistency with terminology. The commands and orders we use are to keep from confusion and allow smooth flow during all aspects of operation. The following commands Officers and Abs will be expected to know and use on Bounty. Particular attention should be language and its phrasing.

**Avast** usually called when something is going wrong and everyone involved needs to stop what they are doing
**Belay or Make Fast** to make a line fast (tie it off) to a belaying pin or cleat. Avoid "Make off" as it sounds similar to "Take off"
**Better** faster
**Brace In** to haul the yards closer to square
**Brace Square** to brace the yards so they are perpendicular to the ship
**Brace Up** to haul the yards closer to fore and aft
**Cast Off** to take a line off of the pin or cleat it is belayed on and let go of it completely, allowing it to pay out freely
**Come Up** also interchangeable with "**up behind**" let go of the line that you have been working. This command is given when a group of people are working on one line. It is given by the person belaying the line and it is very important to let go of the line quickly, no matter how counter-intuitive it feels. We prefer to use "come up" as it comes of the tongue quickly and is easily understood
**Ease Away** to pay out a line slowly; hand over hand, usually keeping a turn on the pin in order to quickly stop the line on command
**Handsomely** slowly and steadily
**Haul Away** pull on the line, hand over hand
**Heave Around** A command specifically for the capstan. Also may interchanged with "Walk Around"
**Hold** should not be used for any sail handling commands, it is too often confused with "haul". Hold is most commonly use with mooring lines, hold the line in place. This may mean taking some turns
**Lower Away** To pay out the line in a controlled manner
**Ready** when you are ready on a line it means that the line is in your hands and you are ready to begin either hauling or easing immediately
**Smartly** quickly or rapidly
**Stand By the..... or Hands to.....**
These commands are interchangeable, get as many bodies as necessary to a line, take the coil down, all but the last turn off the pin and report when ready
**Strike** Emergency sail reduction. The first person to the halyard begins lowering immediately, without waiting for such an order or any other lines to be ready. Clews, sheets and bunts are dealt with as more hands become available. It is still important to remember NOT to cast off the sheets before the yard is in its lifts
**Take In** the normal command for reducing sail
**Take up** Take strain on a line and take in slowly. This command applied to gaining small increments under heavy strain, such as in mooring lines or sending up spars.
**Tend** keep a light tension on a line, easing or taking up as necessary
**That's Well** you have either hauled or eased enough. This is an order to belay. It gives an officer a calmer way of giving orders in a routine situation, leaving Avast and Belay for situations where more urgency is needed

## Sail Handling

Whenever there is sail handling or other tasks requiring our full attention, all chatter should cease, so orders can be heard.

Only two people should talk, one on deck and one aloft.

It is great to anticipate what may come next, but only carry out orders once they have been given.

Any time a command for bracing is given the buntlines, leechlines and clew-garnets for the mainsail and foresail need to be cast off so they will not come taut. When the mainsail and foresail are taken in (unless ordered to 'clew home') always leave the gear three feet below the yard so bracing may occur without hazard to the gear.

When setting the mainsail or foresail the first order is to board the tack, at this command all the buntlines and leechlines are let go and the weather clew-garnet is eased while the tack is hauled. After the tack has been made fast the lee clew-garnet may be eased and the sheet hauled aft. This process puts the needed manpower on the tack of the sail getting it well down before the lee side of the sail is set pulling the tack to leeward.

It is important to remember when the command 'standby to rise tacks and sheets' is given that it will need to be executed as stated. The tack needs to come up first in order to de-power the sail. If the sheet comes up first it can cause the sail to flog violently before the tack is up.

## Line Handling

Always handle your lines with care. Keep fingers out from under lines—use your palm to press the line against the rail. When holding a line, leave adequate space between your hands and the pin rail or kevel cleat, so that if the line suddenly comes under strain, you have time and space to react.

When tossing a coil to the deck, take care to remove the bitter end from under the coil so knots can't form accidentally.

We tie three figure eights around the belaying pin, without a locking hitch. Never tie a half hitch on any belaying pin.

# Evolutions

### Tack

Tacking is to bring the bow of the ship up through the wind and put the wind on the opposite side of the ship.

First order- “General Quarters, Stand by to come about”: watches assume their stations and the ship is made ready for stays by trimming sail for good speed.

Second order- “Put down the helm, weather haul the spanker”: the helmsman turns the helm into the wind, and C watch hauls on the spanker preventer to bring it up into the wind acting as an air rudder. Shortly after the ship begins to rotate, the command is given to “Strike the headsails”: A watch let go the halyards and sheets.

Third order- “Rise tacks” is called separately from “rise sheets”. Sometimes they will happen independently on the fore or the main. Leaving the lee side down longer is a good way to help the rotation and still give a little drive when heading up into the wind.

Fourth order “Mainsail Haul” is the command to haul around the main and mizzen yards. This is done a point or so before the bow is actually in the wind. The mizzen will help kick the stern around and the main will fly around easy due to the fact that it is blanketed by the fore all but on the weather edge. The weather edge will push the sail around.

At this point it will become obvious whether the boat will tack or not. If Bounty begins to make stern way (she almost always will) the helm will be shifted to help kick the stern around.

Once it is clear the bow will come through the wind, B and C watch are sent forward to set head sails and pass fore-and-aft sail.

Fifth order “Let go and Haul”: Just before the main and mizzen begin to fill on the new tack the fore yards are hauled around. Once this is completed the tack will have been successful.

The mainsail and foresail will both be reset and the ship trimmed for the new tack.

**Wear**

To Wear ship is to bring the stern through the wind the put the wind on the opposite side of the ship.

