

be based on long-term environmental trends or changes indicated by the comprehensive database the Treaty Parties should be striving to assemble.

This is a very complex slate of future concerns, and it would have been useful if *Polar tourism* had begun to ponder this brave new world. And this reviewer hopes that the authors and their publisher would see fit to ensure that there are supplements to this useful, initial step down a long and difficult road. (Ron Naveen, The Oceanites Foundation, 2378 Route 97, Cooksville, MD 21723, USA.)

GREENLAND'S ICY FURY. Wallace Hansen. 1994. College Station: Texas A&M University Press (Military History Series 32). xii + 276 p, Illustrated, hard cover. ISBN 0-89096-579-X. \$34.50.

This is a book about a little-known and little-appreciated, but significant, contribution to the Allied war effort in the Second World War: the setting up and running of both an Arctic weather and rescue station at Comanche Bay (Igtip Kangertiva) on the East Greenland coast and a small outpost on the Greenland ice cap.

There were several reasons for weather and rescue stations in the Arctic, among the most important being the air supply routes between the United States and Great Britain. These supply routes for heavy bombers and, later in the war, long-range fighters leap-frogged up the north-east coast of Canada before crossing to Greenland to refuel. They then headed to Iceland and on to Prestwick, Scotland. The loss in good weather in 1942 of two B-17 Flying Fortresses and six P-38 Lightnings, along with several other aircraft incidents, encouraged the High Command to establish the combined weather and rescue station. The other main reason for the development of the station was to have a centre to fill in some of the vast gaps in the North Atlantic weather reporting network. In the pre-satellite era, the only way to track weather systems was by having the densest possible weather reporting network, and Greenland had long been recognised as a source of some of the weather systems that reached Europe. Ultimately it became essential for the Allied bomber offensive to set up weather stations in Greenland. Some of the larger air and weather stations in Greenland, such as Bluie West-1 (BW-1) and Bluie West-8 (BW-8), had up to 3000 men stationed on them. The camps also ranged in size to Bluie East-2 (BE-2), which had 300 men, and down to the smallest, the Base Ice Cap Detachment (BICD), which had just 19 men and was established close to where Nansen began his crossing of the Greenland ice cap in 1888.

This book is one man's memory of the BICD and covers the time from the building of the camp, in the summer of 1943, to the time when the author, Wallace Hansen, left the detachment, in the autumn of 1944. The BICD had top military priority, superseding most other things in the supply chain, and the crew at the advanced station on the ice cap would record the weather conditions every hour and fill in various forms encoding the information for radio transmission. This information was then

relayed to the base camp, where it was enciphered and sent to the Greenland Base Command, who then broadcast the information to the Allied High Command for operational use.

Hansen describes some of the problems the BICD encountered, such as the burning out of the radio hut. Even weather observations could be difficult, and to launch a meteorological balloon one first had to make the hydrogen for the balloon. Of course, in the wild winter conditions this could be a major problem and on at least one occasion the manufacture of the hydrogen resulted in an explosion. Nevertheless, he obviously generally enjoyed his time in East Greenland.

Hansen was relieved from the BICD in September 1944 by the legendary Captain Robert Bartlett, on the two-masted schooner *Effie M. Morrissey*. Bartlett, who died a year later, was with Robert E. Peary for most of the controversial 1909 North Pole expedition, before being sent back just before Peary's final dash for the Pole. He had been contracted by the US Army to ferry supplies and people from the BICD to one of the larger staging posts (BE-2).

The main interest in the book, however, lies in the point of view from which it is written, that of an enlisted man (albeit a highly educated one) who obviously enjoyed his task. *Greenland's icy fury* has some nice qualitative explanations of the Arctic climate and of various meteorological effects, such as the aurora, the ocean currents in the region, and how katabatic winds develop, but it also describes many personal anecdotes from the era and is a pleasant light read. (Mark Brandon, British Antarctic Survey, High Cross, Madingley Road, Cambridge CB3 0ET.)

DERECHO INTERNACIONAL DE LA ANTARTIDA. Francisco Orrego Vicuña. 1994. Santiago de Chile: Dolmen Ediciones. 685 p, illustrated, soft cover. ISBN 956-201-234-4.

Upon scanning the table of contents of Professor Orrego Vicuña's book, one is greeted with an immediate focus on Antarctic cooperation and utilization of resources. This should be no surprise, given the author's previous publications on this subject. One soon discovers that the analytical structure of the work assumes knowledge of the basic components of the 1959 Antarctic Treaty. In this sense it is not a 'statement of the law,' as the work by Sir Arthur Watts (1992) has been described, a fact further evidenced by the absence of an appendix. Instead, it is an insightful discussion of the emergence and meaning of the Antarctic Treaty System (ATS) in the light of contending legal interests among members of the international community. These interests are here focused on the question of resource utilization, whether viewed from an historical perspective, or from the present predicament of environmental preservation, or in an assumed future revival of pressure for commercial exploitation. The mineral resources regime is therefore treated as fully relevant, both