



Ahoy Shipmate RNA Torbay Newsletter

Volume 2

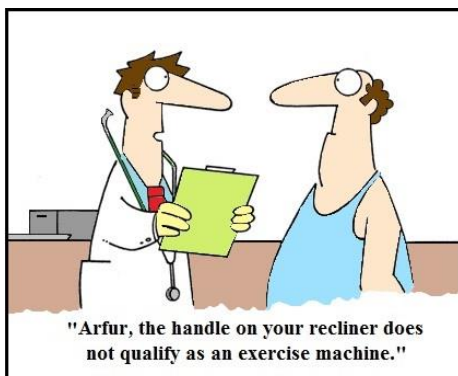
Issue 2

March 2013

In this issue

Editorial.....	1
Chairman's Corner	2
Social Scene	2
Shovewood Part I.....	3-4
Laughter Best Medicine	4
Sex Education in 1960's	5
At 85 years of age.....	5
American Civil War	6-7
Screw Smith.....	7
HMS Ganges VC Winner	8
Meet our new Patron.....	8
Cooks to the Galley	9
HMS Bounty Part 1	10

In addition to Editor & Webmaster, I have taken on the responsibility of Branch Welfare Officer and all information received will be kept strictly confidential, apart from sharing with other Shipmates any medical problems you or a family member may be experiencing.



Editorial

By Shipmate Norrie Millen



What a fantastic turn out and all shipmates dressed in No.1's to welcome aboard our new Patron – Captain Wreford-Brown DSO RN (Retd) aboard. A great evening thoroughly enjoyed by all and our new Patron even managed to win a bottle of wine. He was totalled baffled by our “Play your cards right” though.

Microsoft have a “Spell Checker” and a “Grammar Checker”, sadly they don't have an “Idiot Checker” which I could do with. For those of you that have been involved with writing in any form, you will know and appreciate it is literally impossible to proof one's own work. There were a few glaring errors in the last edition which was discretely pointed out to me. I future I will have another pair of eyes proof read my work. One of them was the header of inner pages which I had inadvertently typed **Issue 2** when in fact it was **Issue 1**.

The winter blues certainly took its toll in our abode. I went down with a pretty bad viral chest infection in December and just about got over it in time for my trip to Scotland. January saw my wife taking a lot of dizzy spells as a very severe viral chest infection manifested. She was so poorly, she was bed bound and I had to have doctors make house calls as she was too ill to visit surgery. Severe dehydration and low blood pressure saw the district nurse taking all sorts of blood tests, resulting in later that day a phone call from the local GP informing us that an ambulance was on the way to take us to Torbay hospital as Angela's kidneys were on point of failing!

Naturally all the running backwards and forward and doing all the normal house type things saw me run down again and I once again got the chest infection. I had to take so many pills; steroids and antibiotics, in addition to all the blood pressure, DVT, Cholesterol, and Hiatus Hernia pills that I felt I was rattling!

Good job I am an ex matelot and can dhobi, iron, sew, clean and cook and can generally look after myself and run the household chores whilst my wife was in the hospital.

Chairman's Corner

By Shipmate John Soanes

Hi! Shipmates,



At the last Branch meeting we discussed a few ideas about how the Branch could raise a few pounds to enhance our slightly diminishing funds. I think the idea from S/M Norrie Millen whereby members could bring to future meetings any no longer required items such as books, bric a brac memorabilia etc. which could be stored in one of our large boxes and offered for sale to members at bargain prices. 'One man's trash is another man's treasure'!

S/M Mark (Harry) Harris has also very kindly offered to arrange to attend one of Torbay's Boot Sales in the summer, date and venue yet to be decided. In the meantime, perhaps we can all start searching lofts, garages and the like for items to be included, think of it as a spring clear-out which could help your Branch!

Harry has offered the use of his van to collect items nearer the event; however it will help considerably, if members would give this future sale some thought and let Harry know if they could assist him in any way.

Our thanks to S/M Norrie Millen for volunteering to take over the role of Branch Welfare officer, hopefully his help will not be needed too often, but it is always satisfying to know that someone is there if required.

