

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
12.	Feb 1871	Jan. 1872	Captain	<b>William Armytage, RN.</b>
	Mason 22 Mar 1871	31 Dec 1871		
			<p><b>B. 4 Jan 1821</b> Tickhill, Pickhill, Rickmell, Yorkshire, England. <b>D. 11 Jan 1872</b>, Died, aged 51 years, Exeter, <b>Devon, England</b> (without issue dsp), whilst on a visit to Bath for the benefit of his health. B. St David's Church Cemetery, Exeter, City of Exeter, Devon, England.</p> <p><b>28 Oct 1840</b> William passed his naval examination; and served as Mate, on the East India station, of the "<b>Samarang</b>" 26, under the command of Captain James. Scott, she was a 6<sup>th</sup> Rate wooden sailing vessel of 500 tons, carrying 26-28 guns, launched 1 Jan 1822, she was to become a guard-ship for Sheerness in 1847.</p> <p><b>13-14-15 Mar 1841</b> the boats of the "<b>Samarang</b>", destroyed, between 3 a.m. on 13, and 4 p.m. on 15 March, 1841, five forts, one battery, two military stations, and nine war-junks, in which, collectively, were 115 guns and 8 ginjalls.</p> <p><b>30 Aug 1841-1842</b> he was transferred to the "<b>Dido</b>" 18, under the command of Captain the Hon. Henry Keppel, she was a wooden sailing corvette, launched 13 Jun 1836, she was of 734 tons, carrying 18 guns, Commanded by Captain Henry Keppel, East Indies (including the first Anglo-Chinese war and Sir James Brooke's campaign for the suppression of Borneo piracy.</p> <p><b>1842-1844</b> he was transferred to the "<b>Cornwallis</b>" 72 guns, flag-ship of Rear-Admiral Sir William Parker. "<b>Cornwallis</b>" she was a wooden 3<sup>rd</sup> Rate wooden sailing ship, made of teak, she was of 1809 tons, carrying 72-74 guns, launched 12 May 1813 from the East India Co., Bombay Dockyard. She was commanded by Captain Peter Richards but carried the flag of Parker [see above]. She took part in the first Anglo-Chinese</p>	<p>Born the <b>second son of John Armytage</b> (B.1792, Kirklees, Dewsbury, Yorkshire –D.1836, <b>Wakefield, Yorkshire, England</b>) and <b>Mary Assheton</b> (B.1790, Downham Hall, Clitheroe, Lancashire, England.–D.1871, 19 Montagu Square, Marylebone, Middlesex, England, United Kingdom.). [John Armytage was son of Sir George Armytage of Kirkless, Yorkshire.]. John and Mary had 8 offspring:-</p> <ol style="list-style-type: none"> <li>1. George Armytage (1819–1899).</li> <li>2. <b>William Armytage (1821–1872).</b></li> <li>3. Mary Elizabeth Armytage (1822–1897).</li> <li>4. Laura Harriette Armytage (1824–1903).</li> <li>5. Godfrey Armytage (1825–1908).</li> <li>6. Emily Armytage (1826–1846).</li> <li>7. Jane Frances Armytage (1829–1840).</li> <li>8. Anna Maria Armytage (1833–1881)</li> </ol> <p><b>30 Aug 1860, in Tiverton, Devon, married the Hon. Jane Sarah Hood</b>, daughter of <b>Samuel Hood</b>, 2nd Baron Bridport and Charlotte Mary Nelson, Duchess of Bronté. <b>Hon. Jane Sarah Hood</b> (B.14 Jan 1817, Marylebone, Middlesex, London. - <b>D. 28 Apr 1907, St George Hanover Square, London</b> at age 90. <b>28 Apr 1907 St George Hanover Square, London</b> at age 90. <b>B. St David's Church Cemetery</b>, Exeter, City of Exeter, Devon, England. ). <b>Jane Sarah Hood</b> was married as follows:-</p> <ol style="list-style-type: none"> <li>1. <b>Hugh Holbech</b>, K.C.B. R.N. (B.1811, Farnborough, Warwickshire, England, - <b>D. 8 Jun 1849</b>, Meriden, Warwickshire, England.). Son of William_Holbech and Lucy_Bowles. Marriage <b>4 Jan 1838</b>. [She was 21 yrs. Of age.] She then married,</li> <li>2. <b>Captain Sir Charles Hotham</b>, K.C.B. R.N. (B.14 Jan 1806, Dennington, Suffolk-D.31 Dec 1855, Melbourne, Australia) son of Rev. Hon. Frederick_Hotham and Anne Elizabeth Hodges, M., on <b>10 Dec 1853</b>. [She was 36 yrs. of age.] Lady Jane Sarah returned to the UK in 1856. She then married,</li> <li>3. <b>Captain William Armytage</b> on <b>30 Aug 1860</b>. [She was 43 yrs. of age.] Without issue.</li> </ol> <p><i>Although Jane Sarah Hotham married William Armytage, as above but she never changed her name, maybe to retain her titles and assets.</i></p> <p><i>It is surmised that as William was only at Pembroke Dockyard a year, it is possible that he was possibly taking leave. We do know that he visited Bath, where he had family relations, and he was possibly travelling onto "Knightleys, Exeter, Devon" [a location given in</i></p>

