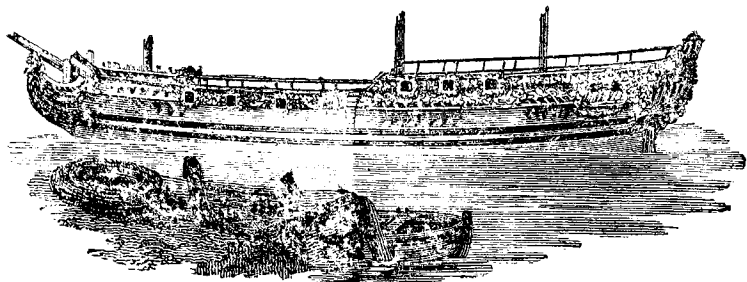


Cambridge University Press

978-1-108-01855-5 - The Naval Chronicle, Volume 16

Edited by James Stanier Clarke and John McArthur

Excerpt

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The above Engraving by Nesbit, from a Drawing by Pocock, represents the Royal Charlotte Yacht, built at Deptford in the year 1749. Her dimensions are as follow:—Length of gun-deck, 90 feet 1 inch. Keel for tonnage, 72 feet 2 inches and a half. Breadth, 24 feet 7 inches. Depth, 11 feet. Tons, 232. Light draught of water afore, 5 feet 10 inches; abaft, 8 feet 8 inches.

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BIOGRAPHICAL MEMOIR OF THE LATE

CAPTAIN ROBERT FAULKNOR,

TO WHOSE MEMORY HIS COUNTRY HAS VOTED A MONUMENT IN  
ST. PAUL'S.

*Preceded by an Account of his Naval Ancestors, from the year 1695.*

---

CALL TO REMEMBRANCE WHAT ACTS OUR FATHERS DID IN THEIR TIME;  
SO SHALL YE RECEIVE GREAT HONOUR, AND AN EVERLASTING NAME!

THE name of Faulknor, which has descended from an ancient family in Hampshire, claims a pre-eminence in the naval history of the British Isles. From the close of the seventeenth century, and as it would appear even previous to that time, it has uniformly adorned the list of our Admiralty: and it is to be hoped, that whenever this honourable Board shall be pleased to abandon the blasphemous deities and monsters of Pagan history, and the names of brutes, for some titles more in character with the patriotism and heroic valour of the British Navy, they will select other names, besides that of our ever to be lamented Hero, Admiral Lord Nelson, wherewith to denominate the wooden bulwarks of our country.

(I.) Our first attention is directed to Captain Faulknor's great grandfather, William Faulknor, Esq.\*, who, so early as

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\* See Charnock's Naval Biography, (Vol. III, page 382;) that indefatigable biographer was not aware of the relationship, which this officer had with the subsequent heroes of the Faulknor family.

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the year 1695\*, appears as fourth Lieutenant of the Royal William. On the 17th of March, 1707, he was advanced to the rank of Captain, with the command of the Torbay. He was afterwards removed into a frigate; and, in 1715, was appointed to the Cumberland, of 80 guns, under the flag of Admiral Sir J. Norris, commander of the Baltic fleet. In 1720 he commanded the Sandwich, of 90 guns, on the same station, and under the same Admiral. He was afterwards, in 1722, for a short time, Master Attendant of Woolwich Yard; and died Lieutenant-Governor of Greenwich Hospital, on the 28th of February, 1724-5.

Such is the first account which we have on record respecting the heroes of the Faulknor family; but, from a private letter before us, we are enabled to extend the researches of the historian:—

In compliance with your request, I answer your kind letter, in order to make you acquainted with all I know respecting the subject on which you wish to be informed. . . . . We have no memoirs, no authentic documents of the lives of the naval officers in our family: all that is preserved among us, and which is possibly unknown to you, is from tradition.—I have heard a relation speak of his grandfather, as having been Lieutenant-Governor of Greenwich Hospital; a circumstance to my father unknown, until he was a Lieutenant in the Navy. He then had occasion to make oath before a magistrate at Greenwich, who convinced him of the fact. This officer was also Sir J. Norris's Captain, when Czar Peter the Great, the civilizer of Russia, went on board Sir John's ship. I have never heard that this relation was fortunate enough to signalize himself in battle. My grandfather was Captain of the Victory when she foundered at sea, with Admiral Sir John Balehen's flag on board. Every soul perished; and no one has been able to ascertain exactly where she was lost. . . . . I have heard my

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\* From a passage in the subsequent memorial, which the late Mrs. Faulknor presented to the King, backed with the zealous friendship of Henry, Duke of Cumberland; it appears that there was a naval officer in her family, even prior to this date, who was her husband's great grandfather. There is also a memorandum preserved, which states, that the renowned Czar Peter hoisted his flag on board a ship which one of the Faulknors commanded: this most probably was Captain William Faulknor, when he served under the flag of Sir J. Norris.