Our thanks again, to S/M Harry Harris for agreeing to parade our Branch Standard on occasions when Mike Neville is unable to attend. It

was commented by many as to how smart and well-drilled he appeared in November 2012 on Remembrance Sunday.

As we do not normally hold a meeting in December, it has been suggested that we arrange to hold a social evening here in the RAFA Club. Ideas are currently being developed.

John Soanes

A handwritten signature in dark ink, appearing to be 'John Soanes', written over a dashed line.

Social Scene

Royal Marines Fish & Chip Evening
at the Kingsteignton RBL
Wednesday 24th April 2013.

Postponed

Torbay Quiz night -(t.b.c.)
25th April 2013.

Armed Forces Day - Torbay
22nd June 2013

Branch Car Boot Sale
Day and Venue TBD

Open Day at B.R.N.C,
date unknown in July 2013.

Torbay Quiz Night (t.b.c.)
29th August 2013.

Battle of Trafalgar.
Saturday

October 19th 2013

Festive Lunch at the Redcliffe Hotel
Sunday 26th January 2014.

SHOVEWOOD

*From "Roll on My Twelve" by David Bolster
Adapted by Norrie Millen*



Part I

Once upon a time the 5,700 ton cruiser **Mombresia**, having commissioned at Devonport and 'worked up,' was sent out to join the 33rd Cruiser Squadron at

Malta. The Rear Admiral was delighted with his new ship. She was the very latest thing out of a British shipyard this was at the peace-time rate of building and had all the latest gadgets. Accordingly he lost little time in coming over to inspect her.

Now as ill-luck would have it, the very day before the inspection, one of the fine old crusted Jack Dusty's was "took bad," so seriously that he had to be sent ashore. Before they swung him over the side on his stretcher, he had a parting word with his temporary successor, a mere two badge Jack Dusty, with only ten years in. The anguish on his face was not wholly due to gastric troubles.

"Now see' ere," he threatened, "For Chrissake don't make a muck-up. If you lets me down, I'll fill you in good an' propper, when I gets back, see?"

"Ah stow it, Knobby," said his Winger, "we got everything on the top line ain't we? Can't nothink go wrong, so quit natterin' an' go an 'ave a week wiv the luscious nurses."

Nobby still wasn't happy: he went over the side muttering about "careless, ignorant OD's ain't been in the Navy 'alf a dog-watch."

It seemed though that he had no cause for uneasiness. The store next morning was

a model of order and cleanliness. The shelves and pigeonholes were in apple pie order, all the tallies were polished. The fair copy of the stores list, laboriously written out by the absent Nobby, lay open in the center of the desk, besides which, in his Number Ones, stood Nobby's relief, with the moisture breaking out on the palms of his hands

To him there appeared, in order, the following: one boy bugler; the Master-at-Arms bearing a lantern; the Rear-Admiral; the Captain; the Commander; the First Lieutenant; the Supply Officer; Commander (E); the Gunnery Officer; the Torpedo Officer; the Flag Lieutenant; the Surgeon Lieutenant Commander; two nervous Midshipmen - the Captain's and Commander's doggies; one Regulating Petty Officer; one Marine messenger and a Signal rating with a pad and pencil.

The Admiral was affable, looked briskly around the store, blinked, said it was very well kept, asked the rigid storekeeper how long he'd been in the Navy, where he'd served before, and whether he was married.

He nodded at the answers, rubbed his nose with one finger and took a look at the stores list spread open on the desk.

"Ah," he said, "I see you've got a shovewood." The Captain had been looking I over the' Admiral's shoulder- this gave him the presence of mind to answer at

Yessir, we have."

"Splendid," nodded the Admiral, "I'd like to see it."

Here all eyes turned to the storekeeper, who was an oak struck by lightning, erect as ever, but with his heart blasted.

His lips moved soundlessly and the chill in his nerves paralyzed time in flight Come on my man," snapped the Admiral, "have you got the shovewood or not?"

But the horror stayed on with our storekeeper and he uttered no word. What was a shovewood? He'd only been ten years in the Navy, but all the same he thought he knew every store article in the service. There couldn't be a thing called a



shovewood.

