Pelagic Birds in the Gulf of Maine

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In view of the recent increase of interest in seabirds, clearly indicated by the number of birding trips now being conducted to offshore waters in the Northeast and elsewhere, it seems an appropriate time to review the occurrence and abundance of pelagic species along what to date has been ornithologically the most studied oceanic route in the East. This is, of course, the "Bluenose" ferry transit in the Gulf of Maine between Bar Harbor, Maine and Yarmouth, Nova Scotia. Since 1965 the authors have made over 80 crossings on the "Bluenose". Although more than 75% of these occurred during the months from May through September, no season has been neglected. This paper summarizes our data from these transits and our notes on the field identification of some 23 species of pelagic birds encountered.

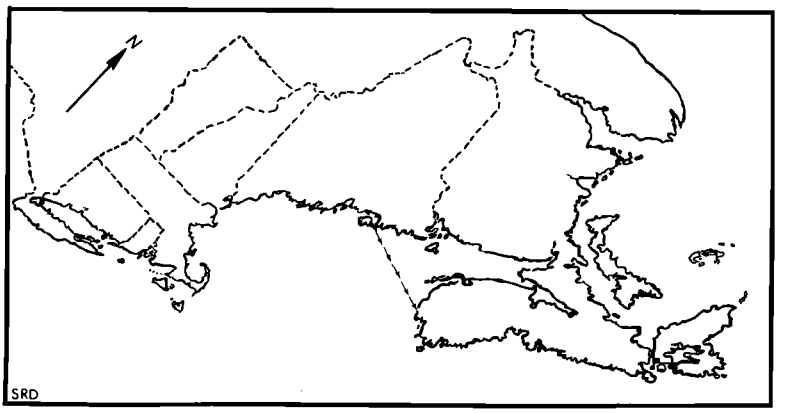
The "Bluenose", owned and operated by Canadian National, has an overall length of 346 feet and a gross weight of 6419 tons. Her speed averages 18.5 to 19 knots in summer and 16.5 to 17 knots in winter. An observer positioned at the bow is approximately 30 feet above the sea surface and can survey a horizon of about 300°. The elevation extends visibility to some distance while often preventing ventral views of nearby birds flying low over the water.

According to the most recently adopted schedule the ferry makes the 200-mile round trip daily from early June to the end of September Thrice-weekly service is maintained throughout October and November and from late April through May, and during these periods the ferry leaves Bar Harbor at 8 a.m. EST or EDT on Tuesdays, Thursdays and Saturdays and leaves Yarmouth at 9 a.m. AST or ADT on Mondays, Wednesdays and Fridays. Winter service has recently been suspended. Since all the ferry services in the Gulf of Maine are being reevaluated, persons planning the trip should verify the schedule beforehand with CN Marine (Bar Harbor, Me. 04609) Toll-free numbers are 800 432 – 7344 (Maine) and 800 341 – 7981 (northeastern U.S.). Reservations are important during the summer if automobiles are to be transported. The adult one-way fare in effect during 1977 was $15, $9 off-season.

During normal summer operation, the "Bluenose" leaves Bar Harbor at 8 a.m. EDT and steams down Frenchman Bay to Egg Rock bell buoy. At this point, she turns to course 115° which is maintained for about 77.5 nautical miles. About five nautical miles SSE of the Lurcher Shoal buoy, the "Bluenose" turns to course 095° for about 11 nautical miles at which point a slight adjustment is made to 088°. This course is maintained for about five nautical miles when she rounds the Cape Forchu bell and heads into Yarmouth Harbor arriving at the dock at approximately 2 p.m EDT. After a layover of 1½ hours she leaves Yarmouth at 3:30 p.m. EDT (4:30 p.m. ADT) and retraces her route, reaching Bar Harbor at approximately 9:30 p.m. ETD. Thus for a brief period around midsummer, the pelagic portions of the entire round trip are traversed in daylight.

Infrequently, heavy seas require a course change. This normally takes the form of a more northerly course to a point just south of Murr Ledges below Grand Manan then south to Cape Forchu bell. The exact course varies with the severity of the weather. On a very few occasions, weather has caused cancellation of the day's crossing.

The Gulf of Maine is a relatively closed body of water blocked at the mouth by Georges and Browns Banks. Two narrow channels provide the only access for deep water and as a consequence the Gulf is shielded both from the cold waters of the Labrador Current and the warm waters of the Gulf Stream. Heating and cooling are thus the



Northeastern North America, showing "Bluenose" Ferry route. Map/ S.R. Drennan.

result of local processes. During the summer a rather sharp thermocline develops and surface waters warm to a maximum of 13° to 16°C. During the warmest years, numerous warm-water fish and invertebrates are found in the Gulf and certain birds, including perhaps the very infrequent Cory's Shearwater, may be present only under these conditions. During the fall, the thermocline is considerably reduced owing to decreased surface warming and, especially, the wind-induced mixing of the surface and colder water below. The rate at which this cooling takes place may determine the length of time certain pelagic species, for example Greater Shearwater, Leach's Storm-Petrel and Red Phalarope, remain in the Gulf.

