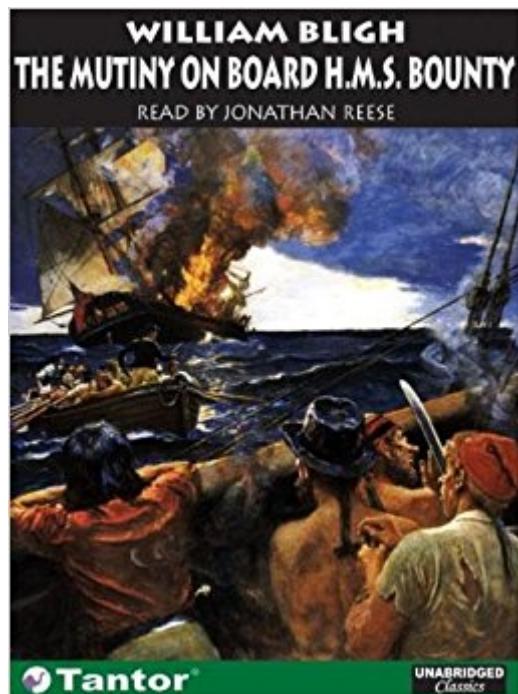


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The Mutiny On Board H.M.S. Bounty



Synopsis

Works of fiction, among them the Charles Laughton film Mutiny on the Bounty, paint William Bligh, commander of the HMAV Bounty, as an ogre. Most paint Fletcher Christian, leader of the 1789 mutiny, as an honorable junior officer whose rebellion was justified. What's the real story? In a personal but objective narrative based on the Bounty's log, Bligh himself tells of the stormy voyage to Tahiti, his crew's insatiable attachment to the island paradise, and the incredible 3,600-mile journey to safety after the mutineers cast him and eighteen loyal crew membersadrift in a small, open boat with few supplies. Bligh's detractors say that this narrative has many distortions and omissions; others judge it to be a remarkably dispassionate record. You decide.

Book Information

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Customer Reviews

William Bligh (1754-1817) was a British naval officer and colonial governor who is best remembered for the mutiny on the H.M.S. Bounty. Jonathan Reese (d. 1999) was a founding member of Berkeley's Straw Hat review and narrator of The Executioner's Song by Norman Mailer and Travels in Alaska by John Muir.

While some of the reading is a tad tedious, the experience is amazing. Much like reading Meep Gieze as an adult after reading Anne Frank as a child, reading of the voyage of the Bounty as told by Captain Bligh is quite something. I'd keep a globe handy if possible. Captain Bligh reports latitude and longitude frequently enough so that it would be frustrating to not be able to spin the globe and see just where his reporting is coming from. The frequently reported lat and long underscore the

importance of the the time piece, and the importance of knowing just how fast or slow the time piece was running. Keep in mind that after attempting to go by way of Cape Horn, below South America, they had to change plans, and got authorization to go the other way! Around the Cap eof Good Hope, the southern tip of Africa. A globe is really what you'll want next to you as you read this amazing yarn. Oh, by the way, it is true. As a proponent of "context sensitive reading," I'll save some of the book (I have it on Kindle and softcover) and finish it, the softcover, while sailing on a 90' schooner sailing out of Key West. I'll read some Hemingway while sitting on a bench at his Key West house, hoping a six toed cat will join me. I was surprised that the Bounty was re-commissioned specifically for picking up bread fruit trees in one place and carrying them and then planting them in another. Their goal was to attempt to aid in proliferating this most useful tree. It was found in a limited area in the South Pacific with no obvious reason to expect it to struggle in any similar climate. Aided by Captain Cook's route and notes from just a few years earlier, the Bounty in spite of mutinous winds, completed its voyage to some tiny specks of sand in the middle of a rather large ocean. The Bounty a re-fitted was only 90 feet deck length (not waterline) and 24' beam. So it was NOT very long, I'm guessing 75' or not much more water-line length, and a 24' beam on that ship would have been REALLY wide. I'm guessing a "normal" bream might be 18' or so. More beam to me means more stability, a flatter ride, less draft (how much water it needs to not run aground). It also means LOTS of room for the bread fruit trees. What I know is coming, and what is truly amazing, is that after being put to sea with others in the ship's boat, Capt. Bligh first sailed about 30 nautical miles to land. One of the crew was killed by rifle fire from shore. Captain Bligh then sailed 3500 nautical miles to safety without losing one additional crew member.

I expected to learn more about the mutiny - it was barely mentioned. Very boring book of longitudes and latitudes every day. Obviously a ship's log. Not at all interesting to me.

This is a third to fourth reading level of the original. It gets the children reading and thinking while keeping the story line on a level they could follow. I used to believe that that classics should be read only when old enough to understand them. However, I prefer that my children read these classics rather than some of the garbage that is out there today. It turns out that my children are really enjoying the book and we've had some nice discussions afterwards!

You have to love the classics!

Perfect to read before you visit beautiful Norfolk Island. One side of the amazing saga. Read Fletcher Christian's view also.

Too much sea-going navigational information. Very tiresome reading except for traveling in a small boat on an open sea. I do not recommend. Wasted money.

I thought the introduction by Pete Goss was poor and added nothing of interest to the original work.

i bought this classic in anticipation of my great grandson's moving to an improved reading level. while it will be o long time before he attains this level, for me, time is the driving factor, and this classic is a great early investment.

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