"Man's an ass!" barked the Admiral turning on his heel. Show me your shovewood before I leave the ship.

Aye, aye Sir," said the Captain fixing two red-hot eyes on the storekeeper as he left in the Admiral's wake.

And each officer, as he wheeled to go out, cast murderous looks on the stricken man, for he 'Had Let the Ship Down.'

The stately caravan swept on, the Captain saying sternly to the Commander; "See about the shovewood." The Commander murmuring "Aye, aye Sir," and passing the order over his shoulder to the Supply Officer, and the Supply Officer passing it onand so onand so on.

But before the avalanche descended on that store, the two badge locum tenens had time to fling himself at the book and stare. There was the entry, no doubt at all:

Part II concludes next issue

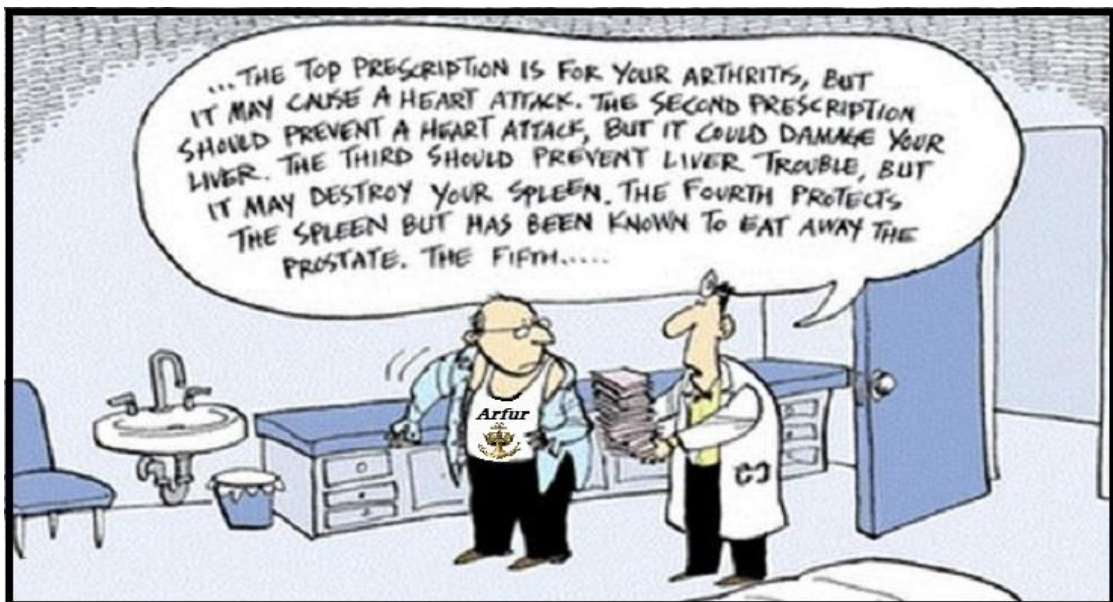


LAUGHTER IS THE BEST MEDICINE

- The patient refused an autopsy
- The patient has no previous history of suicides.
- Patient has left white blood cells at another hospital.
- She has no rigors or shaking chills, but her husband states she was very hot in bed last night.
- Patient has chest pain if she lies on

her left side for over a year.

- On the second day the knee was better, and on the third day it disappeared.
- The patient is tearful and crying constantly. She also appears to be depressed
- The patient has been depressed since she began seeing me in 1993.
- Discharge status: Alive but without permission.'
- Healthy appearing decrepit 69-year old male, mentally alert but forgetful.
- Patient had waffles for breakfast and anorexia for lunch.
- She is numb from her toes down.
- While in ER, she was examined, X-rated and sent home
- The skin was moist and dry.
- Occasional, constant infrequent headaches.
- Patient was alert and unresponsive.
- Rectal examination revealed a normal size thyroid.
- She stated that she had been constipated for most of her life, until she got a divorce.
- I saw your patient today, who is still under our care for physical therapy.
- Both breasts are equal and reactive to light and accommodation.
- Examination of genitalia reveals that he is circus sized.
- The lab test indicated abnormal lower function.
- Skin: somewhat pale but present.
- The pelvic exam will be done later on the floor.
- Patient has two teenage children, but no other abnormalities.



