

big game hunting and fur trapping—all important in the economy of the times. The author concludes that current abundance of game in the Territory has more to do with the thin population than with a history of sound game management.

THE EXPEDITIONS OF THE FIRST INTERNATIONAL POLAR YEAR, 1882–83. Barr, W. 1985. Calgary, Arctic Institute of North America. 222 p, illustrated, soft cover. ISBN 0–919034–59–4. Can\$15.00 + Can\$3.00 postage.

Written by a polar historian who often contributes to *Polar Record* (indeed some of the material in this book will be familiar to our readers), this is a concise but comprehensive account of the American, Austrian, British, Danish, Dutch, Finnish, German, Norwegian, Russian and Swedish expeditions to the north, and the French and German southern expeditions that contributed to the first truly international exercise in polar data-collecting. Compiled from sources in diverse languages; an interesting and valuable contribution to polar history, available direct from AINA, University of Calgary, 2500 University Drive NW, Calgary, Alberta, Canada T2N 1N4.

FLUCTUATIONS OF GLACIERS 1975–1980. Haeberli, W. 1985. Paris, International Commission on Snow and Ice of the International Association of Hydrological Sciences, and UNESCO. 265 p + maps, soft cover, boxed. ISBN 92–3–102367–5. US\$32.00.

Fourth volume in an international series covering changes in glaciers the world over, well known and indispensable to glaciologists; includes records of northern and southern polar glaciers.

In Brief

NEW FINNISH ICEBREAKER DELIVERED

The icebreaker *Otso*, first of a new class of shallow-draught icebreakers designed for operations in Baltic ports, was delivered to the Finnish Board of Navigation on 30 January 1986 from the Helsinki shipyard of Wärtsilä. Ordered in December 1985, the ship is the first of two which will replace three existing *Karhu* class icebreakers, longer and with deeper draught, that have been in service for 25 years. *Otso* and her sister-ship are 99 m long, with 24.2 m beam and maximum draught 8.0 m. New design features include four Wärtsilä Vasa 16V32 Diesel generators, carried on the maindeck below a helicopter deck. Kymi-Strömberg propellor motors, with total shaft output 15.0 MW, are controlled directly from the wheelhouse; speed is regulated by varying the AC frequency. Control positions are on the wings of the bridge, allowing almost all-round visibility, and the ships carry advanced radar navigation systems. Forward propellers common in recent icebreaker design have been replaced by Wärtsilä's patent air-bubbling system. A surface layer of stainless steel sheathes the ice zone, and epoxy paint reduces friction below the water line. The 28 crew members are accommodated in separate cabins in the superstructure, where noise during icebreaking is reduced, and *Otso* is equipped with a gymnasium and two saunas. (Source: Wärtsilä information releases.)

AWARDS FOR SOVIET ANTARCTIC RELIEF MISSION

The title 'Hero of the Soviet Union', the USSR's highest award for bravery, has been conferred on Capt Valentin Rodchenko, commanding officer of the Soviet polar research