war. During the operations on the coast of China, he proved himself entitled to the best acknowledgments of Captain James Scott, for the gallantry and zeal he displayed at the forcing of the inner passage from Macao to Whampoa (a navigation never before traversed by European boat or vessel); in their advance on which place, the British, whose force consisted of the "**Nemesis**" steamer. "**Nemesis**" was the first British ocean-going iron warship, a paddle frigate, 184 ft. long x 29 ft. beam with a draught of 6 ft. She was purchased by the East India Company from the Birkenhead Iron Works, in a total of 3 months, launched in 1839, but not fully commissioned until March 1840. She was fitted with twin 60-hp George Forrester & Co steam engines. Her watertight bulkheads were the first to be used in any warship. She was commissioned by the Secret Committee of the East India Company (EIC) in 1839; the vessel did not appear in the EIC's list of ships, leading *The Times* newspaper to comment:

*"...this vessel is provided with an Admiralty letter of license or letter of marque. If so, it can only be against the Chinese; and for the purpose of smuggling opium she is admirably adapted." .....*

*his Probate], where he reportedly died 11 Jan 1872. The 1872 Probate also gives the former address of "10 Portland Place, Middlesex". Unfortunately we have been unable to trace his wife **Jane Sarah Hotham** in the 1871 Census Returns. "Knightly, Exeter" is now part of the Exeter University.*



William Armytage, RN

"**Nemesis**" was used to great effect in the First Opium War under the command of Captain Richard Collinson and Captain William Hutcheon Hall. **The Chinese referred to her as the "devil ship"**. She was armed with two pivot-mounted 32-pounder and four 6-pounder guns. The steam-and sail-powered ship was particularly effective in China because her shallow draught allowed her to travel into rivers to pursue and engage other vessels and targets. William was Named for gallantry whilst on the China coast.

**3 Feb 1845** he acquired the rank of Sub-Lieutenant.

**24 Mar 1845** he was attached to the "**Vesuvius**" 6, steam-sloop was a 1<sup>st</sup> class sloop fitted with paddle propulsion of 970 tons, with a displacement of 1283 tons, she was launched 11 Jul 1839, commissioned out of Sheerness 1840, and carried 6 guns. She was under the command of Captain George William Douglas O'Callaghan, serving on both the South America and West India stations.