Sex Education 1960's

This is an actual extract from a sex education school textbook for girls, printed in the early 60's In the UK and explains why the world was much happier and peaceful then...!



"When retiring to the bedroom, prepare yourself for bed as promptly as possible. Whilst feminine hygiene is of the utmost importance your tired husband does not want to queue for the bathroom, as he would have to do

for his train. But remember to look your best when going to bed. Try to achieve *a look* that is welcoming without being obvious.

If you need to apply face-cream or hair-rollers wait until he is asleep as this can be shocking to a man last thing at night. When it comes to the possibility of intimate relations with your husband it is important to remember your marriage vows and in particular your commitment to obey him

If he feels that he needs to sleep immediately then so be it. In all things be led by your husband's wishes, do not pressure him in any way to stimulate intimacy Should your husband suggest congress then agree humbly all he while being mindful that a man's satisfaction is more *important* than a woman's When he reaches his moment of fulfilment a small moan from yourself is encouraging to him and quite sufficient to indicate any enjoyment that you may have had.

Should your husband suggest any of the more unusual practices be obedient and uncomplaining but register any reluctance by remaining silent. It is likely that your husband will then fall promptly asleep; so adjust your clothing, freshen up and apply your night-time face and hair care products.

You may then set the alarm so that you can arise shortly before him in the morning. This will enable you to have his morning cup of tea ready when he awakes.

At 85 years of age, Roger married Jenny, a lovely 25 year old. Since her new husband is so old, Jenny decides that after their wedding she and Roger should have separate bedrooms because she is concerned that her new but aged husband may overexert himself if they spend their entire night together.

After the wedding festivities Jenny prepares herself for bed and the expected knock on the door.

Sure enough the knock comes, the door opens and there is Roger ready for action. They unite as one. All goes well, Roger takes leave of his bride and she prepares to go to sleep.

After a few minutes, Jenny hears another knock on her bedroom door and it's Roger. Again he is ready for more action. Somewhat surprised Jenny consents for more coupling. When the newlyweds are done, Roger kisses his bride, bids her good night and leaves.

She is set to go to sleep again, but, you guessed it, Roger is back again rapping on the door and is as fresh as a 20 year old, ready for more action. Once more they enjoy each other.

But as Roger get set to leave again, his young bride says to him I am thoroughly impressed that at your age you can perform so well and so often. I have been with guys less than a third of your age who were only good once. You are truly a great lover Roger.

Roger, somewhat embarrassed turns to Jenny and says, 'You mean I was here already?

Liverpool and the American Civil War

Terry Whittam recently submitted detailed information related to the construction and supply of warships to the Confederate States of America during the Civil War 1861-1865. This article from the Merseyside Maritime Museum encapsulates this little known piece of Liverpool's history

Submitted by Arthur Coulton

Liverpool, the Wirral, Lancashire and most of the surrounding area, had strong political, emotional and financial connections and sympathies with the Confederate States of America during the American Civil War (1861-1865). Indeed, so strong were these connections that it has been quoted that at one time "more Confederate flags fluttered above Liverpool than over Richmond" (the Confederate capital in Virginia). One of the main reasons for the link was economical, based on the importance of cotton, upon which both the Southern States and the Lancashire mills depended. However, the ties were much deeper and emotional than purely economical ones, and the history of this relationship is still able to raise controversy and argument even today. The outbreak of hostilities in 1861 found the Southern States in the worst position with the North having more manufacturing, arms production and industrial power. The South, because of its lack of resources, was forced to look to Europe. The already strong links from the cotton trade made Liverpool the obvious choice for organising supplies and aid for the Confederacy. It was also important to keep open the supply line for cotton upon which the South and the Lancashire cotton mills depended. A fleet of Confederate blockade-runners and naval cruisers were built on

Mersey-side to keep this vital supply line open.

