


No.	Service:		Rank:	Names & Service Information:	Supporting Information:
1.	July 1832	Mar. 1837	Captain	<p>Sir. Charles Bullen, C.B., (1815), K.C.H., Kt, (1835)., K.C.B (1839) R.N.</p> <p>B. 10 Sept 1768 North Brell, New Catton, Newcastle– D. 2 Jul 1853, Shirley, Southampton, Hampshire, England. B. 7 Jul 1853 St Mary's Churchyard, South Stoneham.</p> <p>Charles spent much of his early childhood in Weymouth, Dorset. Charles entered the navy when he was just ten years old as a volunteer (1st class) aboard the 64 gun, third rate, "<i>HMS Europe</i>". 16 Feb 1779 – Charles entered Navy on board the "<i>Europe</i>", (HMS Europa was a 64-gun third rate ship of the line of the Royal Navy, launched on 21 April 1765 at Lepe, Hampshire). She was renamed HMS "<i>Europe</i>" in 1778, the Flagship of Vice Admiral Arbuthnot, on the North American station. During the following period of peace he was principally employed in the Mediterranean.</p> <p>09 Aug 1791 – Charles was promoted to be a lieutenant of the "<i>Ramillies</i>", one of the fleet of Lord Howe on the 1st Jun 1796. HMS "<i>Ramillies</i>" was a 74-gun third rate ship of the line of the Royal Navy, launched on 12 Jul 1785 at Rotherhithe.</p> <p>1 Jun 1794 Charles awarded Naval General Service Medal for Charles Bullen on-board "<i>Ramillies</i>".</p> <p>4 Apr 1796, "<i>Ramillies</i>" ran down and sank the hired armed lugger "Spider" while manoeuvring. Charles fought as a boy in American Revolutionary War, French Revolutionary War, involving in the Nore Munity, Battle of Trafalgar, and Mediterranean service.</p> <p>1797 he was appointed first lieutenant of the "<i>Monmouth</i>"; she was a 64-gun third rate ship of the line of the Royal Navy, launched on 23 Apr 1796 at Rotherhithe. She had been designed and laid down for the East India Company, but the Navy purchased her after the start of the French Revolutionary War. She served at the Battle of Camperdown and during the Napoleonic Wars. She was Hulked in 1815; she was broken up in 1834). She was one of the ships implicated in the Naval munity at</p>	<p>His father was, John Bullen, (1752-1823, Weymouth), also served in the Navy and was the Surgeon General on the North American Station 1779 to 1781. Charles' mother, Ruth (née Liddel),(born Newcastle), was cousin of Lord Eldon, Lord Chancellor of Great Britain. 1801-1806 and again 1807-1827. Richard Bullen, Charles's younger brother by 10 years, became a captain in the Scots Greys, dragoons. His sister Maria Bullen(1779, Newcastle-).</p> <p>17 Feb 1792 Charles Bullen (abt1769) [23] of St Marylebone Middlesex married [by Allegation] to Eleanor Wood (1770,) [22] - Weymouth Dorset. And 20 Feb 1792- at</p> <p>Issues: Richard Edward Bullen (1810-1891) Born Navan, Ireland. [Later Commander R.N.].</p>  <p>Vice-Admiral Charles Bullen (1769-1853) oil on canvas 91.5 x 71 cm signed: A. Grant 1849. The above authentic portrait is in the Painted Hall at Greenwich.</p>

the **Nore**: she was afterwards with more credit, at Camperdown on the **11 Oct**; Bullen having been sent to take possession of the Dutch ship "*Delft*", finding her in a sinking state, remained trying to save the wounded, till she actually went down. Many lives were lost, but Bullen was happily picked up, and in recognition of his gallantry in the action and his humane exertions.

1797 Charles was awarded a further Naval General Service Medal as Lieutenant on-board "*Monmouth*"

1 Jun 1794 Charles was awarded additional medal clasps.

2 Jan 1798 after the above it he was promoted to be Commander.

1801 he commanded the sloop "*Wasp*" on the west coast of Africa and was posted **29 Apr 1802**.

29 Apr 1802 – he was promoted to the rank of Captain.

1804 he was appointed to the Flag-Captain to Lord Northesk in the "*Britannia*" and commanded that ship in the in the Battle of Trafalgar. (She was a 100-gun first-rate ship of the line of the Royal Navy). The "*Britannia*" was the fourth ship in the weather line led by Nelson himself, and was thus early in the action, continuing closely engaged until the end, with a loss of 10 crew members killed and 42 wounded.