There are two ways to wear ship. First, a “parade wear”, which is bracing around slowly by the wind, keeping all the yards together. The second is “wearing short round” or the “power wear”, which is described as follows.

First order “Stand by to wear ship”: watches to their general quarters stations.

Second order “Put the helm up, Take in the spanker”: two turns of helm are put on and the spanker is taken in to start the ships turn down wind. Shortly thereafter the order to “Rise tacks and sheets” is given. This is just to get them out of the way for a few less lines to handle.

Third order “Shiver the main and mizzen, Brace by the wind”: the main and mizzen yards are hauled back to take any pressure off the stern of the ship by throwing all the effort forward.

Fourth order “Fore braces, brace square”: as the ship heads down wind the main and mizzen are no longer driving and the fore loses its effectiveness quickly as it is still braced up. Bracing square the fore keeps the drive on the ship without significantly altering the rotation.

As the stern comes through the wind the main and mizzen are braced up sharp on the opposite tack; as soon as they fill the mizzen will push the stern upwind and the main will start to drive.

Fifth order “Brace up the Fore by the wind”: as the ship comes back up on the wind the fore yards are braced around until trimmed for the new tack.

When on course all sail will be trimmed appropriately.

**Boxhaul**

Boxhauling is another way of bringing the ship onto the opposite tack. It is accomplished by bracing the fore yards aback, sailing the ship backwards, turning her on her heel through sixteen points, until she is stern to the wind, then going ahead and turning up onto the new tack. This maneuver turns the ship in a much tighter space than with tacking or wearing and can be used in harbor or when the ship misses in attempt to tack.

First order “Stand by to Boxhaul, Rise tacks and sheets.” Watches get to their stations and the mainsail and foresail are immediately hauled up. All watches the stand by braces. Depending on space and speed the helm may be put down to head the ship up a little to slow the forward way.

Second order “Let go and Haul.” The fore yards are swung aback, this stalls the ship and simultaneously starts rotation and stern way.

Third order “Shiver the main and mizzen, Brace by the wind.” Once the rotation has started the main and mizzen are shivered to take any pressure off the aft end of the ship, allowing the stern to come up into the wind.

Fourth order “Shift the helm, Fore braces brace square.” Once the stern is up in the wind the main and mizzen (now sharp on the new tack) will begin to drive, most of the drive from the fore mast will be gone and the ship will start to make head way again, the helm is shifted over to help bring the stern around and the fore is braced square to help give forward way.

Fifth order “Brace up the fore by the wind.” As the ship comes back up on the wind the fore yards are braced around until trimmed for the new tack.

When on course all sail will be trimmed appropriately.

**Heave To**

To capitalize on the sailing rules, heave to on a starboard tack if possible.

From a port tack, go about as if tacking, but as the bow passes through the eye of the wind brace only the fore and mizzen around, leaving the main to back. The helm can be fixed to weather.

From a starboard tack, head up into the wind until the fore blankets the main, then brace the main around to back. Then fall off again, maintaining the starboard tack.

## Safety Orientation

1. Weather Deck
- Point out Hazards

I. Hawse pipes on the bow
II. No bulwarks or life lines on the bow
III. Capstan bits and raised grating around the helm as tripping hazards

- Point out safety equipment

I. Fire extinguishers
II. Air horns as emergency signals
III. Life rings
IV. MOB bucket
V. EPIRB
VI. Life rafts
VII. Life jackets and exposure suits

- Make the points on deck safety

I. Don't stand in the bight of a line
II. Don't stand in coils
III. Jack lines will be rigged in heavy weather and they will be clipped in to
IV. If you need to vomit, find a buddy and clip in
V. When coming and going at night, alert mate to your presence on and off deck
VI. Wear your harness whenever you are on deck for watch, work party or in rough weather
VII. No climbing aloft after consuming any amount of alcohol

-

2. Below Decks
- Point out breaker boxes
- Point out entrances and exits for all compartments
- Point out safety equipment

I. Fire extinguishers
II. General alarm and Air horns
III. Life jackets and exposure suits
IV. Spot lights
V. Radios
VI. Flares
VII. First Aid kits

- Make the points about safety

I. Call out for open hatches
II. Climb down ladders appropriately
III. Make sure doors are secured open or closed
IV. No smoking at any time on board
V. No drinking while underway
VI. When witness to potential safety hazards, alert the officer in charge immediately

- Walk through Boat Check

Safety Officer_____Crew Member_____Date_____

Signature_____ Signature_____

## Aloft Checklist

Safety Training for going Aloft

1. **Harness**

- Help crew/trainees into harness
- Make sure crew/trainee understands how to properly adjust harness
- Explain about the lanyard, how the carabineer works and how to clip in
- Must wear appropriate footwear, sneakers or sandals with heel strap

2. **On deck verbal training**

- Three points of contact must be maintained by hands and feet
- Hands and feet on shrouds and ratlines
- Don't have two feet on the same ratline
- Do not step on leaderboard
- Climb on standing rigging not on running rigging (explain)
- Be aware of what you clip into

1. Do not clip into backstays
2. Do not clip into running rigging
3. do clip in to Jack stays, shrouds, back ropes

- Climb on the weather side of the ship when underway and the water side of the ship when dockside
- Make sure all tools brought aloft have lanyards and are secured
- Permission from an Officer is necessary before going aloft
- No climbing aloft after consuming any alcohol
- Use common sense: don't show off

+

3. **Climbing**

- Climb with crew/trainee to top
- Observe how they are doing and offer pointers
- Have them demonstrate clipping in
- Climb to cross-trees if they are comfortable

4. **Yards**

- Explain to center your body over yard and push feet back

1. Spread feet for balance
2. Call laying on and off of the footropes
3. clip into backrope

- Proceed to climb on to yard, observe and offer pointers
- Return to deck

Safety Officer_____ Crew Member _____Date_____

Signature_____ Signature_____Harness_____

# THE SAGA OF THE ORIGINAL HMS BOUNTY

HMS 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 17 of the crew 3618 miles back to civilization. The mutineers took HMS 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.

