

George Oakley's Time at Sea: His naval record confirms his birth as 27th July 1822 on St Helena to George Oakley a carpenter.[mc referenced]

Ship	Years	Role	Commentary	Life Events	World Events
Melville George is 17 and considered a boy when joining in 1838 at the age of 16.	4/6/1839-1/12/1839 and 2/12/1839-21/8/1841	B2C B1C	Was third rate wooden sail launched in 1817. 1 September 1837- 1841 Commanded by Captain Richard Saunders Dundas , flagship of Rear-Admiral George Elliot, Cape of Good Hope, and later East Indies (including the first Anglo-Chinese war). George would have been likely to have been there when Hong Kong was made British territory in the Opium Wars.		Anglo Chinese or Opium Wars Ere the fighting was quite over, Rear-Admiral Elliot, in the Melville, 74, Captain the Hon. Richard Saunders Dundas, arrived on the scene to assume command. In his eagerness to participate, he ran ashore his ship, then in tow of the H.E.I. Co.'s steamer Atalanta; and subsequently he had to hoist his flag in the Wellesley, leaving the Blenheim, 74, Captain Sir Humphrey Fleming Senhouse, which joined soon afterwards, to heave down the Melville, and to assist in repairing her. A truce, however, was concluded on November 6th, 1840. As early as the 21st of the same month it was violated by the Chinese, who, upon the appearance of the steamer Queen, Actg. Master William Warden, with a white flag, off the Bogue Forts, fired upon her boat. Warden retaliated with his 68-prs., and then rejoined the Rear-Admiral, who was in the Melville, 74, at Macao. The outrage should have been promptly and very severely punished by the Commander-in-Chief: but both the Elliots, in their dealings with the Chinese, who wanted only to gain time, continued to betray most regrettable weakness; and it must have been with a sense of relief that on November 29th, the British merchants learnt that the Rear-Admiral, on account of sudden and

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					<p>severe illness, had resigned his command into the stronger hands of Commodore Sir James John Gordon Bremer. Rear-Admiral Elliot quitted Chusan in the Volage, on December 7th, 1840, and returned to England.</p> <p>But the Chinese had omitted to occupy the lower island lying within point-blank range of North Wangtung, to the southward; and there, on the night of February 25th, with the assistance of some seamen, three howitzers were mounted in a sandbag battery. At daybreak on the following morning they opened fire upon the works on North Wangtung. Several hours elapsed, owing to a calm, ere the fleet was able to move up, yet in the interval the Chinese artillery failed to do any harm to the howitzers, or their gunners. At 11 a.m., however, the Blenheim and Queen anchored abreast of the large battery of Anunghoy, and the Melville, passing ahead, brought up with her port bow guns bearing on the eastern battery of Wangtung. By noon, the action on the eastern side of the river was general.</p> <p>On March 20th, Captain Elliot announced that yet another armistice had been concluded with the imperial commissioner Yang, who had succeeded Keeshen. In consequence of this, all the fleet, except some light craft of Captain Herbert's division, returned to Hong Kong, where Sir Hugh Gough busied himself in the</p>

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					<p>reorganisation of his small force, which was sadly depleted by sickness, and by the recall of the Bengal volunteers. A little later the Melville and Samarang sailed for England, and the Madagascar and Queen, the latter bearing Bremer's broad pennant, went provisionally to Calcutta, where plans for further operations were discussed,</p> <p>Did George receive the CHINA Medal for his service?</p>
Illustrious George is 19 yrs	21/8/1841-28/10/1841	Liu?	6 August 1841 Commanded by Captain John Elphinstone Erskine , flagship of Vice-Admiral Charles Adam , North America and West Indies.		<p>The North America and West Indies Station was a formation or command of the United Kingdom's Royal Navy stationed in North American waters from 1745 to 1956. The North American Station was separate from the Jamaica Station until 1830 when the two combined to form the North America and West Indies Station.</p> <p>The headquarters was initially in Bermuda during the winter and Halifax during the summer, but Admiralty House, Bermuda, became the year-round headquarters of the Station in 1821, when the area of command became the North America and Newfoundland Station. In 1818 Halifax became the summer base for the squadron which shifted to the Royal Naval Dockyard, Bermuda, for the remainder of the year.[5]</p> <p>ROOTS WEB: THE ILLUSTRIOUS</p>
	6/2/1842-21/7/1842	Ord			
	22/7/1842-9/6/1845	Ord			

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					<p>9 Jul 1841 to be prepared for service as flag ship in the West Indies and North America.</p> <p>12 Jul 1841 taken into Portsmouth Basin on Monday and docked Wednesday.</p> <p>31 Jul 1841 Purser Joseph Mason, appointed to the Illustrious.</p> <p>7 Aug 1841 has been commissioned at Portsmouth.</p> <p>14 Aug 1841 commissioned by Captain John E. Erskine ; Commander Fulford ; Lieutenants Wallace Houston, R. S. Hewlett, C. H. Beddoes, G. K. Ogilvey, and G. B. Rutherford, James E. Katon, W. H. Kenney (additional) ; Master James Brown ; Surgeon Dr. Gilbert King (Deputy Inspector of Hospitals) ; Assistant-Surgeon J. C. Bowman ; Mates H. D. Rich, W. H. Baugh, and R. L. Bedford ; Second Master H. Dormer ; Midshipmen G. C. Lloyd and Allen Percy ; Royal Marines.- Captain Hugh Evans, Lieutenants P. H. Fellowes and C. F. Menzies, appointed to the Illustrious.</p> <p>21 Aug 1841 Lieutenant Winthrop (additional) ; Mates L. U. Hammet, R Inglefield, and O. Borland ; Midshipmen F. Warren. and H. Grant ; Volunteers 1st Class R. Hepburn and J. Elliot, appointed to Illustrious.</p>

