

1942 sinking of U-153 to both a single pilot off Aruba (A-20A Havoc under Dr. Marshall Groover, which Fresnada correctly confirms), and, a week or so later, to a veritable panoply of American minelayers, aircraft, destroyers, etc. who were actually bombing a well-known freighter still spewing oil. While the German experts, including Dr. Axel Niestlé, concur, the US Navy is more intractable. Having spent years re-attributing the loss of U-84 in 2019, not everyone is willing to take up the case with Naval Heritage Command.

For taking on this task and succeeding so well in researching and explaining the many facets of this aquatic, sub-sea, and airborne battlefield, Dr. José Bolívar Fresnada should be congratulated. He has done an exemplary job of delivering lively details involving the little-known Caribbean Front of the Second World War.

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James C. Hamilton. *Captain Cook and the Search for Antarctica*. Barnsley, South Yorks: Pen & Sword Books, www.penandswordbooks.com, 2020. 303pp., illustrations, charts, notes, bibliography, index. US \$42.95, UK £ 25.00, cloth; ISBN: 978-1-52675-357-1.

Antarctic history, and in particular Antarctic maritime history, is too often understood only as the history of the expeditions during the so-called heroic age of Antarctic exploration between the late nineteenth century and the years shortly after the end of the First World War. Earlier expeditions to the Southern Ocean and the search for Antarctica itself are a topic about which even most professional Antarctic historians have only slight knowledge. British explorer

and Royal Navy Captain James Cook, on the other hand, is mainly renowned today for his work in the Pacific, and in particular, his exploration of the South Sea, Hawaii, the Australian east coast and the first circumnavigation of New Zealand. Nevertheless, during each of his three major voyages in the years 1768-71, 1772-75, and 1776-79, Cook sailed substantial regions of the Southern Ocean, explored the shorelines of a number of islands that are today considered as sub-Antarctic islands, and tried to solve the riddle of whether the mythical southern continent, *terra australis incognita*, really existed. Although he did not reach the Antarctic continent and came to the conclusion that *terra australis incognita* (Antarctica) did not exist, Cook needs to be understood as the first systematic and serious explorer of the Antarctic.

Captain Cook and the Search for Antarctica is the first book that is exclusively dedicated to the history of Captain James Cook as an Antarctic explorer. As such, Hamilton not only closes a long existing gap but showcases the fact that Cook was much more than just the main early explorer of the South Sea. He is also proof that exploration of Antarctica and the Southern Ocean actually began well before the heroes of the heroic age of Antarctic exploration arrived on the continent.

Divided into five main sections, the book combines a chronological with a thematic approach. Hamilton presents an introduction to Cook's voyages, including detailed information on the ships he used, followed by a discussion of his visits to Tierra del Fuego and Cape Horn in 1769, the three crossings of the Antarctic Circle, the exploration of the sub-Antarctic islands, a discussion of Cook's contributions to natural and Antarctic science and finally, a chapter devoted to the impact of

Cook's journeys on Antarctic exploration throughout the following centuries. Two appendices complete the book, providing the Admiralty Instructions for Cook's journeys and some information on the journals and logbooks from the three expeditions.

Overall, this organization succeeds in allowing the reader to understand Cook's voyages, not only by reading a simple chronological narrative of the three journeys, but also by recognizing Cook's role in the quest for *terra australis incognita* and his eventual realization that the mythical continent might not exist, as well as his actual contributions to charting large areas of the Southern Ocean as well as sub-Antarctic islands like South Georgia and Kerguelen. In particular, these chapters might be the most important ones for the professional Antarctic historian. Cook's highly detailed descriptions of his activities during his visits to these extremely remote islands not only placed the islands on the map of the globe, but his meticulous research revealed the islands and their fauna which were virtually unknown to the world at this time.

One of the few criticisms on the book is related to the illustrations. Obviously, a book dealing with late-eighteenth century exploration would have very few contemporary images available. Thus, the comparatively few illustrations cannot be critiqued. Knowing that the author is not only a historian, but also a philatelist, it does not surprise that stamps are used to depict Cook's activities in the Southern Ocean. What surprises the reviewer is a more or less random set of modern colour photographs of Southern Ocean and Antarctic animals. While attractive images, there remains a question about how they contribute to the book. While they may be of general interest to readers who have

never seen these animals in the wild, as someone who has been lucky enough to have seen all of these animals many times, these photographs fall into the category of "filler." Whenever there is a need to illustrate a book on the Southern Ocean or Antarctica, pictures of penguins, seals, and other animals are inserted, whether they are directly connected to the story or not.