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## THE LATE CAPTAIN ROBERT FAULKNOR.

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relation speak frequently, and with great pleasure, of Captain Robert Faulknor, of the *Courageux*. I have also heard mention made of the very gallant conduct of Samuel, who, in a twenty-gun ship, engaged and beat off a French ship of very superior force: and the Frenchman soon afterwards fell an easy prey to one of our cruisers. Admiral Brisbane was one of the Lieutenants of the *Windsor*, when my relation commanded her. . . . Richard, a Captain in the 20th regiment, fell at the siege of Belleisle; but his mortal wound came not from the cannon of the enemy. He had the command of some advanced guard, or post. An alarm was given during the night, that the enemy were advancing with superior force. My relation ordered all his men to lie down on the ground, whilst he advanced to reconnoitre. He soon perceived them to be friends; but, in the mean while, a young Ensign ran to a very young artillery officer, who had the command of two field pieces, told him that the enemy were advancing, and that he must spike his guns, and retreat. The artillery officer ordered the matches to be put to them; in consequence of which a grape shot took off the top of my relation's skull, who lingered twenty days in that miserable state, and then expired in the twentieth year of his age.

(II.) Our next attention shall be given to our Hero's grandfather, who is mentioned in the above letter, Samuel Faulknor, Esq., who was Captain of the *Victory*, with Admiral Sir J. Norris's flag on board, in the spring of 1741: previous to this, in the same year, Captain S. Faulknor had commanded the *Royal Sovereign*, and, in 1736, the *Britannia*. It was in 1744 that he attended Admiral Balchen, Governor of Greenwich Hospital\*, with his flag on board the *Victory*, and sailed with a fleet of British and Dutch ships from St. Helen's for Lisbon, on the 28th of July. During that fatal voyage they took six French ships from St. Domingo, and obliged M. de Rochambeau to retire into Cadiz: the melancholy event ensued on their return. On the third of October they were overtaken by a dreadful gale, which dispersed the fleet; and during the

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\* Why have attempts been lately made to change the old and real name of this Asylum to Greenwich College?

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night, between the fourth and fifth of the same month, the *Victory*, then considered the finest ship in the world, was lost, as supposed, on a ridge of rocks called the Casketts, off Alderney. No boat could venture to their assistance. The whole crew perished\*, amounting to near a thousand men; besides fifty young volunteers, sons of the first families in the kingdom. It was afterwards said, that the loss of this ship was in a great measure owing to her having been built too lofty for her breadth; which probably was the truth; as our principles of naval architecture, at that period, were very erroneous.

(III.) The next ancestor of the lamented subject of our present memoir, was an uncle, who also bore the name of Samuel, and distinguished himself in 1746, as commander of the *Vulture* sloop. He was afterwards made Post on the 21st of April, in the same year. The following is the official account, as published in the *Gazette*, dated Edinburgh, January 11: The action was on some morning before the 9th of January:

Captain Faulknor, in the *Vulture* sloop, being arrived at Inverkeithen Road, sent the cutter and boats before; who upon their arrival in Kincardin Road, saw a brig come out of Airth, which the rebels had seized in order to transport their cannon from Alloa up the Frith, to batter Stirling Castle. The next morning Captain Faulknor arrived in the road likewise; and upon the Lieutenant of the *Pearl* informing him of this, as well as of there being two more vessels in Airth, that were liable to be seized by the rebels for the same purpose, he sent the boats manned and armed to burn them, which they effectually performed without the loss of a man; though the rebels fired some platoons from the town. While this was doing, the tide fell so low, that he could not return to the road that night; upon which the rebels in Airth opened a battery of three pieces of cannon, and in the morning began to play upon him very unexpectedly, but did him no damage. The fire from the sloop dismounted two of their cannon, killed their principal engineer, (as they heard by a man of the town,) with some others, and drove the rebels all out of the town, and from their battery: after which they drew off their cannon to

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\* Admiral Balchen's monument, with an appropriate inscription, is in Westminster Abbey.