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					<p>28 Aug 1841 Chaplain A. Fielding ; Midshipmen J. Henderson, and W. Lapidge ; Volunteers 1st Class E. Stone and T. Ramsay ; Volunteer 1st Class W. Elphinstone ; Naval Instructor A. Lane, appointed to the <i>Illustrious</i>.</p> <p>4 Sep 1841 Assistant-Surgeon J. C. Bowman (1834) of the <i>Illustrious</i>, promoted to Surgeon.</p> <p>10 Sep 1841 Woolwich, Second Master Stephen Spain, appointed to the <i>Illustrious</i>. Assistant-Surgeon C. K. Keverin, appointed to the <i>Illustrious</i>, vice Laird."</p> <p>18 Sep 1841 Master's Assistant W. C. Pyper, appointed to the <i>Illustrious</i>.</p> <p>2 Oct 1841 Second Master J. Gallon, appointed to the <i>Illustrious</i>.</p> <p>6 Oct 1841 Portsmouth, was taken out of dock.</p> <p>16 Oct 1841 Lieutenant J. Sibald (from the <i>Syren</i>), appointed to the <i>Illustrious</i>.</p> <p>23 Oct 1841 Portsmouth, is ordered to get ready for sea with all possible despatch, and her complement is increased to 600 men.</p> <p>6 Nov 1841 Mates W. W. H. Stewart and J. Boyce, appointed to the <i>Illustrious</i>.</p>

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					<p>10 Nov 1841 Portsmouth, was towed out to Spithead, and paid wages on the 12th and sails next week, weather permitting.</p> <p>13 Nov 1841 Master Mr. Pope, appointed to the <i>Illustrious</i>.</p> <p>16 Nov 1841 Portsmouth, departed for North America, with Sir C. Bagot, the Gov. Gen. of Canada designate.</p> <p>20 Nov 1841 put into Falmouth owing to strong adverse gales, and proceeded on Tuesday. Mate E. A. Inglefield, and Volunteers First Class J. L. M'Leod, appointed to the <i>Illustrious</i>.</p> <p>27 Dec 1841 Lieutenant John Pollard Davey appointed the <i>Illustrious</i>.</p> <p>30 Dec 1841 arrived New York, from Portsmouth, with Sir Charles Bagot on board, Gov. of Canada and suite.</p> <p>7 Feb 1842 due to depart Bermuda for Jamaica with the <i>Spartan</i> and <i>Rover</i>, per the <i>Winchester</i>, departed Bermuda 4th inst.</p> <p>19 Feb 1842 is reported at Portsmouth to have arrived Bermuda, from England.</p>

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					<p data-bbox="1451 236 2027 336">9 Mar 1842 the Cleopatra reports that she was due to depart shortly from Barbadoes for Granada.</p> <p data-bbox="1451 379 2027 480">10 Mar 1842 the Illustrious, with the Pique, Fair Rosamond and Spitfire departed Barbadoes for Antigua and Jamaica.</p> <p data-bbox="1451 523 2027 624">5 Apr 1842 departed Jamaica with the squadron for Honduras and Belize to resolve some local political problems.</p> <p data-bbox="1451 667 2027 767">6 Apr 1842 at Jamaica, and with summer approaching is shortly expected to depart for Halifax.</p> <p data-bbox="1451 810 2027 1023">12 May 1842 returned to Havannah from off Belise in the Gulf of Honduras. It has been reported that Midshipman Fred. Warren probably saved the life of a seaman recently when they were working aloft and a bowline in the after part of the fore top got around his leg.</p> <p data-bbox="1451 1066 2027 1198">Circa 21 May 1842 was reported to have departed Havannah for Belise to see how things are going on, and is then expected to return to Bermuda and Halifax, N.S.</p> <p data-bbox="1451 1241 2027 1342">30 Jun 1842 the Hydra arrived Port Royal, Jamaica, reporting that she had departed Honduras with the Illustrious, Spitfire, Fair</p>

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					<p>Rosamond, Charybdis, which were bound for Bermuda.</p> <p>23 Jul 1842 having arrived Bermuda from Belize departed this day for Halifax.</p> <p>24 Aug 1842 at Halifax.</p> <p>1 Oct 1842 at Halifax when the Volcano and Resistance departed for England, and would depart for Bermuda mid October with the rest of the squadron on their annual migration south to the West Indies for the Winter months.</p> <p>18 Oct 1842 remains at Halifax.</p> <p>4 Dec 1842 departed Bermuda, initially under tow of the Carron, and later by the more powerful steam mail boat Tweed.</p>
<p>President</p> <p>George is 27 when he leaves the President</p>	18/8/1845-6/2/1849	AB	<p>(January 1843) Out of commission at Portsmouth</p> <p>14 August 1845 Commanded by Captain William Pearse Stanley, flagship of Rear-Admiral James Richard Dacres, Cape of Good Hope</p> <p>Spent 1 month offshore in March 1849</p> <p>George is listed as a Merchant Seaman between 1845-1854</p>		<p>The term 'Flagship' signifies a ship in which an Admiral (or a Commodore) flies his flag (or broad pennant). As, in the Royal Navy, shore establishments can be commissioned as warships, the term can also indicate that of shore establishments run by senior Royal Naval commanders.</p> <p>The Commander-in-Chief, Africa was the last title of a Royal Navy's formation commander located in South Africa from 1795 to 1939. Under varying titles, it was one of the longest-</p>