James Dunwoody Bulloch, a Confederate naval officer, arrived in Liverpool on 4 June 1861 with orders to buy or have constructed 6 steam vessels suitable for use as commerce destroyers against the Union, to be delivered, unarmed, under the British flag at any Southern port. In addition, he was to purchase and blockade run arms for the cruisers. He was assisted by Fraser, Trenholm and Co, foreign bankers to the Confederacy.

His first contract was with Fawcett & Preston Engineers and WC Miller and Son, Ship Builders, to build a steam sloop, CSS Florida, which was delivered in 1861. The second contract was signed in July 1861 with Laird Brothers, for number 290 (known as Enrico). On 29 July 1862, Enrico sailed to Anglesey for trials with various dignitaries on board, and after putting them off by a tug, quietly sailed off for the Azores to take on armaments and ammunition from the Agrippina, and to begin life as the CSS Alabama. Alabama had mostly British and mainly Liverpool crew on board, as when she had left Liverpool under secrecy, after being given the choice, most of her 30 or so Liverpool crew signed on for the Confederate Navy. A certificate of competency of George Freemantle, Quartermaster in the Museum archives collection. (DX/1841)

Captain Raphael Semmes took command of the Alabama
Ahoy Shipmate Torbay Page - 6

on the 13 August, and from that time until June 1864, she captured and burned 55 Union merchantmen worth \$4,500,000 and bonded ten others to the value of \$562,000. On the 19 August, the Alabama met the USS Kearsage off Cherbourg, France, and after a spectacular battle matched by thousands on the French coast, the Alabama was sunk. Fortunately the steam yacht Deerhound also built at Laird's and owned by Englishman John Lancaster, saved a number of crew, including Captain Semmes and a number of officers, who were given a hero's welcome at Southampton.

The Alabama is known to have been photographed only twice in her brief career, once when at Singapore (a profile distant view) and once in Table Bay, off Cape Town on 12th August 1863 when a photographer was allowed on board. Cape Town photographer Arthur Green took a series of photographs of Captain Semmes, First Lieutenant John Kell and several of the crew on deck, and seven of the surviving images are held at Cape Town Archives, US Naval Historical Centre, George Eastman N York or in private collection. The Merseyside Maritime Museum acquired three of these photographs in 2005.

James Dunwoody Bulloch ordered several more ships from Laird's including the "Laird's Rams" (Nos. 294 & 295) which were impounded by the Government and later sold

to the Royal Navy. The rams took their name from the iron piercer, which protruded six to seven feet from the prow and was used for striking opposing vessels below the waterline.

After the end of the war, Bulloch remained in Liverpool, and died in 1901. He is buried in Smithdown Road Cemetery,

Toxteth. In 1873, the United States Government's demand that the British Government should pay compensation for the damage caused by the Confederate ships was settled. Known as the "Alabama Claim"; because she had caused the most damage, and together with the Florida and Shenandoah, had accounted for

half of the total number of Union vessels captured. It resulted in the British Government paying £3,000,000 compensation for allowing the Confederate Government to purchase the ships in England and allowing them to use British ports



One for the Stokers

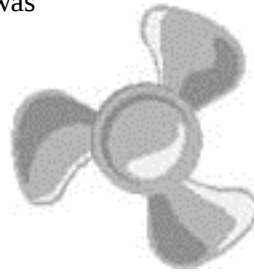
From Terry Breverton's "Nautical Curiosities"

"Screw Smith" 1808-74 The Inventor of the Screw Marine Propeller

Before the end of the 18th century several patents were taken out for screw propellers, but nothing practical was done until Francis Pettit Smith to experiment. 'Screw Smith,' a farmer who grazed sheep on Romney Marshes in Kent. His first model was made in 1834, when Smith was 26 years old. The screw in his boat was worked by a powerful spring.