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Elphinstone, and at the same time got one more from the body of their army at Falkirk, and erected with them a four-gun battery on the point of Elphinstone, in order to guard the Pass.

Colonel Leighton came to the assistance of the ships on the 9th with 300 men; and it was agreed to attack the brig at Alloa, which had on board the rebel's cannon; and for that purpose to send fifty of his men in a large boat, with the ship's boat manned and armed, to lie all night a mile above Alloa, to prevent the said brig's going up the Frith that night: and Captain Faulknor and Colonel Leighton resolved to go up with the morning tide to attack the town, and take the brig from under the guns of Alloa. All which might have been executed; but the boats, just after they had passed the town, unluckily grounded, which discovered the whole. Upon which the rebels beat to arms, and fired from right to left very near half a mile, and obliged the boats to retreat, with the loss of one man, and another's leg shot off; but it prevented the brig's going up that tide. However, it was resolved to go up in the morning with the ships; and Colonel Leighton's men were landed at Kincardin, in order to attack them by land. But while this was doing, the brig took the opportunity of the next tide to sail up the Frith.

On the 21st of April, in the same year, 1746, Captain Faulknor having obtained his Post Rank, was appointed to the Amazon frigate, of 20 guns, and afterwards into the Fox frigate\*, of 20 guns, and 160 men, in which he sailed to Jamaica: during the hurricane on the 11th of September, 1751, the Fox was lost, but Captain Faulknor, and the greater part of his crew, were saved. He returned to England during the summer of 1752, and was again appointed to a twenty-gun ship called the Hind, and early in 1755, to the Lyne, also of 20 guns. In the spring of the same year he received his commission for the Windsor, of 60 guns; and distinguished himself in the cruising service on various occasions, particularly on the 17th of April, 1758, when he chased two French frigates, and three store-ships, until he captured the Grand St. Pierre; and on the 27th of March, 1759, when being off the rock of Lisbon, he attacked

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\* Probably so named after the Fox, Captain Beaver, which was wrecked near Dunbar, in November, 1745, and all on board perished.

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four large French ships\*, and took the Duc de Chartres, East Indiaman. This gallant officer died on the 28th of May, 1760.

(IV.) Our Hero had another uncle in Admiral Jonathan Faulknor, who had been made Lieutenant on the 24th of August, 1753. On the 28th of September, 1758, he was made Commander, and was appointed to the Furnace bomb-ketch, under Commodore Keppel, in the Goree expedition. On the 9th of July, 1759, he appears as Captain of the Mercury, a twenty-gun ship, in which he sailed to the West Indies. In 1767 he was appointed to the Superb, of 74 guns, the flagship of Rear-Admiral Sir John Moore, who then had the command at Portsmouth. The Superb soon afterwards was ordered to the Mediterranean; and on her return, with a regiment which had been stationed at Minorca, she was nearly lost, owing to the carelessness of the pilot who had undertaken to conduct her into Cork harbour. The writer of the present memoir was then a child on board the Superb. At a period when the British Navy did not abound, as it at present does, with men whose minds are enlarged and strengthened by a lively faith in the principles of christianity, Captain Faulknor was particularly distinguished for his correct and upright conduct. The service on board his ship was always conducted without noise, and unmeaning threats. As an oath never issued from his mouth, his officers and men regarded the example of their Commander. On entering the excellent harbour of Cork, a gun, as usual, was fired for a Pilot; who, by his gross ignorance, contrived to bring the Superb on the only rock that existed: for if Pilots do not avoid having Roche's Tower, and Dog's Nose at N.N.W. of it in one, they must run upon a sunk rock, with twenty-three feet,

\* These were

	<i>Tons.</i>	<i>Guns mounted.</i>	<i>Guns pierced for.</i>	<i>Men.</i>
Duc de Chartres....	1100	24	60	294
Le Marsiac.....	1200	26	74	300
L'Indien.....	1100	24	54	270
Le St. Luc.....	700	18	26	200
	4100	92	214	1064

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and seven fathoms all round it. When the ship struck, the coolness of Captain Faulkner was particularly remarked: his first words were—*Silence! Down with the ports! Put that rascal into irons!*—Providentially the tide was favourable, and the Superb, after a short interval of dreadful suspence, got clear of her danger.