**3 Dec 1845** he was raised in rank to a full Lieutenant.

**1854 to 1856** – William was the recipient of the Légion d'Honneur for actions in the Russian War and Crimean War.

**16 May 1855** William was promoted to the rank of Commander.

			<p><b>19 Mar 1856- 21 Dec 1861</b> William was appointed as Commander in “<i>Vigilant</i>”, operating in the Mediterranean. She was a wooden Gun Vessel, fitted with screw propulsion, she was 680 tons, carrying 4 guns, and she was the founder vessel of the <i>Vigilant</i> class. In 1856 was posted as Commander John William Pike took over and she became part of the Channel squadron.</p> <p><b>6 Aug 1860</b> William attained the rank of Captain.</p> <p><b>30 Aug 1860</b> William marries <b>Hon. Jane Sarah Hotham (nee Hood)</b>,</p> <p><b>1861 Census</b> shows Captain William Armytage(1821)[40] as a lodger, resident at 4-5 The Hard, Portsea Town, Portsea, Portsmouth, together with other Royal Navy staff. Hampshire&gt;Portsea&gt;Portsea Town&gt;Dist. 04. His wife (of one year), Jane Sarah Hotham,(1817)[44] [note the comment above] was resident as a visitor at her brother-in-law, John W. Walrond (1810)[43] and his family, wife, 6 children, together with 10 servants, at Branfield House, Uffculme, Devon. Devon&gt; Uffculme&gt;District 3.</p> <p><b>1 Apr 1863-12 Dec 1854</b> he was Captain in the “<i>Magicienne</i>”16. She was a wooden 2<sup>nd</sup> class frigate with paddle propulsion, when constructed she was 1255 tons, with a displacement of 2300 tons, carrying 16 guns. She took part in the Baltic/Russian Wars under Captain (<i>Prince</i>) Ernest L.V.C.A.J.E. Leiningen, 13 Mar 1862-1 Apr 1863. She also operated later in the Mediterranean (until being paid-off at Plymouth – <b>12 Dec 1854</b>).</p> <p><b>9 Apr 1866-3 Nov 1866</b> he was appointed Captain in the “<i>Raccoon</i>”. She was a wooden Corvette with screw propulsion, when constructed she was 1467 tons, with a displacement of 2306 tons, she carried 21 guns. She operated out of Queenstown [Cork] Ireland working on the under-sea Atlantic Telegraph project [See below extracts from the <i>TIMES</i> newspaper. William commanded “<i>Raccoon</i>” (until paying off at Plymouth - <b>3 Nov 1866</b>).</p> <p><b>3 Mar 1868-Feb 1871</b> he was appointed Captain in the “<i>Prince Consort</i>”, she was a Broadside, a wooden, ironclad frigate with screw propulsion; she was constructed with a tonnage of 4045 tons. Her displacement was 6832 tons, carrying 31 guns; she was launched 26 June 1862. She was commission and completed Jan 1864. [1871] between 1866-1868 she was commanded by Captain Edward Augustus Inglefield, in the Channel and the Mediterranean</p> <p><b>Feb 1871-Jan 1872</b> William was appointed Captain Superintendent of the Royal Dockyard, Pembroke Dock.</p> <p><b>1871 Census</b> shows Captain William Armytage(1821)[50] as the Pembroke Dockyard Captain Superintendent, together with 2 servants living at 1, The Dockyard, [Admiralty House]. [An example of this census is shown below]. No identification of William’s wife have been identified, to date.</p> <p><b>11 Jan 1872</b> William died aged 51 years, Exeter, <b>Devon, England</b> (without issue dsp), whilst on a visiting Bath for the benefit of his health.</p>
			<p>Paintings of William Armytage and Godfrey Armytage:-  A pair of ¾-length watercolour portraits (413 x 310mm (16¼ x 12¼”) known as the “Handsome Brothers” shows: William and Godfrey Armytage, signed &amp; dated 1849-50. Both are attired in black frock-coats, buff waistcoats and silk cravats and looking relaxed standing on the cliffs with a sea view beyond. William Armytage (1821-1872) was the second son of John Armytage and his wife Mary (née Assheton). He joined the Royal Navy in 1845 being promoted to captain in 1860. William married Jane Hood of London; they had no children. Godfrey Armytage (1825-1908) was the third and youngest son. He was a member of the 6th (Royal Warwickshire) Regiment during South Africa’s Frontier Wars of 1847-1853 and was awarded the South Africa 1853 medal. He married Charlotte Emily Blackburn of Cape Town; they had no children. Captain G. Armytage was then appointed governor of Wakefield House of Correction, a position he held for 52 years. His wife also cared for the discharged female prisoners.</p> <p>Watercolour over pencil portraits both signed in gold “W. Drummond”. They are set in later narrow gilt metal frames with the original inscribed labels naming the sitters reverse. <b>William Drummond</b> was a painter, draughtsman and lithographer who worked and exhibited in London. Queen Victoria, Prince Albert and the author William Thackeray were amongst his</p>