But these are the bare facts. There is much more to the story than that. 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 1789. The Constitution of the United States of America was ratified. The French Revolution began. 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 HMS 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.

## Background

Life in the Royal Navy was harsh. The majority of crew members of each ship were pressed into service; 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."

A vital statistic in the story of HMS 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. Bligh at the time was twenty-three 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 (as with other officers) 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 HMS 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 HMS Bounty, but he was not appointed to the rank of 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 '9 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 been looking for years for a cheap way to feed their slaves. The Royal Society petitioned King George ill 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 converted for the voyage and renamed HMS 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 parts of the deck were lined with lead sheeting 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 sail maker; John Norton, the quartermaster; David Nelson, the botanist; and William Peckover, the gunner.

Christian applied for the appointment as Master, but John Fryer had been appointed by the Admiralty. Bligh had his friend appointed as Master's Mate in addition to William Elphinstone. The Admiralty also appointed John Huggen 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.

## To Tahiti

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 HMS 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 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 quite 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, continuing east across the Indian Ocean into the Pacific. 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. The 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.

## The Mutiny

When HMS 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 that "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.

## After the Mutiny: Bligh

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 reapportion 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 caned "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 a success 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.

## The Bounty & Mutineers after Bligh

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, 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, HMS 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 dissentions, then murder were 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 and 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.

The island colony was first visited in 1808 by Captain Mayhew Folger 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) are 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 194 of the people were moved to Norfolk Island in the Pacific between Australia, New Zealand, and New Caledonia. In 1858 and 1863 some families returned 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 descendants of the Bounty mutineers and their Tahitian wives still live on Pitcairn Island, with remnants of the original ship, in addition to their descendants on Norfolk Island, and all around the world.

**Bounty Tour—Station Script**

General Thoughts:

This is not really a script that must be memorized and recited. When we have visitors and tours aboard, just be yourself, and enjoy the fact that our visitors enjoy being a part of the Bounty adventure.

Read and study this script in order to answer questions and provide accurate information at each station throughout the ship.

Watch carefully:

Is the line of people getting backed up because you are taking too long? On slow days you can take as long as you wish. On busy days we must keep the visitors moving so all can enjoy the ship

**Cash register:** When payment is required, the following applies: $5.00 regular admission and free for children 5 and under.

**Foot of brow:** Welcome, watch your feet, the ramp rolls back and forth.

No more than 5 people at a time on the ramp. No drinks, no smoking, and no strollers allowed on board. Pets must be carried.

**Top of Brow:** Welcome aboard, show them the direction to go. Check for drinks, smoking, and strollers.

*A clicker to tally the total number of visitors needs to be at one of these two positions.

**Safety is the most important factor for all of our visitors. Do not allow unsafe conditions!**

Welcome aboard the Tall Ship Bounty which was used in the 1962 movie "Mutiny on the Bounty" starring Marlon Brando. The ship is 180' sparred length, 120' on deck and 108' at the waterline. The Bounty was a merchant ship that was purchased to go to Tahiti to collect breadfruit. This ship is 1/3 larger than the original Bounty and is a Hollywood version of what it should have looked like. Although it is a poor representation of the original Bounty, it is a good representation of an 18th century square-rigger.

The main working sails are set square to the ship, not fore and aft, hence the name square-rigged.

**General History**

**Today's Bounty**

The Bounty was built in 1960 in Lunenburg, Nova Scotia, from the keel up by the shipwrights of Smith & Rhuland Shipyard. MGM acquired the original plans by the British Admiralty. Metro-Goldwyn-Mayer studios commissioned the ship to be built at a cost of $750,000 to star in the 1962 film "Mutiny on the Bounty" with Marlon Brando (Fletcher Christian) and Trevor Howard (William Bligh). Work began in February of 1960 and on August 27th of that year a bottle of water flown from Tahiti was used to christen our Bounty. In October the ship set sail to begin primary filming in Tahiti. The ship has since been in many films (including *Yellowbeard*, *Treasure Island, Sponge Bob Square Pants Movie, and Pirates of the Caribbean II and III*), and in TV documentaries and commercials (*Flipper*, *Due South*, and *Viva La Bam* to name a few).

As built the Bounty displaces 500 tons and had 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 yards and decks. 112 tons of screw bolts, 14 tons of bar iron, 2 ½ tons of spikes, 1,200 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 was built to be 120' on deck, 169' overall, and 115 feet off the water. She has 32' beam, a 13' draft, and 13' of freeboard.

Over the years, Bounty has been refit to continue sailing and this has changed her a little bit. In 2002, the hull below the waterline has been replaced with oak. In 2007, the topsides of the hull

were replaced with Douglas fir. The sails have all been replaced and ongoing maintenance continues.

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 the MGM film library was bought by Turner Broadcasting in 1986. Then the ship left Tampa Bay to go to Miami and travel the West Coast, East Coast, and Great Lakes. In 1993, Turner donated the ship to the city of Fall River, Massachusetts, who created the Tall Ship Bounty Foundation. In 2001 the current owner saw her sinking at the dock. At the time she was pumping 32,000 gallons per hour! He purchased and re-fit her to be seaworthy again.