Captain Faulkner was next appointed to the Royal Oak, of 74 guns, in 1777; and in 1778 sailed under the flag of Admiral Keppel, as second Captain of the Victory. On this memorable service he received the highest commendations for his cool intrepidity, from the Commander, and from Admiral Campbell, who was Captain of the fleet; and was sent home with the dispatches. In 1782 he was appointed to the Princess Royal, of 98 guns, and proceeded with Lord Howe's fleet to the relief of Gibraltar; where he was stationed as one of the seconds\* to the Commander in Chief. Captain Faulkner afterwards continued in the Princess Royal as a guard-ship at Portsmouth; and was appointed to the Triumph, of 74 guns, on the same service. He was advanced to the rank of Rear-Admiral of the White on the 24th of September, 1787; Rear-Admiral of the Red, September 21, 1790; Vice of the Blue, February 1st, 1793; Vice of the White, April 12, 1794; Vice of the Red, on the 12th of July following; and Admiral of the Blue on the 1st of June, 1795. During the whole of these periods he resided chiefly at Havant Park, in Hampshire; but on receiving his last promotion, he came to London, in order to be presented. He arrived there on the evening of the 22d of June in the above year; and to the grief of all who knew him, was struck on the following morning with a fit of apoplexy, while engaged in conversation at the Hon. Colonel Stanhope's, in Park Lane, who married his niece. He lived only until the next day. The following tribute to his memory appeared in the public prints:—  
“By his death the country has lost a most gallant and meritorious officer, and his family an excellent father and friend. His well known nautical abilities, and extensive knowledge in his pro-

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\* Charnock's Biographia Navalis, Vol. VI, page 361.

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fession, are above panegyric, and his name will be revered to future ages."

(V.) The present Admiral Jonathan Faulknor, senior \* Rear-Admiral of the White, is the son of this officer. He also left another son, who is in the church, the Rev. A. S. Faulknor. This Admiral was advanced to Post Rank in 1782. His promotion as Flag Officer is dated 1804.

(VI.) This account of the naval ancestors of our Hero is closed with some interesting anecdotes relative to his gallant father, Captain Robert Faulknor, brother to the late Admiral Jonathan Faulknor; the intimate and honoured friend of the Lords Anson and Howe, and of the Admirals Barrington and Cornwallis. Mr. Robert Faulknor was the son of the unfortunate Captain of the Victory, Samuel Faulknor, Esq., who was drowned with Sir John Balchen. He was born in 1726, and being always destined for the Navy, entered it when very young. At the siege of Carthage, 1741, then in his fifteenth year, he served as a volunteer on board the Galicia prize, of 70

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\* The following gallant action is recorded of this officer whilst a Captain:—

The Nymph frigate, Captain Pellew, and the Venus frigate, Captain Jonathan Faulknor, sailed on the 19th of May from Spithead, on a cruise to the southward. On the 25th they separated in chase; and on the 27th, the Venus, about daylight, fell in with a large French frigate, of 36 guns, besides carronades; whom, after many manœuvres to get the wind, the Venus was prevented bringing to close action before eight o'clock in the morning; from which time it continued very warm until half-past eleven o'clock: the French frigate was then perfectly silenced; had been making off for some time; and had not fired a gun for the last half hour: but the Venus still kept following her close, and repeatedly raked her on both quarters. The French frigate's deck was totally deserted, her ports lowered down, several of them beat into one, and without doubt in a few minutes must have struck her colours, but for her consort being discovered working up to her assistance: on seeing which she made a private signal, which was immediately answered by the other, who hoisted French national colours under a great press of sail. The frigate engaged, then bore up, and ran down to her. Captain Faulknor kept his wind, and got ready to receive the other French frigate, who continued to stand after him. The Venus was very much damaged in her masts, yards, sails, and rigging. All her lower shrouds were shot away except one; her main and every other stay shot asunder, the fore, main, and mizen-masts considerably wounded, the main-top-sail shot clean out of the bolt ropes, the mizen-stay-sail had more than one hundred shots through it, with the loss of two men killed and twenty wounded. The Venus had not a marine on board, and was twenty men short of complement.