Two years later he took out a patent for propelling vessels by means of a screw revolving beneath the water at the stern, and later that year a small steam vessel of 10 tons with an engine of 6 hp was built to test the invention. The vessel was tried on the Thames, and ran well but slowly. As she sailed up the river the wooden screw struck some floating timber and broke in half, but the boat was propelled forward more rapidly than before

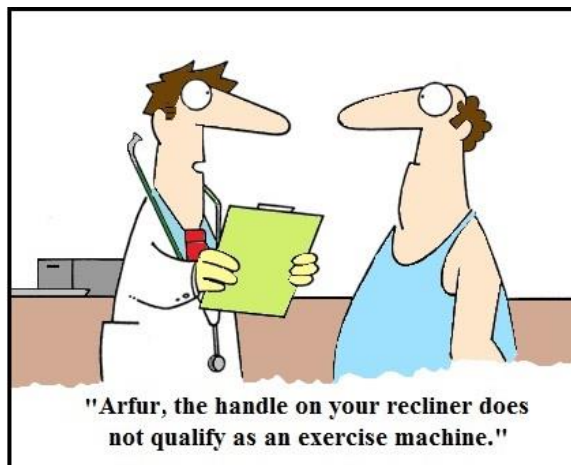
The screw had been in two turns. Smith therefore fitted a new screw with only one turn, with which vessel worked much better, and the



modern screw propeller, with which all ships are fitted, is of this one-turn shape. In 1839 he produced the Archimedes, a wooden vessel of 237 tons fitted with his patent screw. Her builders said she would not do more than 5 knots (6 mph/9 kph), but her speed was no less than 9.5 knots (11 mph/17.5 kph). In 1840 she made a tour of all the major ports of Great Britain.

After seeing and examining the Archimedes, the great engineer Brunel redesigned his ship Great Britain and fitted her with a screw. The Great Britain, built in 1843, was 274 feet (83.5 m) in length, and much the largest steamer which had been launched up to that date.

The first British warship to be fitted with a screw was the Rattler, of 888 tons. Trialled against the Alecto, a paddle ship of similar power, the Rattler easily won. Smith's invention was successful, but by 1856, when his patent expired, he had exhausted all his money by developing and testing it. However, the Institute of Civil Engineers subscribed £2000 as a testimonial, Queen Victoria gave him a Civil List pension of £200 a year and he was made Curator of the Patent Museum at South Kensington. In 1871, three years before he died, he was knighted

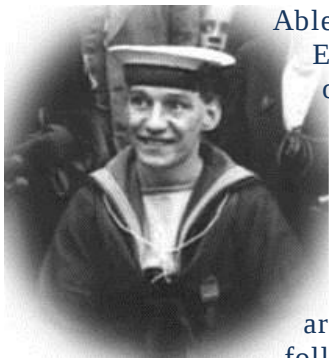


RECRUIT A SHIPMATE

Bring in a **Body** / Buddy

H.M.S. GANGES – VC Winners

Of all the thousands of boys and men that trained in the shore establishment HMS Ganges from 1905 until 1976, only two are believed to have been awarded the Victoria Cross.



Able Seaman Albert I Edward McKenzie of HMS Vindictive, was awarded the Victoria Cross, the highest award for gallantry in the British and Commonwealth armed forces, following the famous

raid on Zeebrugge in 1918

.He was chosen by his shipmates to be awarded the VC and it was presented to him by King George V at Buckingham Palace during the summer of 1918.

He had almost fully recovered from his wounds when he caught flu in the epidemic which swept across Europe at the end of the Great War. He died at Chatham Naval Hospital in October 1918 aged nineteen.

Leading Seaman James Magennis was the only boy trained at HMS Ganges to be awarded the highest British medal for valour in WWII. Boy Seaman Magennis of Belfast, Northern Ireland joined HMS Ganges in June 1935 and on completion of training served in HM Ships Royal Sovereign, Dauntless, Enterprise, Hermes and Kandahar. Before being drafted for wartime service in HM Submarines in volunteering for special duties in midget submarines.



His medal citation read: "The King has been graciously pleased to approve the award of the Victoria Cross for valour to Temporary Acting Leading Seaman James Joseph Magennis, D/KX144907. Leading Seaman Magennis served as diver in His Majesty's Midget Submarine XE3 for her attack on 31 July 1945 on a Japanese cruiser of the Atago class.

Owing to the fact that XE3 was tightly jammed under the target the diver's hatch could

not be fully opened, and Magennis had to squeeze himself through the narrow space available.