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			<p style="text-align: center;">George Oakley in 1845</p> <p style="text-align: center;"><small>Britain, Merchant Seamen, 1835-1857</small></p> <p style="text-align: center;"><small>Great Britain</small></p> <p>Transcript of George's record</p> <table> <tr><td>First name(s)</td><td>George</td></tr> <tr><td>Last name</td><td>Oakley</td></tr> <tr><td>Birth year</td><td>-</td></tr> <tr><td>Birth place</td><td>St Helena</td></tr> <tr><td>Birth county/country</td><td>St Helena</td></tr> <tr><td>Archive</td><td>The National Archives</td></tr> <tr><td>Series</td><td>BT114</td></tr> <tr><td>Piece number</td><td>15</td></tr> <tr><td>Date range</td><td>1845-1854</td></tr> <tr><td>Country</td><td>Great Britain</td></tr> <tr><td>Record set</td><td>Britain, Merchant Seamen, 1835-1857</td></tr> <tr><td>Category</td><td>Education & work</td></tr> <tr><td>Subcategory</td><td>Merchant Navy & Maritime</td></tr> <tr><td>Collections from</td><td>Great Britain, UK None</td></tr> </table> <p style="text-align: center;"><small>© Findmypast</small></p> <p>URL of this page: https://www.findmypast.com.au/transcript?id=TNA%2F2F114%2F2F131961261%2F1</p>	First name(s)	George	Last name	Oakley	Birth year	-	Birth place	St Helena	Birth county/country	St Helena	Archive	The National Archives	Series	BT114	Piece number	15	Date range	1845-1854	Country	Great Britain	Record set	Britain, Merchant Seamen, 1835-1857	Category	Education & work	Subcategory	Merchant Navy & Maritime	Collections from	Great Britain, UK None		<p>lived formations of the Royal Navy. It was also often known as the Cape of Good Hope Station.</p> <p>From 1815 to 1849 the base was mainly used for re-fitting and repair work on vessels and acted as a port of call for nautical surveyors who were mapping the region.</p>
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Illustrious	18/3/1849-25/7/1850	AB 1 Badge	<p>Marriage certificate cites his residence as the Illustrious.</p> <p>4 January 1848-Commanded by Captain Richard Augustus Yates, depot ship of Ordinary, Portsmouth.</p> <p>8th Dec 1849 the flagships Victory and Illustrious were in Portsmouth harbour to be fitted. 9th March the Illustrious is in Portsmouth harbour for fitting and again on 20th March 1850 with the steam vessel Locust also in Harbour.</p> <p>Note of interest that the ship Rolla was also in harbour on 9th March 1850 and it had been the ship that brought Jem McGuire out to Australia as a convict in 1802.</p> <p>Ship under command of Captain Yates until 1854.</p>	Married Amelia Sussanah Rogers 10 th October 1849 Parish of Portsea	<p>Depot ships provide services unavailable from local naval base shore facilities.</p> <p>A depot ship is an auxiliary ship used as a mobile or fixed base for submarines, destroyers, minesweepers, fast attack craft, landing craft, or other small ships with similarly limited space for maintenance equipment and crew dining, berthing and relaxation.</p>																												
	26/7/1850-30/8/1850	Cook																															

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Britannia	31/8/1850-20/11/1850	Cook	(January 1843) Out of commission at Portsmouth 30 August 1850 Commanded by Captain Richard Augustus Yates, guard ship of Ordinary, Portsmouth. George moves ship with Captain Yates. The ship remains commanded by Ctn Yates until 9/8/1852. George leaves earlier.		
Locust George was 33 yrs when he left Locust	21/11/1850-12/1/1855	Cook	George earns 2 badges during this period- Badge 2 on 21/8/1853 and third on 10/12/1854. Reference says his 3 badges were GC Badges. Good conduct stripes (called 'Good Conduct badges' in the Royal Navy), are worn by Able Seamen, Leading Seamen, and Petty Officers on the left arm, below the substantive rate (rank) badge in numbers 1A, 1B and 1C dress, and 1AW dress as well.(white tunic option only for Petty Officers.) Each stripe represents 4, 8 and 12 years service. Stripes can be deprived for bad behaviour, and restored for good. The Locust is a Gun Vessel paddle steam ship with wooden hull launched on 18/4/1840. It was in Portsmouth Harbour on Sa 20 April 1850 for fitting with Victory, Illustrious and is described as a steam vessel.	Rosina Oakley is born	Discussion of George Fiott Day: In 1854, he was sent to the Baltic Sea, and then back to the Mediterranean Fleet, and eventually to the Black Sea in 1855, where he won his Victoria Cross. In November 1851, he was appointed to command HMS Locust, a steamer of 3 guns and 100hp, employed on the Rivers Plate and Paraguaya. In 1854, the Locust was sent to the Baltic, and took part in the capture of Bomarsund, capturing two boats of men. In 1854, he joined the Fleet in the Mediterranean and appointed Lieutenant Commander of the Recruit. In her he sailed with the Weser gun vessel on 4th April 1855, under orders for the Black Sea. On the 24th, the Weser caught fire, struck on a rock at the entrance to the Dardanelles, and was beached to avoid sinking. After a number of days, she was got off by the Recruit and taken to Constantinople. The Recruit then took part in


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			<p>9 November 1850 Commanded by Lieutenant commander Roger Lucius Curtis, Devonport</p> <p>12 November 1851 Commanded by Lieutenant commander George Fiott Day, south-east coast of America, then Woolwich.</p> <p>George left before the ship was transferred to Bythesea.</p> <p>12 March 1855 Commanded by Lieutenant commander John Bythesea, Flying Squadron, the Baltic</p>		<p>the assault on the Fort of Arabat and also on Taganrog. http://vconline.org.uk/george-f-day-vc/4586506945</p> <p>The Battle of Bomarsund, in August 1854, took place during the Åland War, which was part of the Crimean War, when an Anglo-French expeditionary force attacked a Russian fortress. It was the only major action of the war to take place at Bomarsund in the Baltic Sea.</p> <p>After most of the guns had been destroyed, the commandant of the tower surrendered to the British and French forces on 16 August 1854.[3]</p> <p>The early surrender came as a surprise to the French and British. 2,000 men laid down their arms and became prisoners.</p> <p>https://en.wikipedia.org/wiki/Battle_of_Bomarsund</p>
St Vincent George was 33	13/1/1855-24/10/1855	Cook	<p>St Vincent was a wooden sail ship launched on 11/3/1815.</p> <p>There is nothing about the St Vincent during 1855.</p> <p>3 June 1854- September 1854 Commanded by Captain George Mansel, transporting French troops to the Baltic during the Russian war (until Mansel died)</p>		<p>British newspapers: November 1855 have the St Vincent at Portsmouth [guardship of ordinary] 102. Capt GA Eliot. Under Vice Admiral Sir Thomas Cochrane KCB</p> <p>In 1855 Her Majesty Queen Victoria came to Portsmouth to name a new ship the Marlborough. The St Vincent and illustrious were moored off the slip to greet the royal yacht</p>