Current flow in the Gulf of Maine is generally counterclockwise. On the Nova Scotia side the collision of this current with the submarine extensions of Digby Neck and adjacent underwater ridges produces pronounced upwelling which makes this the richest area ornithologically in the Gulf of Maine. The course of the "Bluenose" takes her just south of the southernmost underwater ledge, Lurcher Shoal, about 1½ hours out of Yarmouth, and large numbers of birds are frequently found there. The other concentration area, also the result of upwelling, is the southwestern edge of Grand Manan Bank, encountered about two hours out of Bar Harbor. Seabirds tend to be less abundant over the remainder of the crossing, their distribution dependent on the apparently unpredictable presence of plankton and fish.

For the four-month period June through September, this paper draws almost exclusively on our own records. Although we were, of course, aware of many crossings made by others, we have not used these data as we feel our own suffice to give a clear picture of relative abundance during the summer period. Further, it is practically impossible for us to assess the records of others and to ascertain whether species were identified correctly, a problem especially acute with the large shearwaters, storm-petrels, phalaropes and jaegers, and it is equally difficult to judge the care with which counts were taken. Nonetheless in a few cases where unquestionable records by others added significantly to our understanding we have included them, citing observers by initials resolved at the end of the text. Status accounts for this period are primarily a summary of our data giving frequency, maximum counts and average ones.

Having taken many fewer trips during the period October through May, we have used all information available for these months, attempting to verify identifications and counts and again citing observers for records other than our own. We have less confidence in our status delineations for these months and have made extensive use of such relative terms as "common" and "rare", and noted maximum counts.

Our data are derived from 88 round trips taken from 1965 through 1977, their monthly distribution as follows: Jan. (4), Feb. (2), Mar (3), Apr. (0), May (4), June (16), July (10), Aug (26), Sept. (10), Oct. (2), Nov. (6), Dec. (5) Seven of the winter trips were by others. Our

The "Bluenose" Ferry. Photo courtesy of Canadian National; copyright reserved; made in Canada.

counting technique was simple: standing in the bow for essentially the entire crossing, we attempted to count every individual encountered. In earlier years running totals were kept but since 1975 observations have been recorded for each 30-minute period. The status accounts which follow should not be construed as having a specific scientific basis. Although we counted individual birds as carefully as possible, obvious problems nevertheless arose when large flocks were encountered or when birds followed or paralleled the ship for long periods. We feel that the numerical data are accurate to ±10% for counts between 10 and 50, and to ±30% for counts involving higher numbers of individuals. The status data do, however, accurately reflect the relative abundance of the pelagic species that occur in the Gulf of Maine as seen from the "Bluenose", and should give the reader a clear idea of what to expect, or not to expect, at a given time of year.