Bounty of the 18th Century In 1787, the Deptford Naval Yard in England was commissioned to re-fit the Bethia, a collier built in 1784 (in Hull, England), for a voyage to Tahiti. Tahiti was the source for the breadfruit plant, which was to be used as a cheap source of food for the slaves on the sugar cane and indigo plantations in the West Indies. The Bounty's voyage was supposed to last 18 months. Joseph Banks, President of the Royal Society, enlisted David Nelson, who was the botanist and gardener at Kew Royal Botanic Garden west of London, and William Bligh to oversee her refitting as a floating garden. This set the stage for the Mutiny on the Bounty.

MOVIES

1. *Mutiny on the Bounty* (Australian, 1916) with George Cross as Bligh, Wilton Power as Christian. No prints exist of this film, which included scenes of King George III and Sir Joseph Banks.

2. *In the Wake of the Bounty* (Australian, 1933) with Mayne Linton as Bligh, Errol Flynn as Christian (his first starring role). MGM bought the rights to this film but never released it in North America to ensure that moviegoers enjoyed their version of the film.

3. *Mutiny on the Bounty* (American, 1935) with Charles Laughton as Bligh and Clark Gable as Christian. (Our helm was actually used in this film).

4. *Mutiny on the Bounty* (American, 1962) With Trevor Howard as Bligh and Marlon Brando as Christian, and starring this Tall Ship Bounty.

5. *The Bounty (*Australian, 1982) With Anthony Hopkins as Bligh and Mel Gibson as Christian. This is arguably the most historically accurate version.

Other Movies featuring this Bounty

1. *Yellowbeard* (UK, 1983) Graham Chapman as Captain Yellowbeard also starring Peter Boyle, Cheech and Chong, Peter Cook, and John Cleese. David Bowie makes an appearance.

2. *Treasure Island* (American, 1990) Christian Bale as Jim Hawkins and Charleston Heston as Long John Silver.

3. *Sponge Bob Square Pants Movie* (American, 2004) Sponge Bob as Sponge Bob.

4. *Pirates of the Caribbean II: Dead Man's Chest* (American, 2006) The trader "Edinburgh"

5. *Pirates of the Caribbean III: At Worlds End* (American, 2006) Background boat

6. *Disney's Oceans* (French, 2010) Filmed beneath the surface of the water.

**Helm**

This is where the ship is steered. It is steered from the stern so the helmsman can keep a weather eye. The helmsman could keep an eye on the whole ship this way. The wheel has the king spoke marked with a turks head, and the drum has a whipping to let the helmsman know where the rudder is. The drum of the wheel has the traditional thirteen wraps of line that lead to blocks and finally to the two-ton rudder aft. There are thirteen spokes on the wheel, the most significant of those being the king spoke, which is scored. If you are handling the helm at night, you will know the rudder is amidships when the whipping on the steering gear is in the center (six lines on either side of it) and the king spoke is upright.

This helm was used in the 1935 movie with Clark Gable. It was then taken off the ship and used in MGM sound stage until the 1962 movie with Marlon Brando. It was used in many nautical movies in those times. Many famous actors have touched this wheel, including Charleton Heston, John Wayne, Johnny Depp, and Christian Bale, and you should also. As it is a famous movie artifact, we are looking for a grant to replace it with a replica.

**The Binnacle**

This is the navigational brain of the ship. There were two compasses, one for each helmsman. The center compartment held the oil lamp that allowed visibility at night. The Bounty as she sails today is equipped as a thoroughly modern sailing vessel with GPS (global positioning system), Single Sideband, VHF radios, radar, and weather fax.

**The Mizzenmast**

This is the only mast without a course. It is 90 feet high with a cro'jack, topsail, topgallant, and royal. Each mast has a fife rail behind which would stand the Pfeiffer, a crewman who would pipe out the commands during rough weather or battle situations. It was easier to hear the shrill call of the bosun's whistle over the din.

During the mutiny, Captain Bligh was held prisoner "abaft the mizzenmast".

**Capstan**

This was the high tech motor used to move heavy loads, stow cargo, move yards aloft etc. By putting in the capstan bars one can multiply the manpower many times. Using this winch a few men can easily lift over a ton. We use it to raise the anchor, bring cargo aboard, raise and lower the mast, and for countless other tasks where more than ordinary force is needed. The capstan bars fit into the pigeonholes and the crew can move great weight simply by walking around the capstan. Today, this is also the meeting place for ship's meetings.

Captain Bligh promoted the first aerobic exercises. He took a blind fiddler with him to exercise the men by dance. The fiddler would sit on the capstan as the men danced. Later this was a small cause in the mutiny as the men thought that exercise was silly. Bligh had sailed with Captain Cook and together they pioneered healthy living. They were the first to implement good hygiene, making the men clean themselves, their living spaces, etc.

**The Main Mast**

This is the largest single piece of timber on board. This is a six ton, 63 foot high British Columbia Fir. At the base, resting on the keelson, the shipwrights of Lunenburg placed silver coins for good luck. An ancient practice, this gave rise to the tradition of "patting the mast" otherwise known as

"knocking on wood". The entire mast, all three sections, is 103 feet from the deck and 115 from the waterline.

**Pin Rail**

The lines, over 175 of them, are laid out with logical sequence. There are two important sayings: Up and aft, and up and out. The higher up on a mast a line is, the farther aft it will be found on a pin rail. Or in the case of the fife rails the higher up the further out the line will be found. There are two reasons for this; a sailor could get off this ship and go to another vessel and know exactly where most, if not all of the lines would be. This knowledge is also very handy in a storm at three o'clock in the morning and sail must be taken in quickly.