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			<p>30 July 1857- 2 March 1858 Commanded (until paying off at Portsmouth) by Captain Harry Eyres, depot ship of the ordinary, Portsmouth.</p> <p>Perhaps it was a depot ship in Harbour.</p>		<p>and party. Captn Eliot was a guest of the Vice Admiral at an after party for the Queen. George and his family would have enjoyed the celebrations.</p> <p>6th October 1855: Rear Admiral Martin superintendent struck his flag on board the St Vincent on Monday evening and went on leave.</p> <p>27th October 1855: St Vincent is described as sailing ship Flag of rear Admiral Martin . Captain Elliott.</p> <p>Sept 1855: St Vincent is under repair and under Rear Admiral Martin.</p> <p>13/1/1855 in harbour fitting out</p> <p>22nd dec 1855 the St Vincent is taken up for the Transport Service.</p>
Wye	25/10/1855-28/2/1857	Cook	<p>In 1855 the Hecla was renamed Wye. In 1840 it had been a convict ship off Chatham. It was transferred from Treasury in June 1855 and was a storeship among other things. George was a cook. George went off board on 28th Feb 1857.</p>	<p>George James Oakley is born on 18th January 1856</p>	<p>The Crimean War^[e] was a military conflict fought from October 1853 to February 1856^[e] in which Russia lost to an alliance made up of France, the Ottoman Empire, the United Kingdom and Sardinia.</p> <p>Sat 17th Feb 1855- Mail steamer Wye has returned from Vera Cruz and has arrived at Havannah Cuba on 21st Feb. with damage to her engines.</p>

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					<p>BNA article states: Wye in June was shipping mail to West India Station via Barbados and since Wye shipwrecked the Arachne took the mail to WI Station.</p> <p>21st July 1855 articles states that the fear of water being short in the Crimea has been dissipated , the Wye steamer, which can distil water for the use of 40,000 men daily has arrived in Balaklava.</p> <p>28th July Wye is in spithead at Portsmouth-Wye is described as tank vessel fitting for Balaklava.</p> <p>4th August 1855 in port fitting for Balaklava.</p> <p>13th October the Wye is described in BNArchive as a storeship and Mr Phillip D Bean was appointed to its command.</p> <p>15th December and Nov 3rd 1855 Wye is listed as part of Mediterranean fleet, Stationed there.</p> <p>5th July 1856- June 3rd- Wye is shipwrecked. It was a Royal Mail steamship, three miles from Bassterre Guadalope at 11pm. This ship was found lying in 8 to 12 feet of water.</p> <p>27 Feb 1857 the ship is described as steam distilling ship returning to Portsmouth from Malta. George was clearly on this and left the ship on its return.</p>

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Blenheim	7/3/1857-31/1/1858	Cook	<p>5 June 1856 - 21 November 1857 Commanded by Captain Frederick Thomas Pelham, guard ship, Portsmouth (replaced by Hannibal)</p> <p>1 February 1858- 12 June 1860 Commanded by Captain Francis Scott, Coast Guard, Portland (replaced by Colossus) a ship which stayed around Portsmouth.</p>		
Hannibal	1/2/1858-24/4/1859	Cook	<p>Hannibal replaced Blenheim as guard ship in Portsmouth.</p> <p>June 1858- The three depot ships of the steam fleet in reserve at Portsmouth, Devonport, and Sheerness - the Hannibal, 91, Captain the Hon. G.F. Hastings, C.B.; the Exmouth, 91, Captain Robinson; and the Cressy, 81, Captain Halsted - are to form members of the Channel fleet, their steam reserve staff being turned over to sailing ships.</p> <p>George left before the Hannibal went to Malta</p> <p>28th Sept 1859- The following is the distribution of the Mediterranean fleet at Malta:- Screw steamships of the Line.- The Marlborough, 131 (flagship of Vice-Admiral Fanshawe), on her way to Gibraltar, left Malta on the 15th of September; the Hannibal, 91 (flagship of Rear-Admiral Mundy),</p>	<p>Sarah Ann Oakley born 18th July 1858 8 Berkley St Southsea</p>	

