

journal issue. The many tables, figures, and maps provide useful summaries of the data and illustrations of recovery patterns, while the photographs provide added interest. While it is principally technical in nature, the book is a wonderful repository of information on migration systems of birds breeding in and migrating to and from Greenland. If you are interested in this subject area, you will want to obtain a copy of this publication.

#### REFERENCES

- SALOMONSEN, F. 1950–51. Grønlands fugle/The birds of Greenland. Copenhagen: Munksgaard.  
 ———. 1967. Fuglene på Grønland. Copenhagen: Rhodos.

*R.I.G. Morrison*  
*Canadian Wildlife Service*  
*National Wildlife Research Centre*  
*Carleton University*  
*1125 Colonel By Drive*  
*Ottawa, Ontario, Canada*  
*K1A 0H3*  
*Guy.Morrison@ec.gc.ca*

THE GULF OF ALASKA: BIOLOGY AND OCEANOGRAPHY. Edited by PHILLIP R. MUNDY. Fairbanks: Alaska Sea Grant College Program, University of Alaska Fairbanks, 2005. ISBN 1-55612-090-X. vi + 214 p., maps, b&w illus., bib., acronyms, index. Hardbound. US\$25.00.

Seventeen years after the massive oil spill triggered by the grounding of the *Exxon Valdez* on Bligh Reef in Prince William Sound, the large scale of the damage to pristine marine ecosystems of Prince William Sound and the Gulf of Alaska remains clear, although the actual scope of the specific long-term environmental damage is harder to characterize. The legal system in the United States, and society in general, asked the scientific community to help assess the environmental damage by defining the specific observations (e.g., population declines) that could be specifically attributed to the oil spill, but from the outset, any conclusions were limited by the minimal previous understanding of the Gulf of Alaska ecosystem. While some individual organisms and biological communities have been slow to recover from the obvious negative effects of this major petrochemical spill, producing downstream effects on local human communities that formerly had strong, fishing-based economies, it is still not clear how to separate natural environmental fluctuations from the specific impacts of the oil spill.

*The Gulf of Alaska: Biology and Oceanography*, edited by Phillip Mundy, is an outgrowth of some of the key scientific studies that were undertaken in the wake of the *Exxon Valdez* oil spill, supported by legal settlements

arising from the oil spill and guided by the Exxon Valdez Oil Spill Trustee Council. A remarkable positive achievement that has arisen from the oil spill is the much better understanding we now have of the oceanography of the Gulf of Alaska. This book provides a concise statement of that knowledge in a reasonably priced volume that will be useful to policy makers, resource managers, educated laypersons, scientists, and advanced students with an interest in this north Pacific system.

Many of the studies cited in the volume remain undocumented beyond personal communications and gray literature reports, so this volume performs a valuable function in bringing a tremendous amount of information together in one location. The book is somewhat uneven, and even curious, in the depth and breadth of subject coverage, perhaps because even 17 years of study, the last 7 under the Gulf of Alaska Ecosystem Monitoring and Research Program (GEM), have been insufficient to document fully the environmental change processes in the Gulf. For example, I found it surprising that in a book whose title promises comprehensive coverage of biology and oceanography, a chapter was devoted to economic impacts on human communities. While well written and informative, this chapter and another on modeling efforts are not well integrated with the other subject matter of the volume. There are also instances where stronger editing efforts might have produced a more cohesive reference work. In the first paragraph of Chapters 3 and 4, one co-authored by the editor, that are otherwise excellent in thematic coverage, the Gulf of Alaska is defined geographically with latitude and longitude limits, including the specific percentage of the United States' continental shelf delimited by the Gulf of Alaska. Fortunately in both of these chapters authors Phillip Mundy and Tom Weingartner are consistent as to the specifics of the U.S. continental shelf occupied by the Gulf of Alaska (12.5%), and the latitude and longitude limits. However, it is not necessary within the space of a few pages to repeat the definition of the geographical scope of the study area. A more basic flaw in the book is that while the individual authors of each subject chapter are identified, and these authors are key experts for the subjects they cover, no institutional affiliations or contact addresses are provided. We have all begun to take for granted the power of Google and other search engines to identify institutional affiliations, addresses, and phone numbers for specific individuals in any field of study, but we are not far enough along to neglect this information for authors of an edited scientific book such as this. The book also lacks a summarizing chapter that integrates the findings of all investigators who contributed.

This volume is attractively packaged and published by the Alaska Sea Grant College Program, although it is a shame that several beautifully drafted diagrams in the introductory chapter, showing oceanographic features such as downwelling and seasonal changes in current flow, could not be published in color. Despite these and other relatively minor flaws, the information gathered here in

one location is of tremendous value for non-specialist and specialist alike. Alan Springer's summary of Gulf of Alaska bird populations and rookeries (Chapter 7), together with specific case studies, is near encyclopedic in coverage, and Tom Weingartner's chapter (4) on the physical oceanography of the Gulf is similarly outstanding. Ted Cooney's treatment of biological processes (Chapter 5) is a concise distillation of the work of many individuals and studies over the years. Charles Peterson (Chapter 6) reviews the benthos and nearshore communities from an ecological perspective that is different in tone from the process-based approaches used elsewhere in the volume, but this is also a very effective summary of the state of the knowledge on species interactions and biodiversity in the Gulf of Alaska.