The second reason is if you look up you will notice a rake in the mast. If you were to drop a line to the deck from the top of the mast it would naturally land further aft than a line dropped from lower down.

Belaying pins are used to make fast or belay lines. Each line is in a particular spot on the rail. We know which line is which by its location.

**Halyards**

Halyards are used to haul the yard up to set the square sails. For fore-and-aft sails, the name of the line and its function are the same, but there is no yard to be raised.

**Ships Bell**

Time was kept on board ship by the bell. Every half-hour the bell was struck and the half-hour glass turned. Work was performed on ship in four-hour watches, so every four hours at eight bells, a new watch began. For example the mid-watch began at midnight (eight bells), and ended at 4am (eight bells). There is one bell for each half-hour in the watch. Bligh changed the usual four on four off watch schedule to four on eight off because of the overcrowding of the ship.

**The Head rail**

The head of the ship was just that, the toilet. In square-rigged ships, all wind comes from the back of the ship, so it was down wind and when there was a sea, it was self-flushing because of the waves. You would go out on to the head rails and hang yourself over the middle rail to do what you were there for. In England, the commoner's phrase for the bathroom is the "loo", which comes from the word leeward. You know the old saying, "don't spit into the wind", same theory. In foul weather you would use a slop pot below and then throw it overboard with the wind at your back.

**The Figure Head**

The figure at the front of the ship is Bethia. The original Bounty was called Bethia when she was built in 1784. She was a common coastal trader, a collier, which traded coal. Since there were thousands of ships sailing at the time, and many of them looked the same, it was important to illiterate sailors to have a recognizable figurehead. It was believed that a figurehead brought luck to a ship and crew if she were a buxom, scantily clad woman, "to please Neptune". Bethia is very conservatively dressed. Bligh describes her in his journal as a "handsome woman in a riding habit, well carved".

**Head rig**
The long white pole hanging from the bowsprit is known as the martingale. It is a structural piece of the ship that holds the stays for the bowsprit, jib-boom, and spritsails. The little harpoon arrow at the base is called a dolphin-striker which is only an ornament put on by MGM when the ship was built.

**Tonnage Hatch**
This hatch was the portal through which all the ship's cargo, provisions, and supplies were loaded. By using the various block and tackle sets around the ship it was possible to pick cargo off the pier or another vessel and set it all the way into the hold without it ever touching the deck. The tonnage hatch was also how the common sailor would access their living quarters below decks.
The main companionway was a modern day addition, and more compatible to tourists than the traditional rope ladder that would have dropped through the tonnage hatch.

**Below Decks**
One would have gotten below decks on the original Bounty by a rope ladder leading down through the tonnage hatch. All stairways on board the ship are known as ladders.

**Bottom of the ladder:** In general, the forward half of the 'tween decks was the living space for the common seamen onboard the Bounty. When the sailors weren't on watch on the weather deck they could be found here, taking their meals or sleeping. This area of the ship is where the historical inaccuracies of Hollywood's version of the ship start to add up. The gracious stairwell-like ladder that serves as the entrance to the forward portion of the ''tween deck was not on the original Bounty. Common sailors would access this area by means of a rope ladder through the tonnage hatch.

The grated hatch through the deck above is for on and off loading cargo. This wasn't a large problem for the sailors, looking at the rigging one can see that their job involved a lot of climbing of rope ladders, but the current ladder makes this area a lot more accessible to the 20th century tourist. Our current hatch would not have been there at all. The deck was completely flush at that point and was where the longboats were stowed.

Most glaringly inaccurate is the spacious feeling one gets when viewing this area. One must first remember that the area that we see on our ship is one third larger than on the original Bounty. This includes headroom, which was only 5'6". People were smaller back then, average heights was approximately 5'6", but remember that this was the space that 34 sailors called home and strung their hammocks. This was also a merchant ship design; therefore there were no gun decks or gunnery crews to house. On a warship of the same size up to three times as many people would call this area home, living amongst the cannons, often only given 15 inches between neighboring hammocks, strung up three of four high, a claustrophobic experience at best.

A couple of modern day phrases come out of the crew berthing areas on these ships. While in port, the Bos'un would awake the crew to the work day with a call of "out or down". This meant that one either had to get out of their hammock or have it cut down, sending them tumbling painfully to the deck. The escape clause to this practice was by "shaking a leg". If one could produce a female leg from underneath the blanket the sailor was allowed a few more moments of peace.

A phrase with origins in similar circumstances is "son of a gun". This was the equivalent of calling someone a bastard child, having been conceived on the gun deck of a naval vessel; kind of the 18th century version of "your mother swims out to greet troop ships".

**Common Sailor Tools**

The large wooden mallet is called a b**eetle**. It is used in the caulking of the deck and is employed by a man working in conjunction with a fellow seaman who holds a **hawsing iron** and the two of them pound cotton, or oakum, into the seams of the decking in order to make it water tight, and structurally sound fit. There are also smaller mallets with long heads called **caulking mallets** that are used with smaller **caulking irons** if there was a sailor working alone in the same capacity.

Following behind these caulking crews would have been the workers in charge of putting pitch over the pounded in cotton and oakum. Boiling pitch would be poured into tar shoes (the implements that resemble soup ladles) and beads of pitch would be poured over the seams in order to seal them. This was an extremely dangerous task as the pitch was extremely high temperature and any amount of moisture that fell into the pitch would instantly boil, causing a mini explosion of molten pitch. It is often said that the good pitching crews could be recognized by how burned and disfigured they had become over the length of their tenure.