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Asia	25/4/1859-7/11/1860	Cook	29 April 1859- 18 May 1861 Commanded by Captain George Thomas Gordon, guard ship of Ordinary, Portsmouth (replacing Hannibal)	Hannah Elizabeth Oakley born October 1860	
Harrier	8/11/1860-31/3/1863	Cook	29 October 1860- 24 June 1862 Commanded by Commander Malcolm MacGregor, Australia 24 June 1862- 9 November 1863	Ann Oakley born 1861 Hants Portsea	<p>HMS Harrier was a Royal Navy Cruizer-class screw sloop launched in 1854. She took part in the Crimean War, served on the Australia Station and took part in the New Zealand Wars. She was broken up in 1865</p> <p>Australia station[edit]</p> <p>She recommissioned on 29 October 1860 for the Australia Station. She undertook a punitive action against Fijian natives in 1863.</p> <p>New Zealand Wars[edit]</p> <p>She took part in the rescue operations when HMS Orpheus was wrecked in Manukau Harbour, New Zealand and was also grounded but was refloated. She undertook operations during the Invasion of Waikato and the Tauranga Campaign in New Zealand. Her captain, Commander Edward Hay, was killed on 30 April 1864 during the storming of Gate Pā,^[3] and his coxswain, Samuel Mitchell, was awarded the Victoria Cross for his bravery.</p> <p>Ref: https://en.wikipedia.org/wiki/HMS_Harrier_(1854)</p>
	21/4/1863-21/3/1865	S Cook	Commanded by Commander Francis William Sullivan, Australia (during the New Zealand War) 9 November 1863 - 30 April 1864	1861 Census George is on Harrier	
	22/3/1865-31/3/1865	Sh Cook	Commanded by Commander Edward Hay, Australia (until Hay was killed) 5 July 1864- 31 March 1865 Commanded (until paying off at Portsmouth) by Commander William Henry Fenwick, Australia December 1866 Breaking up at Portsmouth completed.		
Victory	1/4/1865-6/4/1865		He was shore pensioned after this until his next stint on Asia.		

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			2 nd March 1863- 1 March 1866 Commanded by Captain Francis Scott, flag-ship, Commander-in-chief Portsmouth Ref: https://www.pdavis.nl/ShowShip.php?id=2249		
Asia	7/6/1865-24/5/1866	Able Seaman	24 April 1866 Commanded by Captain William Charles Chamberlain, Portsmouth (flag-ship of Admiral Superintendent) and captain of the Steam Reserve		<p>HMS <i>Asia</i> was an 84-gun second rate ship of the line of the Royal Navy, launched on 19 January 1824 at Bombay Dockyard.^[1]</p>  <p>.....</p> <p>In 1858 she was converted to serve as a guardship, and during several years she was flagship of the Admiral-Superintendent of Portsmouth Dockyard.</p> <p>In 1908 she was sold out of the navy.^[1]</p> <p>Ref: https://en.wikipedia.org/wiki/HMS_Asia_(1824)</p> <p>The Admiral-superintendent, Portsmouth^[1] was the Royal Navy officer in command of the Naval Dockyard, Portsmouth from 1832 to 1971;</p>
	25/5/1866-31/12/1866				
	1/1/1867-3/6/1867			Abt Jan 1867 Alice Margaret Oakley born Southsea /Portsea	

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					<p>https://en.wikipedia.org/wiki/Admiral-superintendent,_Portsmouth</p> <p>A flagship simply means it is the ship that carries the Admiral</p> <p>Did it stay in port?</p>
Serapis	4/6/1867-6/8/1870	Sh Cook	<p>Listed as offshore after this. Listing W 20th August 1870 not sure what this means.</p> <p>12 November 1866 Commanded by Captain John Clark Soady</p> <p>HMS <i>Serapis</i> was a <i>Euphrates-class troopship</i> commissioned for the transport of troops to and from India. She was launched in the Thames on 26 September 1866 from the Thames Ironworks and Shipbuilding Company at Leamouth, London and was the third Royal Navy ship to bear the name. She was sold in 1894.2</p> <p>She spent all of her career on the United Kingdom to India route carrying troops, a trip that averaged 70 days.</p> <p>Ref: https://en.wikipedia.org/wiki/HMS_Serapis_(1866)</p>		<p>Ref: https://www.pdavis.nl/ShowShip.php?id=2050</p> <p>29th Sept news reports: The Serapis is in sight, steering in for Queenstown.</p> <p>4th Oct 1869- THE CRUISE OF THE LORDS OF THE ADMIRALTY. (FROM OUR SPECIAL CORRESPONDENT.)</p> <p>H.M.S. AGINCOURT, QUEENSTOWN, Wednesday, Sept. 29.</p> <p>The arrival of the Fleet here on Monday, with the presence of the turret-ship Scorpion, Captain G.A.C. Brooker, in the inner harbour, gave the Admiralty Lords an opportunity for placing matters in a definite footing relative to the future proceedings of that vessel, of which they availed them selves immediately upon the Agincourt taking up her present moorings. The First Sea Lord, Vice-Admiral Sir Sydney Dacres, with Commodore G.O. Willes, Captain of the</p>

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			<p>https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nhsc-series/nh-series/NH-65000/NH-65894.html</p>		<p>Fleet, and Captain Hugh T. Burgoyne, V.C., Admiralty Flag Captain, went on board the Scorpion on Monday afternoon, and after having thoroughly inspected her and made their report an order was issued for the Scorpion to prepare to sail for Bermuda, convoyed by the paddle steam frigate Terrible, on the first favourable opportunity after the return of the latter vessel to Queenstown from Devonport.</p> <p>The same afternoon their lordships landed on Haulbowline Island, and inspected there the Naval Hospital, to which the sick from the several ships had been removed, the various naval stores on the island, and the site for the new dock, the "foundation stone" of which was laid to-day by his Excellency the Lord Lieutenant. In the evening their lordships entertained at dinner on board their flagship Vice-Admiral Sir T.C. Symonds, K.C.B., commanding the Channel Squadron; Rear-Admiral F. Warden, C.B., commanding the Queenstown Naval Station, and officers commanding Her Majesty's ships, &c.</p> <p>His Excellency the Lord Lieutenant and the Countess Spencer, accompanied by their suite, passed through Cork between 2 and 3 p.m., on their way to Foto, the seat of Mr. Smith-Barry, near Queenstown, where his Excellency had accepted the invitation of Mr. Barry to stay during the festivities in Cork and Queenstown</p>