He experienced great difficulty in placing the limpets on the bottom of the cruiser owing both to the foul state of the cruisers bottom and to the prominent slope upon which the limpets would not hold. Before a limpet could be placed therefore Magennis had thoroughly to scrape the area clean of barnacles, and in order to secure the limpets he had to tie them in pairs by a line passing under the cruisers keel.



This was very tiring work for a diver, and he was moreover handicapped by a steady leakage of oxygen which was ascending in bubbles to the surface.

A lesser man would have been content to place a few limpets and then to return to the craft. Magennis, however, persisted until he had placed his full outfit before returning to the craft in an exhausted condition

Shortly after withdrawing Lt. Fraser (Skipper of XE3) endeavoured to jettison his limpet carriers, but one of these would not release itself and fall clear of the craft.

Despite his exhaustion, his oxygen leak and the fact that there was every probability of his being sighted, Magennis at once volunteered to leave the craft and free the carrier rather than allow a less experienced diver to undertake the job. After seven minutes of nerve racking work he succeeded in releasing the mine carrier. Magennis displayed very great courage and devotion to duty and complete disregard for his own safety.

Get it off your chest Lads....

Before it's too late...

A Husband lies dying, with his wife by his bedside. He says in a weak voice, "There's something I must confess."

"Shhh". said the wife, "There's nothing to confess. Everything's all right."

"No" the husband replied "I must die in peace. I had sex with your sister, your best friend, her best friend and your best friend's mom!"

"I know," she whispered "That's why I poisoned you, now close your eyes."



Cooks to the Galley

Perfect Scones

Ingredients:

- 50g /1½ oz. butter
- 225g /8 oz. all-purpose flour
- 3 tsp. baking powder
- ½ tsp. salt
- 30g /1 oz. caster / fine sugar
- 50g /¼ cup sultanas or chopped dates
- 150 ml /¼ pint milk
- 1 egg beaten with a little milk

Preparation:

- Heat the oven to 400F/205C/Gas 6
- Generously grease a baking sheet with butter then sprinkle with flour.
- Sieve the flour into a roomy baking bowl; add the cubed butter, the baking powder and salt. Quickly rub the butter into the flour using your fingertips until the mixture resembles fine breadcrumbs.
- Add the sugar and the dried fruits, mix well.
- Make a well in the centre and using a dinner knife, stir in enough milk to make soft, pliable dough. If the dough is too sticky sprinkle with a little flour.
- Turn the mixture on to a floured board and knead **very lightly** until just smooth then lightly roll out to 2cm / ¾" thick.
- Cut rounds with a 7.5cm /2" cutter or cut into triangles with a sharp knife.
- Place on the baking tray and brush with the beaten egg and milk mixture. Bake near the top of the hot oven for 15 minutes or until golden brown and well risen.
- Cool on a wire rack before eating.

Serve with butter, or lashings of jam and cream. Delicious.

For Plain Scones

Remove the dried fruit from the recipe.

For Cheese Scones

Omit the dried fruit and add ½ cup /50g grated cheese and ½ tsp. dry mustard powder to the mixture after rubbing in the fat and flour and continue with the basic recipe. Sprinkle the scones with ½ cup/50g more grated cheese before baking the scones in the oven.

THIS IS YOUR LIFE (Broken down into segments)



HAMMOCK, HAMAC Columbus noted that the Carib Indians slung a '*hamorca*' between trees, and he then introduced it into European ships. Their swinging action counteracted the swell of the waves, and made for a more comfortable sleep than in a bunk or on deck. However, the original invention of this swinging bed at sea was in ancient Greece by Alcibiades around 450 *bce*. Hammocks on Royal Naval vessels were first authorized in 1597.

GUN WALLS, GUN WALES, GUNNELS

In the 15th century, these were called '*gonne walles*', the upper edge of a ship's side, which prevented guns and other deck items from falling over the side. They had openings to let sea water wash from the deck, and to let the guns fire. The saying '*awash to the gunn'k*' means that the sea is coming over the deck. From the same source comes '*packed to the gunn'ls*' or '*full to the gun wales*'. This meant that the lower decks were crammed full of cargo and men, and so was the top deck, so that the ship could take no more plunder. A *wale* was any of the strakes on the side of a vessel, from the Old English '*walen*', or ridge. Like many nautical terms gun wale is always shortened and pronounced gunn'l or gunnel.