The **holy stone** is the pumice-like rock with the attached handle. This handle is a modern day adaption, but in the age of sail the sailors would scour the deck every morning with these stones. Since the stones did not have handles the scouring would have been done on hands and knees, in a praying like motion; thus the name holy stones. The stone we have is the larger size called a **bible**. A stone half the size was also used and was called a **prayer book**

**Galley**

Adding to the general malaise of the forward portion of the 'tween decks was the galley. Located in the forward portion of the ship to minimize the danger from fire, the galley stove would be burning 24 hours a day in order to prepare the meals for the sailors. Burning wood or coal, this stove would be boiling pots of water for salt pork, sauerkraut (to ward off scurvy), and serving up hard tack. All of this heat would be radiated into the 'tween decks; a nice benefit in the northern latitudes but punishing in the southern climates to which Bounty was destined. The food itself seems merely semi-palatable by modern standards. The greater part of the menu would be dried meats, salted fish and dried vegetables; most of the cook's time was spent boiling the water back into the food. Meat was often rancid and maggot infested. To "purify" the meat, a fish or carcass was placed on the infested meat and the maggots could smell the relatively fresh meat and would crawl from the salt pork to the fish carcass. Ship's biscuits (hard tack) were so hard that sailors would have to soak them in their broth in order to ingest them. There are accounts that sailors losing their buttons would carve new ones out of the hard tack rather than purchase new ones from the purser. Needless to say, the hard tack was infested with weevils.

Since sauerkraut was merely cabbage, it was inexpensive for ship owners, and since it was pickled, it would last nearly indefinitely. Captain James Cook discovered sauerkraut's importance as a prevention of scurvy. By the late 1790's scurvy had been all but eliminated in the Royal Navy due to the use of sauerkraut, citrus fruit, and green vegetables.

Water was kept in a communal scuttlebutt, the precursor to today's office water cooler, where information, or misinformation, was shared as liberally as the water. A sailor was allotted a gallon of water treated with ale and two pints of grog daily. Water was treated with ale to keep from going rancid.

The rum ration in the Royal Navy existed until very recently. In the late 18th century it was dispensed in the form of "grog", a mixture of water and rum. The exact mix was unknown by anyone but the purser, and reported to change when the voyages were longer than expected or

when the purser was lining his own pockets by not purchasing adequate supplies with the apportioned funds. Because water has a tendency to go rancid over time, beer was often the liquid of ships simply because it could be stored for long periods of time (especially the India Pale Ale, brewed for a higher alcohol concentration to survive the journey from the UK to India). Imagine the difficulty of working aloft in a gale after a full ration of beer and grog! As with anything shipboard, a shrewd sailor could barter his day's ration.

Although the food onboard is repulsive by modern standards, many of those who volunteered to serve in the Navy did so because of the food. The sailors' contract (the ship's articles) guaranteed "three squares" a day. At its inception the term "square meal" did not refer to the balanced nutritional content of the food but as to the shape of the plate. Shipboard plates were square in shape because of cheaper production costs as well as stowing more efficiently in square cabinets. Even though the food was often rancid and the work hard and dangerous, the steady supply of food was an attractive incentive to someone who might be starving in the streets of London.

The Bounty as she sails today, is outfitted with a completely modern galley but 200 years ago, this walled off area housed livestock. Bligh mentioned sheep, hogs, and chickens as among the livestock kept aboard.

**The Forecastle (Fo'csle)**

This was the main living area aboard the ship. The Bounty had a complement of forty-six, a dozen more than a ship her size needed. Each man, according to Admiralty rules was allowed 15 inches for hanging a hammock (15 inches between the center of one hammock and the center of the next). Each sailor had a sea chest for his belongings. Since most sailors were illiterate, they would decorate their sea chests with paintings or carvings in order to identify the boxes that usually contained everything the sailor owned.

**Mess Deck**

The tables in the mess area have no legs but instead are hinged from the ceiling planks (inner hull) and are suspended on the inboard side by adjustable lines. This is the first generation of gimbaled technology and is directly the result of sailors trying to prevent themselves from going hungry. These square-riggers were designed to capitalize on trade winds, fairly predictable and steady winds that defined the trade routes of the time. Therefore these ships were able to sail on a single tack (taking the wind over a particular side of the vessel) for days and perhaps weeks at a time. Being on the same tack for a long time would lead to an equally predictable heel, or lateral tilt, to the ship. Because sailors were only given one serving for each meal, and eating off a level surface is much easier than off of a tilted one, the length of the line could be adjusted to compensate for the heel of the ship. They could also be raised out of the way when not in use.

A piece of modern day etiquette came from this dingiest of dining halls. In another attempt to preserve what food they were given, sailors would corral their food inside of their elbows in order to keep it on the table in pitching seas. Eating with ones elbows on the table became taboo at this point because of two reasons:

1.) No one wanted to look like a sailor. They were the lowest of the low class, all uneducated and it was impossible for them to rise above their station.

2.) Two thirds of the Royal Navy was made up of sailors who were "pressed into service". That is, when a ship was short of crew, gangs of sailors would roam the dockside taverns looking for individuals to beat up, render unconscious, imprison back on their ship, then release when the ship was far enough out to sea. The unfortunate individual

was forced to work or face the consequences. The roving bands of thugs specifically looked for people who ate with their elbows on the table because they had obviously been to sea and would make a better addition to their crew than a landlubber. In this case it is good to be considered a lubber, don't eat with your elbows on the table.

Adding to the horrendous living conditions of the common sailor were superstitions of the day. At the time of the Bounty's voyage it was still bad luck to bathe while at sea. With all the hard work, tropical climates, and filthy living conditions, these thirty sailors living in this area would not have bathed on the Bounty' voyages until it made landfall in Africa; some 7 months after it left England.