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guns, taken by Captain Knowles, which Admiral Vernon had ordered to be prepared as a floating battery, mounting 16 guns, eighteen and twelve-pounders, and commanded by Captain Hore. This ship \* was manned with volunteers from the different ships; and from the manner in which she was fitted up, having her merlons filled with earth and sand, drew full as much water as some of our 80-gun ships. In this perilous service Mr. Faulknor received a severe wound, from the effects of which he never entirely recovered; sixteen splinters of bone were taken from his ankle. An anecdote is related of him during this period of his life, which we believe has not hitherto appeared:—being stationed at a gun, and having expended all his wadding, he seized a seaman's wig who stood next him, and ramming it home, called forth the spirits and laughter of his comrades. Mr. Faulknor was made Lieutenant soon afterwards, and among other service, was in the engagement between Admiral Byng and M. de Galissoniere, May 20, 1756. Soon after that action Lieutenant Faulknor was promoted to the rank of Commander, in a sloop of war; and, according to Mr. Charnock †, was one of the witnesses on the memorable trial that ensued. In 1757 Captain Faulknor was advanced to Post Rank, and held the command of the Marlborough, of 90 guns, for a short time.

During the year 1761, Captain Faulknor, who then commanded the Bellona, of 74 guns and 558 men, whose crew had been previously well disciplined, by the brave Captain Dennis, in the Dorsetshire; distinguished himself in the most eminent manner, amidst the brilliant actions ‡ which then took

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\* Beatson's Memoirs, Vol. I, page 104.

† Biographia Navalis, Vol. VI, page 228.

‡ We allude among others to the action between the Minerva, of 32 guns, Captain S. Hood (not Captain A. Hood, as it has generally been erroneously printed,) the daring boat expedition, off Dunkirk, conducted by the intrepid Lieutenant John McBride; to that in which the brave Captain Hunt, of the Unicorn fell, with the Vestale French frigate, afterwards named the Flora; to the action between the Seahorse, carrying only 20 guns, Captain James Smith, and a large French frigate, l'Agrette, mounting 34 guns; to that between the

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place. On the 10th of August Captain Faulknor sailed from the *Tagus*, in company with the *Brilliant*, of 36 guns, Captain Loggie, with a considerable sum of money on board, belonging to the merchants. For the first three or four days, the wind, though extremely moderate, continued favourable for England. On Thursday evening, the 13th, a little off *Vigo*, the wind veered about to the northward, when both ships were obliged to trim their sails sharp, and ply off and on, until next day, the \*14th, when, in the afternoon, three sail were discovered in the offing, standing in for the land. The enemy bore down on the English, with their top-gallant-sails clewed up, until they came within about seven miles; when, all of a sudden, they wore round, let fall their top-gallant-sails, set their studding-sails, and crowded away before the wind, with all the canvas they could carry. Chase was immediately given; and being favoured by the moon, they could clearly discern the enemy during the whole of the night. At sun-rise the French ships were perceived near five miles a-head; the *Bellona*, though at that time one of the best sailing ships in the service, and built only in the preceding year, having, in a long chase of fourteen or fifteen hours, gained little more than two miles. No sooner had the French Commodore, M. du Gue Lambert, (in the *Courageux*, of 74 guns and 700 men, with the *Malicieuse* and *Ermine* frigates, each of 36 guns,) a view of his opponents by clear daylight, than he hoisted a red ensign in the mizen shrouds, as a signal for his frigates to close with, and engage the *Brilliant*; and hauling down his own studding-sails, wore round and stood for the *Bellona*, mistaking her, as it would appear, for a fifty-gun ship. As this was one of the most memorable actions in the splendid annals of the British Navy, we are happy to give a more correct and detailed account than has hitherto appeared, from a private letter sent

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Richmond, Captain Elphinstone, and the *Felice*, a French frigate; and to that between the *Vengeance*, of 26 guns, Captain Nightingale, and *l'Entreprenante*, of 44 guns, but only 26 twelve and nine-pounders mounted: the *Vengeance* was five times on fire.

\* Beatson has erroneously mentioned the thirteenth, and called one of the French frigates the *Hermine*. The best account hitherto published, is that, which Beatson followed, in the *Gentleman's Magazine*, Vol. XXXI, page 616.