21 Oct 1805 – Order of the Bath - Battle of Trafalgar, Spain.

1807 - Charles commanded successively the frigates "*Volontaire*" (she was a *Lively*-class fifth-rate 38-gun sailing frigate of the British Royal Navy, built during the Napoleonic Wars, which conveyed Napoleon to his first exile on the island of Elba in early **1814**.and the "*Cambrian*" in the Mediterranean, off Toulon, and on the coast of Spain. "HMS *Cambrian*" was a Royal Navy 40-gun fifth-rate frigate. She was built and launched at Bursledon in **1797** and served in the English Channel, off North America, and in the Mediterranean. She was briefly flagship of both Admiral Mark Milbanke and Vice-Admiral Sir Andrew Mitchell during her career, and was present at the Battle of Navarino. "*Cambrian*" was wrecked off the coast of Grabusa in **1828**.

1814 to 1817 Charles commanded the "*Akbar*" of 50 guns on the North American station. She was a 54-gun fourth rate, the former East Indiaman *Marquis Cornwallis*, launched in 1801 and purchased in 1805, and renamed *Cornwallis*. She was renamed HMS "*Akbar*" in 1811 and used as a troopship. She was used for harbour service from 1824 and was sold in 1862.

4 Jun 1815 – Charles received the C.B.

4 Jun 1823 -. Charles Bullen Capt. R. N. joins the Royal Gloucester Lodge, Southampton, as can be seen from the England, United Grand Lodge of England Freemason Membership Registers, 1751-1921. [note that Walter Stewart was also a member].

1824 to 1827 Charles was appointed as Commodore on the west coast of Africa, with his broad pennant in the "*Maidstone*". (See above).

July 1830, he was given the job of Commissioner for the Chatham Dockyard, then

July 1832 - Charles was appointed Captain Superintend of the Pater/Pembroke Dockyard and also Captain of the "*Royal Sovereign*" yacht, both which offices he held until he became Rear-Admiral, **Mar 1837**.

13 Jan 1835 – he was made K.C.H.

28 Aug 1835 – Launch of HMS "*Vanguard*", (see article following below):-

10 Jan 1837 – he was appointed to the rank of Rear Admiral.

18 Mar 1837 – Charles left the Pater Dockyard, (see article following below):-

18 April 1839 – Charles was awarded K.C.B.

1841 Census shows Charles Bullen (1768) [73] and his wife Eleanor (1770) [71], with RN Captain W.H. Ditton, together with 4servantsliving at Bellevue Place- All Saints-Southampton Town-Hampshire.

1844. Pigots UK Directory shows Sir Charles resident at 5 Bellevue Place- All Saints-Southampton Town-Hampshire.

9 Nov 1846 - Charles held no further employment afloat, but was advanced by seniority to the rank of Vice-Admiral.

1851 Census shows Charles Bullen(1768)[83],widower, Admiral on½pay Living with son Richard Edward Bullen and wife, their 2children and 4 servants, living at Millbrook-Shirley St James-Hampshire.

7 Apr 1852 – he was awarded the G.C.B. He also held the gold medal for Trafalgar and a good service pension.

30 Jul 1852 – he was appointed Admiral, (although he did use the title before).

1853 Charles and his son, both Royal Navy, resident at Heath Cottage, Southampton, taken from UK, City and County Directories, 1766–1946