More Nautical Knowledge next issue

The total crew of H.M.S. "Bounty" December 23rd 1787 Portsmouth.

"Bounty" length 90' - Beam 24' - weight 215 tons - "Longboat" length 23' - Beam 6' 9" - Gunwale to waterline 7"

From Naval Archives

Lt. William Bligh	Commander	Longboat
John Fryer	Master	Longboat
William Cole	Boatswain	Longboat
William Peckover	Gunner	Longboat,
William Purcell	Carpenter	Longboat
John Huggan	Surgeon	Dies on Tahiti, alcohol poisoning
Thomas D. Ledward	Surgeon's mate	Longboat, dies on Dutch ship "Welfare"
William Elphinstone	Master's mate	Longboat, dies at Batavia
Fletcher Christian*	Master's mate	Murdered on Pitcairn by Tetaheite
Thomas Hayward	Midshipman	Longboat
John Hallett	Midshipman	Longboat
George Stewart	Acting Midshipman	Drowned in hold of "Pandora"
Peter Heywood	Acting Midshipman	Condemned to hang then pardoned.
Edward Young *	Acting Midshipman	Dies on Pitcairn of Asthma
Peter Linkletter	Quartermaster	Longboat, dies at Batavia
John Norton	Quartermaster	Longboat, killed by savages on Tofua

(Norton was responsible for saving the longboat crew on Tofua. His bravery allowed the longboat to depart the island.)

George Simpson	QuartermastersMate	Longboat
James Morrison	Bosun's mate	Condemned to hang then pardoned
John Mills*	Gunner's mate	Murdered on Pitcairn by Menalee
Charles Norman	Carpenter's mate	Stayed on Matavai - exonerated
Thomas McIntosh	Carpenter's crew	Stayed on Matavai - exonerated
Lawrence LeBogue	Sailmaker	Longboat, signs on Bligh's next ship
Joseph Coleman	Armourer	Stayed on Matavai - exonerated
Charles Churchill	Master at Arms	Murdered on Tahiti by Thompson
David Nelson	Botanist	Longboat, dies in Coupang
William Brown*	Botanist Assistant	Murdered on Pitcairn by Menalee
John Adams*	Able Seaman	Last man alive on Pitcairn to 1820
Thomas Burkett	Able Seaman	Hanged at Spithead October 29th 1794
Michael Byrne(blind)	Musician	Stayed on Matavai - pardoned
Thomas Ellison	Able Seaman	Hanged at Spithead October 29th 1794
Thomas Hall	Able Seaman/Cook	Longboat, dies in Batavia
Henry Hillbrant	Able Seaman	Drowned in hold of "Pandora"
Robert Lamb	A.B. and Butcher	Longboat, dies on way home.
Isaac Martin*	Able Seaman	Murdered on Pitcairn by Menalee
William McKoy*	Able Seaman	Dies on Pitcairn, falling off a cliff
John Millward	Able Seaman	Hanged at Spithead October 29th 1794
William Muspratt	Able Seaman	Condemned to hang then pardoned
Mathew Quintal*	Able Seaman	Murdered on Pitcairn by Adams
John Samuel	A.B. and Clerk	Longboat
Richard Skinner	Able Seaman	Drowned in the hold of "Pandora"
Alexander Smith	Able Seaman	Stayed at Tahiti - Pardoned
John Smith	A.B./CaptainServant	Longboat, signs on Bligh's next ship
John Sumner	Able Seaman	Drowned in the hold of "Pandora"
Robert Tinkler	Able Seaman	Longboat
Mathew Thompson	Able Seaman	Murdered on Tahiti by natives
James Valentine	Able Seaman	Dies on "Bounty" outward bound
John Williams*	Able Seaman	Murdered on Pitcairn by Tetaheite

** Mutineers who took "Bounty" to Pitcairn with six Tahitian males and twelve Tahitian females*

Part II Next Issue.