clients. Current location unknown.



William Armytage



Godfrey Armytage

**1871 Census for *Pembroke, St Mary, Dist. 10, Page 31 item 188, shows the Capt. Superintendents Residence, 1, Royal Dockyard, Pembroke Dock:***

No:	Name:	Positon:	AGE	Sex:	DOB:	Born:
188	William Armytage	Head	50	M	1821	Rickmell, Yorkshire, England.
188	Mary Rees	Servant	56	F	1815	Bluck Pool, Pembrokeshire, Wales.
188	Samuel Leonard	Servant	26	M	1845	Tostock, Devon, England.

**10 Apr 1863** the Cardiff and Merthyr Guardian Glamorgan Monmouth reported as follows: - ".....MISCELLANEOUS.

THE VICTORIA AND ALBERT ROYAL YACHT. - The command of the Royal yacht Victoria and Albert has been conferred, as anticipated, on Prince Leiningen, who has been succeeded on board the "*Magicienne*" by a popular officer. **Captain William Armytage** (1860). - *Army and Navy Gazette*.

"..... Another casualty, fortunately a slight one, has occurred to the "Great Eastern". The high tide and high wind of Sunday shifted her from her position on the beach, and in consequence the period of her sailing will have to be altered. It is hoped she will sail at the end of April. ...."

**11 April 1866** Potter's Electric News reported thus: -

**PEMBROKE-DOCK.  
ADMIRALTY, APRIL 5.**

Appointments. - Vice-Admiral - Sir Baldwin W. Walker, Bart., K.C.B., to be Commander-in-Chief at Sheerness, vice Sir C. Talbot, promoted.

**Captain William Armytage**, to the "*Racoon*", vice Count [Prince] Gleichen, resigned.

Master - George A. Macfarlane, additional, to the "*Britannia*".

Surgeon - George Bellamy, additional, to the "*Sutlej*".

Chief Engineer - John Brown, to the "*Seringapatam*", additional, for service at the Cape of Good Hope dockyard.

First-class Assistant Engineers - Joseph Manley and George A. Moss, to the "*Princess Royal*", for disposal.

Second-class Assistant Engineer-Robert L. Owen, to the "*Barracouta*", in lieu of a stoker. "

**".....CHATHAM, April 6.**

A naval court-martial assembled this morning on board the "*Formidable*", 84. flagship of Vice-Admiral Sir Charles Talbot, K.C.B., Naval Commander-in-Chief at the Nore, for the trial of Mr John Critchley, first-class assistant engineer of the "*Cumberland*", 70, on the charges of having been drunk in her Majesty's dockyard, Sheerness, on the 28th ult., and also with having been guilty of conduct unbecoming the character of an officer, in falsely stating that he had not been out of the dockyard on that day until after six o'clock in the evening, when he came into the dockyard at about five o'clock on that day. Captain J. Fulford, of the "*Formidable*", presided, and Mr Knight, solicitor, Rochester, officiated as deputy judge advocate, and conducted the case. The prisoner pleaded guilty to both charges, and threw himself on the mercy of the court, at the same time handing in a number of certificates. The Court sentenced him to be dismissed her Majesty's service, but, taking into account his former good character, recommended him to the favourable consideration of the Admiralty. ...."

