

and Trim's point of view (crafted by Philippa Sandall and Gillian Dooley), while also enlightening the reader on the colonization and exploration of the Great Southern Land. *Trim—The Cartographers Cat* is a quality hard cover publication, very well illustrated and highly recommended.

Of note is that Flinders died on 19 July 1814—the day after his magnum opus, *A Voyage to Terra Australis*, was published. His memory, however, lives on in Australia with his name perpetuated by a mountain range, an island, a university, a hotel, a harbour pilot vessel and a former survey vessel of the Royal Australian Navy. His portrait has graced stamps, banknotes and Wedgewood plates and there are no less than six statues of him around the world—several of which have a statue of Trim close by.

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Peter Hore (ed.) *The Trafalgar Chronicle*, New Series 4. Barnsley, S. York: Seaforth Publishing, www.seaforthpublishing.com, 2019. 239 pp., illustrations, maps, tables, biographies, notes. UK £20.00, paper; ISBN 978-1-5267-5950-4.

The subtitle of the *Trafalgar Chronicle* reads, *Dedicated to Naval History in the Nelson Era*. This is exacting what the ongoing series has provided to help fill in the larger context in which Nelson served. The events that influenced his experience, but in which he may have had only a tangential involvement, the officers influenced by Nelson, directly and indirectly, those who served in his ships, on other ships in squadrons he commanded, and those whom he never met. This edition continues this service with 21 articles.

The volume is dominated by a se-

ries of brief biographies of naval officers, some who served with Nelson, others who did not, constituting ten essays. They include Admiral George Augustus Westphal (by Tom S. Iampietro), and his brother Admiral Philip Westphal (by T. Jeremy Waters), Admiral of the Fleet Sir Provo Wallis (by Jeremy B. Utt), Lieutenant Richard Bulkeley (by Jack R Satterfield), Admiral Sir Manley Dixon and one on Rear-Admiral Thomas T Tucker (both by Andrew Z. Frederick), Captain William G. Rutherford (by Anna Kiefer), Rear-Admiral John Peyton (by Barry Jolly), Captain Conway Shipley (by Rui R. Filipe), and Captain John Perkins (by Douglas Hamilton). Some essays, such as the piece on Admiral of the Fleet Wallis, cover well-known ground, while others explore people who fell into obscurity in the shadows of contemporaries, the best example here is Philip Westphal, whose own brother George's career eclipsed his own.

Of the ten biographies, this reviewer found Rui Ribolhos Filipe's account of the short, yet full career of Captain Conway Shipley the most intriguing ("The Beach of the English Dead: Remembering Captain Conway Shipley"). A native of Denbighshire, a follower of Earl Spencer, he saw his first action at the Battle of the Glorious First of June. After serving as lieutenant on a variety of ships, he was made commander of the frigate *Nymphe*, in 1807. On the night of 22/23 April 1808, while blockading the French and several Portuguese vessels in the Tagus, Shipley led a cutting-out party to seize the 54 gun *Princesa Carlota*. Things went terribly wrong, as the tide prevented them from reaching the Portuguese ship. Changing target to the brig *Gaivota do Mar*, Shipley was killed as he scaled the side of the ship, throwing his men into some confusion. The attack failed, and Ship-

ley's body was not recovered by his comrades in arms. The burial and later efforts at different memorials to the 26-year-old officer completes the article. Stories of officers like Shipley are usually ignored, but they have a clear and salient place in our understanding of serving afloat.

Only two of the remaining articles have Nelson as the focus around which the authors weave their tale. Des Grant briefly highlights the careers of 19 Irish officers, a surgeon and a purser, whose time afloat intersected with Nelson, in "Nelson was an Irishman." Included are Captain George Farmer (Captain of HMS *Seahorse*, and midshipman Nelson), Sir Peter Parker (whose path intersected with Nelson's in the West Indies), and Sir Thomas Graves, third in command at the Battle of Copenhagen, plus a number of officers who served in various capacities in HMS *Victory*, and other British ships at the Battle of Trafalgar, plus two who commanded Spanish vessels on that fateful 21st. Clearly, there was a significant cohort of Irish officers in the British navy, who served the crown well, an image that runs counter to the contemporarily much-maligned Irishmen taken into the navy as landsmen. The author's single endnote unfortunately refers the reader to a forthcoming book on Irish Admirals for any references.