Also in this area could be found "the manger", the area where all the fresh food was kept. Fresh food on board ship was live pigs, chickens, sheep, etc., as long as animals were still breathing they did not need to be preserved. To add insult to injury, the officers, not the sailors, with whom the livestock lived, ate the meat provided by the live animals.

**The Hold**

The hold a year's worth of provisions and supplies for the long journey. Dried beef and salt fish and pork, kept in barrels and crates, fresh water kept in casks, and extra suit and a half of sails, extra line, extra wood for repairs, fuel for lamps and fires, all were kept in the hold. This was also a fine prison area. A sailor caught stealing or disobeying an order would find himself in chains in the dark bilge below.

**Bos'un Locker**

The Bos'un is the crewmember on board that is in charge of the ship's maintenance. He is a man whose knowledge of the rigging and carpentry is comprehensive. The Bos'un's locker is maintenance central, the ship's equivalent of a garage. In it are all of the supplies and tools that a ship would need to repair itself while underway on a voyage of two years or more. There weren't any hardware stores that they could stop at, so everything they might possibly need was taken along. Extra timbers to fashion new spars, like the one on deck, extra planking for the hull. Ships could be rebuilt from stem to stern with the supplies and equipment in the Bos'un's locker. The tactic in naval battles was to destroy the other ships rigging while leaving its hull intact so that after forcing it to surrender; the victor could then re-rig the ship with the supplies in its own stores and re-commission the ship into service in its own navy.

The Bos'un was also the man on board the ship who was the Captain's right arm for discipline. If a sailor was sentenced to punishment the Bos'un would be the one who would carry out the lashings.

Beyond the Bos'un's locker on the lower decks are the areas that would have been used for cargo storage and keeping prisoners in irons while they awaited their mentioned discipline. Ironically, the area where the prisoners were kept is where the majority of today's crew now berths.

Aft on the 'tween deck there is an obvious change in décor. One can correctly surmise that this was the end of the life of a common sailor and the beginning of the life of officers. On the original Bounty there was a solid bulkhead (wall in lubber's talk) with no way to pass between. If one desired to go from the forward section of the 'tween decks to the aft section, they would have to climb out of the tonnage hatch, walk aft past the helm, and go down through the aft companionway. This wasn't done however because sailors were not allowed back there, and if caught were flogged. This is the path the mutineers would have taken the early morning that they awoke Captain Bligh and mutinied.

**Officer's cabins**

In the aft portion of the 'tween decks we have the quarters of officers and "idlers", those individuals who did not stand a watch or deal with the navigation of the ship but were vital to its mission. Such individuals were the surgeon, clerk, and on the Bounty, the botanist. This area of the ship was also called the cockpit. These cabins were somewhat smaller, housed multiple occupants (except the Captain's quarters) and everyone slept in hammocks simply because they allow you to sway in the high seas. The flat racks that you see now are preferred by our guests who sail with us between ports.

Venturing back here without orders was a punishable offence.

**Arms Chest**

Vital in the history of the Bounty. Since the mutineers were outnumbered by loyal crew the mutiny would not have been successful and perhaps never would have happened, if there would not have been access to the arms chest and munitions, muskets, and cutlasses within. The key was held by Charles Churchill, the master at arms. On most ships, there was a complement of marines that would quell mutineers; on the Bounty, Churchill took part in the mutiny. There were no marines.

**Great Cabin**

In the Royal Navy in the eighteenth century, when a captain received his command, the great cabin became empty and it was up to him to furnish it any way that he wished. If it was a small vessel (like Bounty), it was likely his first command, and the captain might have only modest means to furnish the great cabin. It served as the captain's office where he ran the day-to-day business of the vessel, the officers' mess, where the captain would meet and share meals with the officers, midshipmen, and others. On some smaller ships of her time, this would have been the Captain's quarters. Since the simple mission of the Bounty was to collect breadfruit, Bligh gave up his great cabin and allowed its conversion to a "garden"

The main cabin of the original Bounty was taken over for the transportation of the breadfruit plants. The deck was lined with metal sheeting and a trough to collect water for tending to the plants. The plants were kept on racks in the great cabin.

**Other Notes**

These are the ships that discovered the world. The great age of discovery was done in this type of vessel. These ships are comparable to the space shuttles of today. They were also like the tractor-trailers of today supplying goods throughout the world. The trade wind blew steadily and the big square sails took advantage of them.

Contrary to popular belief, sailors were well looked after. By today's standards we think they were grossly mistreated. The Admiralty required logs to be kept so we have good records of both the good and bad. We forget what life was like on shore. Men onboard ship ate hard tack; men on shore were starving to death. Men on a ship were not exposed to the disease. Many times we hear how men were not allowed to go ashore when in port. We are told that it was so they would not desert, while this may be true we also forget how many people were dying of the plague on land.

**Battle Strategies**

The object of battle was not to sink the enemy ship but to disable it. If you sunk the other ship you would not have a prize to take home. The other vessel was worth prize money, a ship that you could add to your fleet.