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					<p>consequent upon the inauguration of the Admiralty docks at Haulbowline. At the Cork railway station Lord Fermoy introduced Earl Spencer to the Deputy Lieutenants of the county and the municipal authorities of the city of Cork, the latter presenting an address, to which Earl Spencer returned a very judiciously-phrased reply.</p> <p>The weather on the day of the ships entry into Queenstown Harbour was so extraordinarily fine for the end of September as even to astonish the residents of Queenstown and Cork. When the morning's usual fog had cleared from off the water and the valleys between the adjacent high lands, the sun came out brilliantly, and scarcely a breath of wind or ripple upon the water was perceptible to dispel the pleasant illusion available to all of the existence of a magnificent midsummer morning. The next daybreak was a very different affair. Rain fell heavily the greater part of the night, and in the morning a strong gale, south westerly, of wind and rain was raging, and isolating, in all reasonable sense, the fleet from the shore. In the very height of the storm, however, a deputation from the Queenstown municipal authorities, consisting of Mr. Daniel Cahill, chairman of the Town Commissioners, and other gentlemen, arrived on board the Agincourt, and were introduced by Captain B.F. Seymour to the First Lord and Sir Sydney Dacres, to whom Mr. Cahill, on behalf of</p>

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					<p>the residents of Queenstown, presented the following address:— “To the Right Honourable the Lords Commissioners of the Admiralty. "My Lords,— We, the Town Commissioners of Queenstown, hail with sentiments of the liveliest satisfaction your lordships' visit to our port. "The presence of Her Majesty’s fleet would at any time afford us much gratification, but the object of your lordships' presence in our harbour on this occasion — the inauguration of the Government docks — is to us a source of pride and pleasure; and we trust that this Imperial work may be shortly available for the repairs and equipment of Her Majesty's ships, whether disabled by the casualties of war or from any other cause.</p> <p>"To this end we would respectfully urge on your lordships the expediency of employing more free labour, and thus expediting the completion of a work which has been so anxiously looked forward to, not only by the inhabitants of this locality but by the entire Irish people. "Signed on behalf of the Commissioners, "Daniel Cahill, Chairman. "James Ahern, Secretary." The several members of the deputation were invited by Mr. Childers to add any observation they wished to make on the subject referred to in the address. They impressed upon the Lords the expectation which had been held out ever</p>

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					<p>since the time of the Union that a Royal dock would be constructed in Cork Harbour, which, they observed, from its peculiar advantages, ought to be a more important naval station than it now is; and expressed a hope that, considering the time which had elapsed since it was decided to construct a Royal dock here, the views then expressed and put forward as to giving employment to the people and spending money in Ireland, more rapid progress would be made with the works than had hitherto been. Mr. Childers, speaking as First Lord of the Admiralty, replied, and in the course of his observations said it was the interest of the Admiralty as well as that of the people of Queenstown to have the dock completed as soon as possible for the use of the navy. They should, however, consider at the same time the amount which should be expended, not only here, but upon public works generally in the kingdom. He found, on reference to the Estimates, that the present expenditure in a year upon the works in Cork Harbour represented about two-fifteenths of the whole sum originally estimated for the dock. That was about the same proportionate rate of expenditure as was going on at Chatham, and was even greater than the proportion now being expended on the works at Portsmouth. In justifying the Estimates to the House of Commons, he had to have regard to that consideration and many others. Further, that it was necessary in all public works not to use</p>