While comprehensive understanding of the Gulf of Alaska system is clearly still a work in progress, the authors and editor of this volume are to be commended on the quality, value, and significance of this contribution. I have no hesitation in recommending this volume for purchase by academic and public libraries and by individuals with specific interests in the Gulf of Alaska as an ecological system.

*Lee W. Cooper*  
*Marine Biogeochemistry and Ecology Group*  
*Department of Ecology and Evolutionary Biology*  
*10515 Research Drive*  
*University of Tennessee*  
*Knoxville, Tennessee, U.S.A.*  
*37932*  
*lcooper1@utk.edu*

LIFE AND DEATH ON THE GREENLAND PATROL, 1942. By THADDEUS D. NOVAK. Edited by P.J. CAPELOTTI. Gainesville: University Press of Florida, 2005. ISBN 0-8130-2912-0, 206 p., maps, b&w illus., notes, maps, index, bib. Hardbound. US\$59.95.

In May 1940 Eske Brun, the Danish Governor of Greenland, requested protection from the United States against Germany. Anxious to safeguard its supply of cryolite (essential for the manufacture of aluminum) from the mine at Ivigtut, the United States government readily agreed and dispatched James Penfield, the first United States consul to Greenland. Then, with the signing of the Lend-Lease Act with the United Kingdom early in 1941, planning began for ferrying fighter and bomber aircraft to Britain from the United States via airfields in the Canadian Arctic, Greenland, and Iceland. As a result, early in the summer of 1941 the South Greenland Survey Expedition was dispatched to Greenland on board USS *Cayuga* to locate sites for airstrips and for radio and weather stations. A total of 13 potential sites for airstrips were identified, those in West Greenland being designated by the code name Blue West (BW) and those in east Greenland by Blue East (BE). After the United States entered the war in December 1941, the pace of preparing for and building the various airstrips acceler-

ated. In this connection, the United States Coast Guard purchased 10 relatively new, wooden New England trawlers of 120 to 225 tons that would escort freighters and haul equipment and supplies needed to construct and maintain the airstrips and weather stations. These trawlers constituted what was termed the Greenland Patrol.

Assigned to one of the vessels (*Nanok*, WYP 169, formerly the trawler *North Star*), was Leading Seaman First Class Thaddeus D. Novak, the author of this book. The Coast Guard strictly forbade any of its officers or men to keep diaries during World War II, but Novak claimed to be unaware of this prohibition and kept a detailed journal of his experiences on the Greenland Patrol for the period June–December 1942. The diary accidentally came to the notice of *Nanok*'s Chief Mate, George Talledo, towards the end of the voyage; overlooking what was a serious infraction, Talledo told Novak to take the diary home and hide it till after the end of the war. Fortunately, in 1994 the diary found its way to the Coast Guard Historian's Office, where the editor, P.J. Capelotti, a senior enlisted member in the U.S. Coast Guard Reserve and head of a small staff at that office, spotted it and recognized its value as the only surviving journal kept by an enlisted man who took part in the Greenland Patrol.

Under the command of Magnus Magnusson, an Iclander with vast experience of commanding trawlers in northern waters, and previously Danish consul in Boston, *Nanok* put to sea from that city, with two officers and 21 men on board, on 12 July 1942. At Portland she joined a convoy, which sailed from there four days later, bound for Greenland. She reached Narsarsuaq (Blue West 1) on 27 July.

Thereafter *Nanok* spent the rest of the summer and the fall hauling freight (and sometimes towing a scow) up and down the Greenland coast to and from such locations as Blue West 3 (Marrak Point, near Fiskenaasset, now Qeqertarsuaq), Arsuq, Ivigtut, Julianehåb (now Qaqortok), Blue West 8 (Søndre Strømfjord, now Kangerlussuaq), Blue East 2 (Comanche Bay or Pikiutleq) and Blue East 1 (Angmagssalik). The freight in most cases was materials and equipment for building airstrips or weather stations or for resupplying these facilities. Inevitably, given the lack of ports, *Nanok*'s crew found themselves engaging in some rather unusual tasks, such as watering the ship from rivers or waterfalls. And not surprisingly, given the weather and ice conditions, her trips were not without incident. During a storm on 7 September, while *Nanok* was towing a scow round Kap Farvel, bound for Comanche Bay, the scow went adrift, and the towing hawser became wrapped around *Nanok*'s propeller shaft. Once the hawser had been disengaged (with considerable difficulty) from the shaft, and the errant scow had been located, three men boarded the scow, but *Nanok* then lost sight of it again. When the weather cleared, the scow was found again, with the three men safe and well. On another occasion, on 30 October, off Angmagssalik, a large iceberg that *Nanok* was nudging aside rolled over onto the ship's bow, pushing the bow under water. Fortunately it