Another minor criticism is that the book is overly compartmentalized. Divided into five main parts with a total of 16 chapters, each of the chapters is broken up into even shorter sections under individual subheadings. While organizing a book into small topical sections is not necessarily a negative, here it almost becomes an obstacle to the flow of reading. In the end, these are minor points and might reflect more of this reviewer's personal taste than a substantial critique.

Hamilton's *Captain Cook* needs to be recommended to every maritime historian with the slightest interest in Antarctic and Southern Ocean history, as well as to historians with an interest in late-eighteenth-century maritime history and exploration. When it comes to a general readership, the huge number of details resulting from thorough academic research might distract somewhat from the flow of the narrative. Although the book is not a page-turner, it will also appeal to the casual reader who has picked it up out of interest in one of Britain's most famous explorers, or because of fascination with Antarctica and the Southern Ocean. For the very few readers who might be lucky enough to read the book while sailing the Southern Ocean on the way to Antarctica, the book will provide a cautious tale of how navigation of these waters might have looked 250 years ago and a deep appreciation for the explorers who put some of the places regularly visit-

ed by today's expedition cruise ships on the charts. Whether you are reading the book in your study, in an armchair in your living room, or in the lounge of an expedition cruise ship, it will not disappoint. In fact, it will provide a deep inside look at how and why the quest for *terra australis incognita* began to take shape. With a moderate retail price for a hardcover book (also available as an e-book and to be released in a paperback edition within the near future), this book is a welcome addition to every library with a section on Antarctica and the Southern Ocean, whether it is a library for professional purposes or a private collection.

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John B. Hattendorf and William P. Lee-man (eds.). *Forging the Trident: Theodore Roosevelt and the United States Navy*. Annapolis, MD: Naval Institute Press, www.usni.org, 2020, 293 pp., illustrations, notes, index. \$48.00, cloth; ISBN 978-168-247-534-8.

Forging the Trident is a biography focused on Theodore Roosevelt (TR), and the United States Navy; its readiness, training, armament, ship design, evolving materiel, administration, budget, public relations, and policies. The book's eleven separately authored scholarly essays/chapters plus John Hattendorf's erudite introduction cover Roosevelt's career as a maritime historian, New York City police commissioner, Assistant Secretary of the Navy, Army Rough Rider, Vice President, and President of the United States. Finally, it explores his influence on his successors – particularly TR's fifth cousin, Franklin Delano Roosevelt (FDR). The book's authors, in general, are a quasi "Newport Chowder and Marching Soci-

ety," most of whom have a relationship with Newport, Rhode Island's Naval War College or Salve Regina University. This seems appropriate since TR visited the lovely Rhode Island seaport in 1888, 1897, 1908, and 1913. The title, *Forging the Trident*, is prophetic in that Poseidon's trident is a potent symbol, a robust weapon, and tool that also represents power and authority – Roosevelt's metaphorical persona. One chapter's title, "Checking the Wake While Looking Beyond the Horizon," perhaps best describes the book's overall thrust.

Several areas in *Forging the Trident* are unusual focal points in this TR biography. The first is Roosevelt's southern roots as a decedent of Confederate Naval officers, Bulloch uncles (James and Irvine), and this branch of his family's relationship with the Republican and Democratic politics of the reconstructionist south. Next, as the Assistant Secretary of the Navy, TR saw the potential of naval aviation from an interest in Samuel P. Langley's early, but unsuccessful, attempts at controlled flight in the late 1890s. President William McKinley gave Langley \$50,000 from the War Department (roughly \$1,600,000 today) to continue his aeronautical work, a fact not mentioned in the book. The inventor's ideas were pioneering, but at the time unsuccessful, and later eclipsed by the Wright brothers' successful powered flight in 1903. Still, the first aircraft carrier, completed in early 1922, was the USS *Langley* designated CV-1. *Langley* became the primary test platform for the USN's nascent naval aviation program and its quest for air superiority over a battle fleet.

In another far-reaching innovation, Roosevelt encouraged his presidential successor, William Howard Taft, to switch from coal to oil as fuel for navy