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					<p>undue haste, and he should have to take the professional advice of Colonel Clarke before holding out any expectations that greater progress could be made consistently with the proper execution of the engineering operations. Mr. Seymour said the inhabitants of Queenstown had laid out a great deal of money in the expectation that the Royal docks would be completed at an early date. Mr. Childers said nothing had struck him more when arriving here the other day than the marked improvement which he noticed in everything connected with Queenstown. He remembered it a comparatively ill-built, badly-lighted, badly-drained, and insignificant town, whereas it was now as well-conditioned and as handsome as any town on the coast of England. His Lordship concluded by assuring the deputation that their representations should receive consideration. The deputation then returned to Queenstown. In consequence of the severity of the weather the Lords of the Admiralty deferred their visit to the Queenstown Royal Sailors' Home. In the evening his Excellency the Lord Lieutenant and the Lords of the Admiralty were entertained at a grand banquet, given by the Corporation Harbour Commissioners and citizens of Cork, at the Imperial Hotel, Cork. Covers were laid for 250 guests, and the entire affair was a splendid success.</p> <p>Thursday Morning.</p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p>The Agincourt leaves the inner harbour at 10 a.m., and joins the Channel Squadron in the outer roads, from which all sail for Pembroke about 5 p.m. In unmooring this ship this morning the capstan overpowered the men at the bars; and three of the men were severely hurt on their heads and arms. One has been sent to the hospital at Haulbowline with his arm broken and a severe gash in his head. The others remain on board under the charge of Dr. O'Brien.</p> <p>H.M.S. Agincourt, PEMBROKE, Friday, Oct. 1.</p> <p>Yesterday morning about 10 o'clock the Agincourt cast loose from her moorings in the inner anchorage at Queenstown, and steamed out to the man-of-war anchorage in the outer roads, where she dropped her anchor outside the rest of the ships preparatory to sailing for Pembroke in the evening.</p> <p>At 7 p.m. yesterday the ships had weighed their anchors and were steaming out from Queenstown roads for the Channel and Pembroke. On getting clear of the land the Monarch was detached from the Squadron and ordered to proceed on direct to Portsmouth at five-knot speed. The Agincourt, with the Enchantress in company, also left the Squadron and started on ahead for Pembroke at eight-knot speed. The Minotaur, Northumberland, and Hercules, under the command of Vice-Admiral Sir Thomas Symonds, K.C.B., followed at</p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p>economical rate of steaming to arrive at Pembroke this afternoon. Colonel Clarke, R.E., Admiralty Director of Works, who had joined their Lordships officially on the previous day on the occasion of laying the foundation stone of the new docks at Haulbowline Island, accompanied their Lordships in the Agincourt. The Indian troop relief screw transport Serapis, Captain J. Soady, left Queenstown at the same time as the Squadron, bound to Alexandria with troops on board for India.</p> <p>The Agincourt and the Enchantress passed through the entrance into Milford Haven this morning about half-past 7, and soon afterwards brought up off the dockyard here. The Minotaur, Northumberland, and Hercules arrived during the afternoon, as had been arranged. On the arrival of the Agincourt in the harbour, their Lordships were joined on board by Rear-Admiral Sir R.S. Robinson, K.C.B., Controller of the Navy, and the afternoon was devoted to an official inspection of the dockyard and other naval establishments, the ships building, and the works in hand in Colonel Clarke's department, in the evening their Lordships gave their official dinner on board the Agincourt to flag officers and captains.</p> <p>The Admiralty ensign was hauled down from the main of the Agincourt, where it had done 39 days' duty, at sunset and transferred to the</p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p>Enchantress, thus bringing the cruise of the Lords of the Admiralty with the Mediterranean and Channel Fleets for 1869 to an end. The First Lord, with Admiral Robinson, Captain F.B. Seymour, C.B., Private Secretary, and Mr. R. Munday, Admiralty Secretary, leave here to-morrow in the Enchantress for Devonport, where the usual annual inspection will be made of the dockyard there. Sir Sidney Dacres and Commander Willes return to London from here to-morrow. Flag-Lieutenant Hon. E. S. Dawson returns from Pembroke to his duties at Queenstown as Flag-Lieutenant to Rear-Admiral Warden, but will most probably very shortly receive his promotion to Commander's rank. Mr. R. Munday, who has been Acting Secretary to the Admiralty during the cruise, will, on the 23d inst., be appointed Secretary to Admiral Codrington on the appointment of that officer to the Naval Command-in-Chief at Devonport. Rear-Admiral Chads visited the Agincourt to-day, and to-morrow morning will hoist his flag on board as second in command of the Channel Fleet.</p> <p>The ships are ordered to fill up with coal and other requisite stores, and will sail about the 10th inst. on a cruise, possibly to Madeira and back, the present intentions of the Admiralty being understood to be that the Fleet shall be in England at Christmas, and the men paid up their wages at the commencement of the New Year in</p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p>a home port, so that the money paid may have a better chance of reaching the men's wives and families than it would if paid in a foreign port. The coals burnt during the entire cruise, except one day's consumption by the combined fleet, after leaving Lisbon, and one day's return from the Monarch, will be found in the subjoined returns:—</p> <p>Plymouth to Gibraltar.— Agincourt, 177 tons 12 cwt.; Monarch, 138 tons 5 cwt.; Hercules, 99 tons 16 cwt.; Inconstant, 89 tons 15 cwt.; Minotaur, 188 tons 16 cwt.; Northumberland, 180 tons 6 cwt.; Bellerophon, 123 tons 19 cwt.; total, 993 tons 9 cwt.</p> <p>Gibraltar to Lisbon.— Agincourt, 142 tons 11 cwt.; Monarch, 156 tons; Hercules, 84 tons 13 cwt.; Inconstant, 66 tons; Lord Warden, 115 tons 12 cwt.; Royal Oak, 123 tons 11 cwt.; Caledonia, 130 tons 14 cwt.; Prince Consort, 137 tons 14 cwt.; Minotaur, 167 tons 12 cwt.; Northumberland, 158 tons; Bellerophon, 111 tons 18 cwt.; Pallas, 86 tons 15 cwt.; Enterprise, 40 tons; total, 1,521 tons.</p> <p>Lisbon to Queenstown.— Agincourt, 225 tons 16 cwt.; Minotaur, 248 tons 16 cwt.; Northumberland, 241 tons 4 cwt.; Monarch, 204 tons; Hercules, 113 tons; total, 1,032 tons 16 cwt.</p> <p>Total Coals Burnt.— Plymouth to Gibraltar, 998 tons 9 cwt.; Gibraltar to Lisbon, 1,521 tons; Lisbon to Queenstown, 1,032 tons 16 cwt.; total, 3,552 tons 5 cwt.</p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p>I cannot close this, my last, letter from the Agincourt without expressing my best thanks to Captain Burgoyne and all his officers, and especially my messmates in the ward-room, for the great kindness and courtesy I have received at their hands during the cruise. On any future occasion of the kind in which I may be engaged I can only hope that I may meet with as thorough a set of gentlemen as it has been my good fortune to have met on the present occasion on board the Agincourt.</p> <p>The role of the Serapis:</p> <p>http://nelsonlambert.blogspot.com/2011/10/hms-serapis.html</p> <p>The Crimean War and the Indian Mutiny, not to mention tensions in North America, made it abundantly clear that Britain needed the capacity to rapidly dispatch troops around the world.....In 1868 the Serapis took part in the Abyssinian campaign, transporting 150 Hales rockets and a mountain battery and 6,000 rounds from Bombay to Zula on the Red Sea.</p>
Wizard	7/8/1870-31/1/1875	Sh Cook	<p>There is a reference after this to Whitehall 15/4/1875 perhaps this is when he retired?</p> <p>Wizard was a gunboat launched on 3rd August 1860. It was of the Britomart class.</p>	<p>William Nelder Oakley born Jan 1871 and died Jan 1875</p>	<p>7th Sept 1869</p> <p>The following is the letter of our Malta correspondent, dated Valetta, August 31?</p> <p>"A mail leaves to-day for England, viâ Messina, and I avail myself of this opportunity to give you the last news of the Mediterranean Squadron,</p>