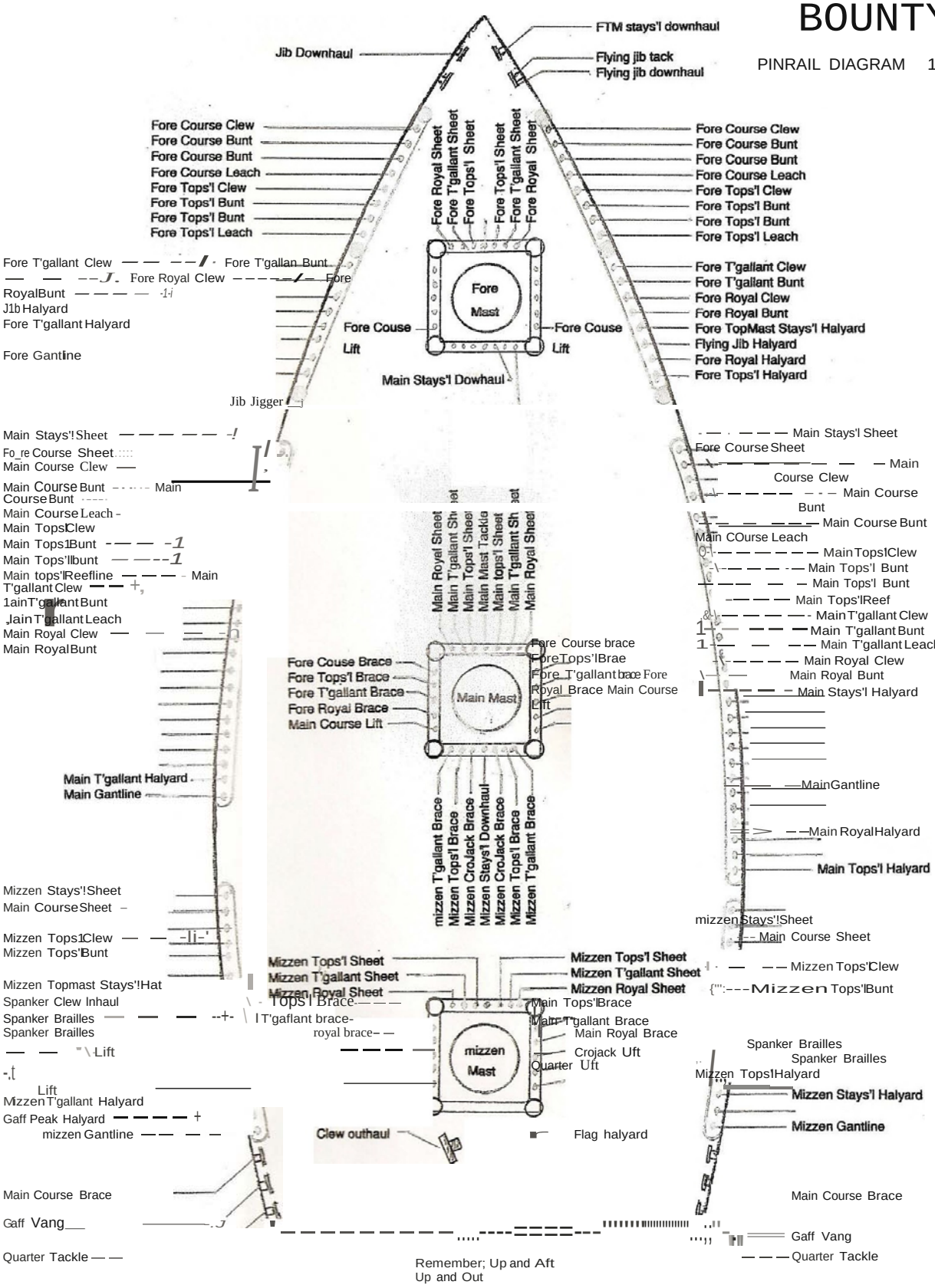
The object of battle was to shoot out the sails, the yards, and the masts, etc. thereby crippling your opponent. The ship that could replace rigging the fastest many times determined the winner of a battle. The British when in port would bring the t'gallant, royal mast, the highest one up, to the deck every night and put them back up in the morning, the way we do the flag. There are reports that a crack team in the heat of battle could remove, and replace a topsail and yard in nine minutes. That is the second spar up.

**Maritime Justice Was Harsh Indeed**

Usually punishments were meted out by means of a **cat of nine tails**, a whip with nine strands off the end. A sentenced man would commissioned to make his own cat, but would be required to manufacture it with more than nine tails so that the nine best could be selected by the Bos'un, the rest cut off. There are accounts of sentences of up to 1000 lashings with a cat of nine tails, most certainly a death sentence. Reports say that the man was unconscious by 100 and definitely dead by the 500th. Hollywood's account of the Bounty is inaccurate in the amount of martial discipline that actually took place. The only flogging that occurred was to a Matthew Quintel who refused to participate in the daily exercise regimen, dancing, because there were no women around. He received 12 lashings for insubordinations. All keel hauling, as were depicted in the movies, was prohibited in the English Navy some 60 years prior to the Bounty's voyage. Additionally, Bligh was more lenient a disciplinarian than the average English naval officer. He had worked his way up through the ranks from ordinary seaman and by his own virtue had become an officer. His method of discipline was verbal, which he was apparently amazingly apt.

# BOUNTY

PINRAIL DIAGRAM 11/12/08



## Bounty Statistics

| | HMS BOUNTY | HMAV BOUNTY |
|---|---|---|
| **Built** | 1960-1961 at Smith & Rhuland Shipyard in Lunenberg, Nova Scotia Christened 8/28/1961 | Commissioned as HMAV Bounty in 1787 in Deptford Yard, as Bethia in Hull, England 1784 |
| **Gross Tonnage** | 412 Registered Gross Tons (500 Displaced tonnage) | 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 3-pounder Carriage cannons, | Four 4-pounders and 10 swivels |
| **Decks** | Three | Three |
| **Anchors** | Two, 1300lbs, 2200 lbs. | 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 |