The other article is by Susan K. Smith, who writes about Benjamin Silliman, an American academic visiting England in the summer of 1805, to purchase scientific books and equipment for Yale. His diary describes England at war with Napoleon, everyday scenes of London and its elite, and of most interest, his sightings of Lord Nelson. Silliman saw him in London, noting the crowd that gathered around Nelson, cheering, and jostling to get a view of the man. He saw Nelson again at Ports-

mouth, as the Vice Admiral made his way to the beach to be rowed out to HMS *Victory*. The descriptions of both sightings are brief but detail rich. The excitement that perfused the crowds that gathered for Lord Nelson is tangible in Silliman's account.

The interconnections between women and the navy is the subject of "The Role of Women in London's Sailortown in the Eighteenth Century," by Derek Morris and Ken Cozens. Morris and Cozens examine how women took care of themselves financially, when their husbands went to sea. Their occupations ranged from serving as agents for money lenders, to managing the investment in shipping and other businesses (such as compass-making) left to them by deceased husbands. Some were servants, or lodging-house keepers, while others entered the victualing trade. Many would have joined the ranks of the labouring poor to make ends meet. This informative piece broaches an area of maritime history that needs far more research.

The Reverend Lynda Sebbage discusses the chaplains aboard ships-of-war ("Sin Bo'suns in Nelson's Ships"). Religion varied widely among the officers. Some Captains were evangelical, holding regular divine services and requiring their crew's strict attendance to Christian morals. Others were less inclined, holding services if the spirit moved them. Not all ships had chaplains, and chaplains varied much in their education, experience and skill at delivering sermons. Sebbage describes the larger picture of chaplains within the navy, and touches on Nelson's chaplains. Like the subject of women in the maritime world (afloat and ashore) religion and its chaplains offers a rich opportunity for investigation.

"The Russians on the Tagus," by Mark West, is another gem in the col-

lection. This article ties diplomacy and naval action (or inaction) together to tell the tale of the Russian squadron under Vice-Admiral Dmitri Nikolaevich Seniavin, which found itself stranded in the Tagus River. Sent to the Mediterranean to reassert Russian control of the Adriatic in 1806, Seniavin defeated a Turkish squadron at the Battle of Athos, in 1807. The Treaty of Tilsit, in 1807, formed an alliance between Russia and France. Returning to St Petersburg, Seniavin was forced to seek shelter from a storm, by reaching Lisbon on the Tagus River. This landed his ten ships into the dynamic situation between Britain, France and Portugal. The French had seized Portugal and thus, Lisbon. As an ally of France, the Russian squadron could stay. If it left, it would meet the British blockade, and being a French ally, would be attacked by the British force. Confusing the situation was the unstable peace between Russia and France, casting Seniavin as less than a fully supportive ally to the French, at Lisbon. Ultimately, the situation was resolved when the British army forced the French to leave Lisbon, and Vice-Admiral Sir Charles Cotton worked out an arrangement with Seniavin to surrender his ships to the British, and be escorted to Portsmouth. The Russians stayed for months before the crews were sent home to Russia. By then, only two of the original ten ships were seaworthy enough to return to Russia in 1812, when Russia broke its alliance with France. Seniavin's crushed reputation, and posthumous rise to fame within Russia, are an interesting twist to the story.

This review, already too long, can only mention in passing the articles touching on seaports in North America (by Harold E 'Pete' Stark), the loyalist marines of the American Revolution (by Tom Allen), carronades (by Antho-

ny Bruce), the use of hot air balloons by the French (by Anthony Cross), and the Battle of George's Cay (by Michael Harris).

A section containing nine coloured images appears towards the end of the volume, detailing events, people, and memorials discussed within some of the articles. Two images from the National Maritime Museum, one of the defeat of the French 74 *Guillaume Tell* (Plate 6) and the other of HMS *Glatton* after an engagement (Plate 7) are exceptional. There are 54 other black and white images of people, events, and memorials, and four maps are distributed throughout the volume.

The endnotes for each article appear at the end of the volume, after the author bios. They range drastically, from the one reference for Grant's article (as noted above), the numerous but sparsely described list for the piece on Admiral Sir Provo Wallis, the handful cited by former Secretary of the Navy John Lehman for his contribution on the Decatur and Lehman's, to the amply detailed offering by Mark West.

The annual *Trafalgar Chronicle* is a unique publication, combining the writing of enthusiasts, students, specialist academics, and independent scholars on topics pertaining to the British Navy, largely between 1750 and 1820. This is Peter Hore's last turn as editor, having produced solid volumes for each of his five years at the task. He has left the *Trafalgar Chronicle* in the hands of Dr Sean M. Heuval, a faculty member at Christopher Newport University, Virginia, who will have the assistance of Dr Judy Pearson, and Captain John Rodgaard, U.S.N. (Ret). They have a large pair of shoes to fill.

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