Ship	Years	Role	Commentary	Life Events	World Events
			<p>11 March 1872- 10 December 1874</p> <p>Commanded by Lieutenant commander Herbert Holden Edwards, Mediterranean</p>	<p>Perhaps George took time off after William's death?</p>	<p>received this morning, and dated Gibraltar, August 26. After leaving Naples on the 6th, the squadron made sail for Marseilles, and were caught on the morning of the 10th off the north end of Corsica, by a heavy westerly gale, which induced them to anchor under the lee of the land for two days. When the weather moderated on the 12th, they again weighed and proceeded under steam for Marseilles, where they anchored at 11 30 p.m. of the 13th. The squadron dressed ship and fired a Royal salute on the 15th in honour of the Emperor's fête-day, and sailed on the evening of the 16th for Gibraltar, leaving Lady Milne and daughters at Marseilles. Sir Alexander Milne, with the ironclads Lord Warden (flagship), Royal Oak, and Prince Consort, arrived at Gibraltar on the evening of the 22d, having exercised these ships on the way at steam tactics, firing at a target, &c. The Pallas and Wizard were awaiting their arrival, and the Enterprise joined them from Cadiz on the 26th, just before the departure of the mail for Malta. The Caledonia arrived at Gibraltar on the morning of the 25th with mails, &c., from Malta; all well. The Cruiser and Psyche were daily expected. The whole of the ships were coaling and provisioning preparatory to cruising with the Channel Squadron. The Agincourt was expected at Gibraltar on the 1st of September, with the Lords of the Admiralty on board, and it was expected that the Mediterranean Squadron would leave in</p>

Ship	Years	Role	Commentary	Life Events	World Events
					company on the 4th, for the long-contemplated cruise... [Ref: https://www.pdavis.nl/ShowShip.php?id=2307]
Lord Warden	1/2/1875-27/2/1875	Sh Cook	Listed as no pay. 17 January 1874- 31 March 1875 Commanded by Captain William Codrington, flagship of Vice-Admiral James Robert Drummond, Mediterranean		<p>HMS <i>Lord Warden</i> was the second and last ship of the wooden-hulled <i>Lord Clyde</i> class of armoured frigates^[Note 1] built for the Royal Navy (RN) during the 1860s. She and her sister ship, <i>Lord Clyde</i>, were the heaviest wooden ships ever built and were also the fastest steaming wooden ships. They were also the slowest-sailing ironclads in the RN.^[1]... <i>Lord Warden</i>, named after the position of the Lord Warden of the Cinque Ports,^[12] was ordered on 25 May 1863 from Chatham Naval Dockyard. She was laid down on 24 December 1863 and launched on 27 May 1865. The ship was commissioned in July 1867 to run her sea trials and completed on 30 August,^[13] for the cost of £328,998^[14] or £322,843, exclusive of armament.^[15]</p> <p>After a few months service with the Channel Squadron, <i>Lord Warden</i> was posted to the Mediterranean.^[16] On 30 January 1868, the wooden steam frigate HMS <i>Endymion</i> was caught by a squall whilst taking up her berth in Valletta Harbour, Malta. She collided with the Ottoman ironclad <i>Mahmoudiah</i>, knocking off her bowsprit and then collided with <i>Lord</i></p>

Ship	Years	Role	Commentary	Life Events	World Events
					<p><i>Warden</i>, damaging some of the latter's boats and an accommodation ladder. <i>Endymion</i> was reported to be undamaged.^[17] On 3 May, she ran aground in the Mediterranean. Repairs cost £2,409. A lieutenant was severely reprimanded and lost a year's seniority.^[18] <i>Lord Warden</i> relieved HMS Caledonia as the squadron flagship in 1869 and served in this position until 1875. Ref; https://en.wikipedia.org/wiki/HMS_Lord_Warden_(1865)</p>
Duke of Wellington	28/2/1875-4/3/1875	Sh Cook	<p>1 September 1867- 31 May 1868 Commanded by Captain George Hancock, Portsmouth, training ship for seamen</p> <p>4th Oct 1852 It is reported here that Her Majesty has graciously signified her pleasure that the name of the leviathan line-of-battle ship Windsor Castle, 140, shall be chanced to that of "The Duke of Wellington," in token of Her Majesty's high esteem for the memory of that lamented hero. This resolve on the part of the Queen will be universally applauded, as we have nothing bearing the name of the deceased but two wretched old 74's (the Wellington and Wellesley).</p>		

Ship	Years	Role	Commentary	Life Events	World Events
			<p>1 March 1872- 1 March 1875 Commanded by Captain Hon Henry Carr Glyn, flagship of the port admiral, Portsmouth</p> <p>1 March 1875- 1876 Commanded by Captain Francis William Sullivan, flagship of the port admiral, Portsmouth</p> <p>George was discharged to shore after this and a note about not borne to pay. Perhaps he was just filling in after being pensioned earlier??</p>		

In 1861 Amelia is living with her children Rosina, George, Sarah Ann and Hannah who was 7 months old with her mother Hannah Rogers at 25 Berkley St Portsmouth.

In 1871 Amelia Oakley is head of family living at 15 Cumberland Rd Portsmouth with her children down to William and her mother Ann Rogers.

1881 they are living at 408 Brickland St Portsmouth. With them are Rosina and her family and Ann and Alice.

1891 Census lists George as Naval Pensioner Ships Cook. He is 68 years old. It is here he is listed as born in St Helena British Subject. Alice and her family are living with George and Amelia at 120 Clive Rd Portsmouth.

In 1901 Amelia is living at Sholing and George aged 45 is living with her as unmarried. He is listed as Navy pensioner / navy man.

In 1911 George James is the head of the family, a naval pensioner , customs watcher. He is single aged 55 yrs and Amelia is living with him 46 Manor Rd Itchen. George is listed as being born at Landport. Amelia dies 4 years later and George 7 years later. This census confirms Amelia had 7 children 4 of whom were still alive.