**Extracts from the *Times* Newspaper**

**Tuesday 10 July 1866.....THE ATLANTIC TELEGRAPH.**

The following telegram has been received by the Reuter's Telegram Company (Limited from Mr. R. A. Glass, managing director of the Telegraph Construction and Maintenance Company: -

“Valentia, July 9<sup>th</sup>”

The Albany arrived here yesterday afternoon; has landed stores for this station, and sailed to-day at noon to join the cable fleet at Berehaven.

“Her Majesty’s frigate “**Raccoon**”, **Captain Armitage**, is in harbour, and will proceed to sea to assist in the operation of splicing on Wednesday next”.

**Thursday 12 Jul 1866**

“Valentia, July 11<sup>th</sup>”

“Her Majesty’s frigate “**Raccoon**” left this morning to join the cable fleet, which is waiting to arrival of the arrival of the steamship Medway, supposed to be detained by fog, which has prevailed on the coast since Sunday last. It is now quite clear, and calm. May expect to complete splice to-morrow”.

**Friday 13 Jul 1866**

“Valentia, July 11<sup>th</sup>”

**ATLANTIC TELEGRAPH EXPEDITION**

(From our special correspondent)

The Great Eastern is still anchored at Berehaven, and the expedition waits for her arrival – that is to say that until she comes the squadron cannot start at all. Up till late last night it was confidently expected that the splice would be made tomorrow, but a messenger has just arrived who bears the unwelcome news that it may be Friday or even Saturday before the great ship can leave. Really, however, nothing very certain is known at this point. It is a mere question of coaling the Great Eastern, and the Irish labourers who have been improvised for this duty work with such intermittent zeal that Captain Anderson has decided that whenever a reasonably fair quantity is stowed on board he will at once proceed to sea and leave the rest behind him. They are now loading now loading day and night and if this labour can only be continued the whole squadron will sail by Friday, but at present the chances seem against it. Every day that passed since the thin end was laid, with the exception of yesterday, has shown the wisdom of having taken advantage of the first break of moderate weather. Since Saturday the fogs have been dense off the coast, and the wind and rain more or less continuous, and always quire enough to put an end to any chance of landing under the cliffs of Foilhommerum. The end of the wire out to sea, however, remains safely buoyed, and its electrical condition is perfect. Strange to say, the William Corry, which submerged this portion of the rope and left it at 3 a.m. last Sunday to return to Berehaven, where she was expected to arrive at noon the same day, has not yet been seen or heard of there. Whether she is still keeping by the bouy which is some 34 miles out to sea, or whether she has mistaken her instructions and returned to England none can say. Here, however, she is not, and her absence is causing some inconvenience, as there are 22 of the “cable hands” on board her who must be transferred to the Great Eastern before she starts. Not the slightest apprehension is felt about her beyond the very natural one that she may have misinterpreted her instructions. To-day her Majesty’s screw “**Raccoon**” will go out to the buoy to look for her, and signal her back to Berehaven, whither the “**Raccoon**” is also bound.

At the telegraph house on the cliffs of Foilhommerum the staff are busy just now, though not much, more so than they have been throughout the winter. Last year’s acble appears to have sunk as much out of mind as out of sight of the general public, yet not a day has passed since its unfortunate fracture last August that its insulation; and “conductivity” have not been almost hourly recorded. These show its condition up to the broken end, 1,260 miles from shore, to be absolutely perfect. There is always a certain amount of resistance to an electric current entering the cable, which is called retardation, and is measured by millions of units. A submarine wire of a certain length can, therefore, always be measured off as it were and its insulating and conductive powers ascertained to within a mile of a fault by the time the current takes in entering the wire.