2 Jul 1853 – Sir Charles Bullen died.

7 Sep 1853 England & Wales, Prerogative Court of Canterbury 1384-1858-Will of Sir Charles Bullen –Probate Southampton.

28 Aug 1835 The Welshman Newspaper wrote:-

LAUNCH OF THE “VANGUARD” OF 80 GUNS. –

....The launch of this splendid specimen of naval architecture, which had been the theme of general conversation and anxious expectation, so natural to those whose residence in so secluded a part of the world as Pembroke Dock precludes any great variety in the dull routine of a country life, took place on Tuesday evening last. Notwithstanding the morning dawned with evident proofs of Old Boreas being inclined to be rude indeed, as the day- advanced his blustering god-ship, as if softened by the sight of so much beauty pouring into the town through every avenue, and the anxiously joyous hearts borne on the shoulders of Old Neptune in vessels decked in their gayest trim, smoothed his stern and wrinkled front, and gallantly permitted everyone to remain unruffled, the little fluttering breeze that remained only adding interest to the impressive prospect. After the workmen had assembled in the morning, the usual bustle and activity attendant on a launch commenced, and preparations were immediately made for setting the ship up, as it is technically termed, which operation is rendered necessary in order to prevent too much pressure on the blocks. This having been effected, and the shores which had supported her during the progress of building having been withdrawn, this stupendous fabric reared by the hands of men, with her over- hanging sides, was seen resting wholly upon the cradle which was destined to convey her to her future element. The blocks were then removed as the tide gradually approached its height, and about six o'clock the Lady of **Sir Charles Bullen** descended the platform for the purpose of naming the “*Vanguard*,” and cutting the cord by which the weights fall on the dog shores; this being the only check that, at that moment, restrains the vessel, - thus by this simple yet important action, was this wonderful structure launched into her native element amidst loud acclamations from an immense concourse of spectators on sea and land, and by seven o'clock was safely moored, the calmness of the evening giving her the appearance of resting on her own shadow. The day was, of course, one of no ordinary interest to everyone connected with the establishment. Not only must the Superintendent, the Master Builder, and Master Attendant, have necessarily felt their responsibility, but even the humblest mechanic must have felt a pride and a consciousness of his value in the scale of society when he beheld this mighty bulwark raised by the sweat of his brow, as it floated majestically on the waters before him. Captain Symonds, surveyor of the navy, her constructor, was present on the occasion. - There has been considerable controversy on the merits and demerits of Capt. Symonds' system of ship building, which has been conducted on the part of his opponent with much severity. The question is sub-judice, and much importance it is said will be attached to the testimony of Admiral Sir George Cockburn when that gallant officer returns from the West India station, with regard to the “*Vernon*” Frigate, formerly under his command, that vessel being one of the Surveyor's first essays. The worthy Superintendent of the establishment, **Sir C. Bullen**, whose valour as a British Tar is only equalled by his urbanity and hospitality in domestic life, gave a splendid “*Dejunne a la fourchette*” on the occasion on board the Royal Sovereign. Among the most distinguished of his guests was his Grace the Duke of Portland, whose Yacht has for some days been a prominent object amid the shipping off the Dock-Yard. His Grace, we are persuaded, could not but express himself delighted with the finest harbour in the world; and certain we are, that could he have lengthened his stay, and prevailed on some of his noble associates to join him, they would have found themselves both surprised and gratified, on discovering that other places beside Italy can furnish scope for amusement and gratification. If some of them could only be induced to banish prejudice, we would in return guarantee the cure of their *ennui*. The following are the principal dimensions of the “*Vanguard*”:-Length of the deck, 190 feet; length of keel, 155; extreme breadth, 56; tonnage; 2,589 tons.

THE “VANGUARD”.-(*From another Correspondent*.) The launch of so fine a Ship of this name gives rise to many mental associations of a retrospective and prospective character. As regards the former we remember how intimately the name is connected with the glorious achievements of the hero of the Nile, Copenhagen, and Trafalgar. And as regards the latter, her probable fate may give rise to endless speculations of the imagination. When we are in our beds she may be fighting for our lives, liberties, and possessions, on the stormy and distant seas. Her maiden acquaintance with the battle and the breeze may be one of universal gratulation to this country many thousand times more universal than the acclamations that greeted her majestic descent into the water on Tuesday last.

“Et vera incessu patuit Dea.”

And from talking of battles, there was a minor affair worthy of notice. A brutal sailor, unworthy a berth on board the bulwark of England, who had cruelly kicked an unoffending female, aroused the wrath of a young man from Herefordshire, named Spencer, whom he foully abused. A set-to was the consequence, and after three or four rounds of pretty and scientific fighting on the part of the Herefordshire youth, the

			man of the sea gave in, and humbly and servilely apologized. The young man was greeted warmly by the Welsh ladies, whose tongues expressed very volubly their entire satisfaction and, indeed, disgusting as pugilistic exhibitions are, it was a satisfactory affair, and made rather than marred harmony. ...
			<p>12 Mar 1836 The Cambrian Newspaper wrote:- CELEBRATION OF ST. DAVID'S DAY. PEMBROKE DOCK. Pembroke Dock. - The anniversary of the tutelar Saint of Wales was celebrated at Pembroke-dock, Pembrokeshire, by the members of the "Saint David's Friendly Benefit Society" dining together at the Victoria Royal Hotel. It is patronized by Sir John Owen, Bart., M.P., and Lord Lieu-tenant of the county. At two o'clock the landlady, Mrs. Jones (whose exertions in her new hotel are being duly crowned with success), laid an excellent dinner on the table – a dinner which would not have disgraced the “festive board” of any Inn, either in or out of town. The cloth being removed, the King and the other national toasts drank, the following were as enthusiastically pledged in bumper - The patron of the society, Sir John Owen - Sir Charles Bullen and the officers of the dock-yard - the Inhabitants of Pembroke, &c. &c. - interspersed with these were several good songs. The strictest decorum was observed throughout the day, nor were the reflections of the ensuing morning at all disordant with the amusements of the preceding evening. Mr. Bradley was selected president for the ensuing year, and Mr. J. Allen, secretary.</p>
			<p>18 Mar 1837 The Cambrian Newspaper wrote:- ...Capt. W. P. Cumby, R.N.,C.B., the late appointed Superintendent of the King's Yard at Pembroke Dock, and Commander of the Royal Sovereign Yacht, is arrived at that station; and the late excellent and highly respected Superintendent, Admiral Sir Charles Bullen, R.N., C.B., K.C. H., takes his departure on Friday next by steam for Bristol and intends residing at Southampton. ...</p>