These tests, as we have said, have been carried on hourly with last year’s cable, and the result as to millions of units has corresponded day by day in the most remarkable manner. Of course, both its “conductivity” and resistance have varied as earth currents arose or magnetic storms prevailed, but nine times out of ten the resistance test has been the same even to a millionth unit day after day, and these tests are identical with those which would be obtained from a perfect submarine rope 1,260 miles long. The readings of the barometer at the station also afford the most curious data, which until now have been almost entirely overlooked in electrical science as connected with the submarine cables. It is found that exactly in proportion as the barometer rose the resistance of the current increased and vice versa. In plain terms, a low barometer meant a good cable and a high barometer a bad one. Another curious circumstance which has sometimes been noticed, but never carefully recorded till now, is that between 12 and 2 in the day, and only at those hours, the cable is always at its worst. It is impossible, however, to enter into this question at length now, when the “**Raccoon**” is on the point of starting round to Berehaven, and in search of the William Corry. But enough has been given in the outline to indicate that a mass of most essential bearing on the whole of the theory and practice of submarine telegraphy.

The following telegram was received by the Reuter’s Telegraph Company (Limited), at 1.17 p.m. yesterday from Mr. R. A. Glass, managing director of the Telegraph Construction and Maintenance Company (Limited): -

“Valentia, July 12<sup>th</sup>”

“The Great Eastern and attendant ships will leave Berehaven this afternoon, arriving at the buoys on the shore end at daylight to-morrow morning, where the splice will be made, weather permitting”.

**Monday 22<sup>nd</sup> October 1866**

**QUEENSTOWN, SATURDAY.**

We had two very interesting arrivals this morning – Her Majesty’s corvette “**Raccoon**”, Captain Armitage, and the steamship Medway, Captain D. Harris. The former is from Valentia, and the latter from Heart’s Content, the termini of the Atlantic Cable. The “**Raccoon**” was at Valentia assisting in laying the shore end, and since that has been stationed there. The Medway, our readers will remember is one of the

			<p>grappling ships, and after laying the shore end of the cable in Heart's Content she was sent with Her Majesty's ship "Terrible", Captain Commerell, V.C., to lay a second cable across the Gulf of Saint Lawrence and the Northumberland Straits, so as to duplicate the whole of the submarine telegraph route to New York, and as all that pertains to this great enterprise is very interesting we have the following short log of their proceedings.....</p> <p><b>Saturday 27 October 1866</b></p> <p>The screw steam corvette "<i>Racoon</i>", 22, Captain William Armytage, from Ireland, arrived on Thursday in Plymouth Sound, where her crew was mustered and inspected by the Port Admiral Sir Charles H. Fremantle, K.C.B. Yesterday she was appointed to go into Hamoaze preparatory to her being paid off and placed in the third division of the Steam Reserve. ...."</p>
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			<p><b>8th April 1871</b> the Cardiff and Merthyr Guardian Glamorgan Monmouth reported the following: - ".....<b>PEMBROKE DOCK.</b></p> <p><b>CAPTAIN ROBERT HALL, C.B.</b> - This distinguished officer, superintendent of this dock since March 21st, 1866, and now one of the Lords of the Admiralty, took his final leave of this place, in his official capacity, on Saturday. Captain Hall must have been highly pleased by the manner in which the workmen cheered him, the men being mustered on either side of the way, three deep, down towards the place of embarkation, the gallant officer crossing the water over to Neyland in his barge, from whence he went by train to London. He is succeeded at this place by <b>Captain William Armytage</b>, whose commission as captain dates from August 6th, 1860. ... "</p>
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			<p><b>19 Jan 1872</b> the Pembrokeshire Herald and General Advertiser reported the following: - ".....<b>PEMBROKE.</b></p> <p><b>Captain William Armytage</b>, Superintendent of the Pembroke Dockyard, <b>died</b> on the 11th inst., in Devonshire.</p> <p>It is stated that Captain Charles Fellowes, R.N., will be the new Superintendent of the Pembroke Dockyard.</p> <p><b>LAUNCH.</b> - The gunboat "<i>Goshawk</i>" will be launched about the 23rd of the present month. ...."</p>
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