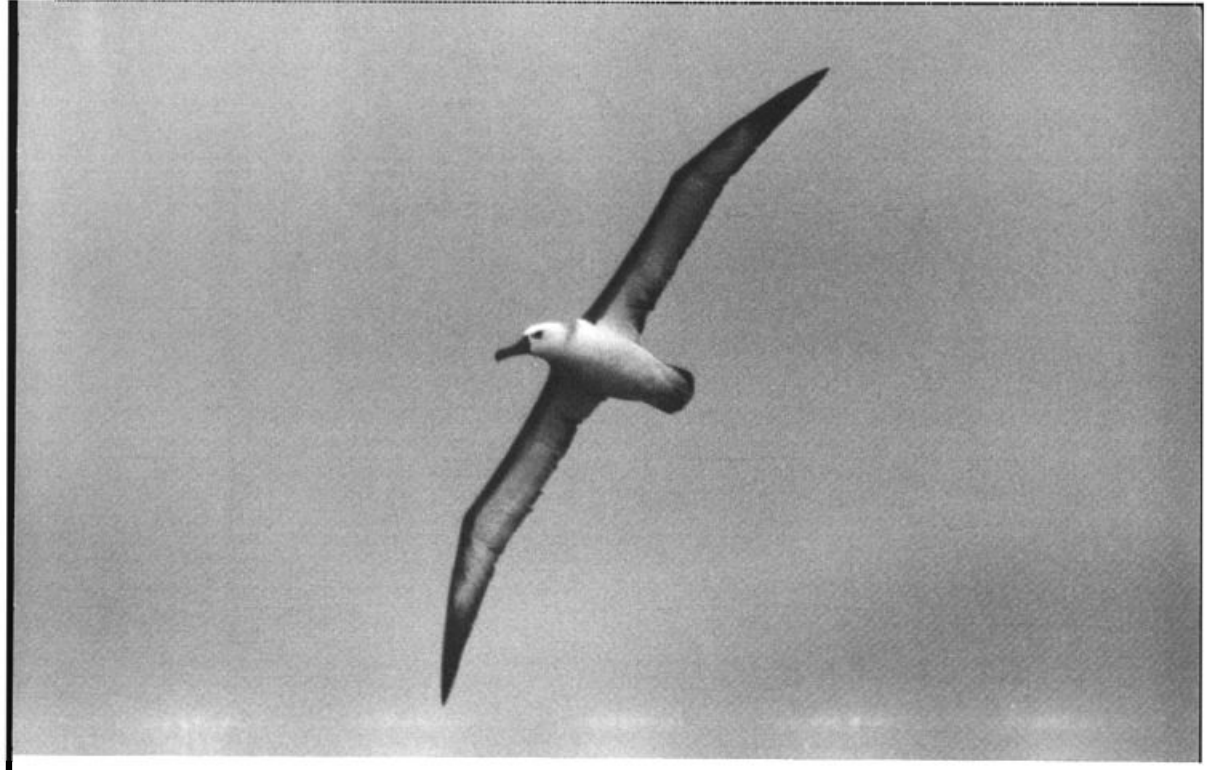
ALBATROSSES: *Diomedeidae*

Albatrosses are huge seabirds with long, slender wings and large hooked bills. The two species recorded in the western North Atlantic are largely dark on the upper wing and tail and white elsewhere. In the unlikely event that an albatross should be seen, the observer should note the underwing pattern (extent and width of black border), bill color (black, yellow or other, and coloration of the dorsal ridge if different), and head color (white or gray, and markings, if any, above and behind the eye).

Yellow-nosed Albatross *(Diomedea chlororhynchos)*

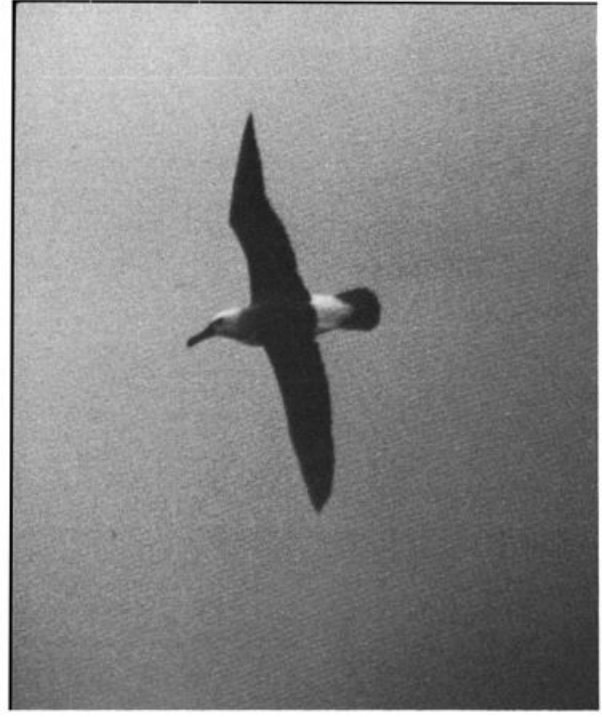
Status: Two records of single birds, July 12, 1968 (EVT) and Aug. 20, 1976 (DS).

Field Identification: The identification of a bird as an albatross would seem to be easy but a number of albatrosses reported from the "Bluenose" were almost certainly Gannets (for a discussion of this problem, see that species) and we have seen distant adult Great Black-backed Gulls misidentified as albatrosses. Even at a distance, albatrosses have brownish tones in the dark back, have longer, stouter bills, largely dark in young Black-broweds and in Yellow-nosed Albatrosses of all ages, and appear very high-sterned when afloat. We are, however, rather unfamiliar with albatross identification and refer interested readers to other sources (see for example, Warham, Bourne and Elliott). Regarding albatross distribution, it is indeed curious that for years Yellow-nosed has been the albatross of the western North Atlan-

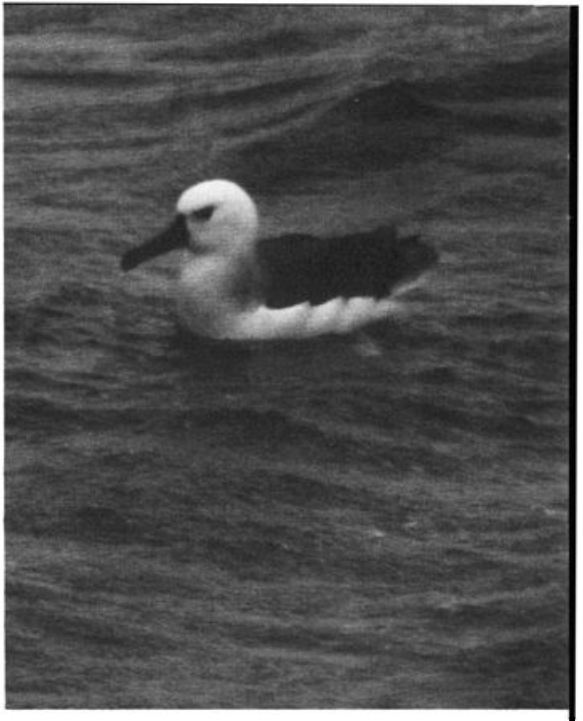


Yellow-nosed Albatross (adult) 60 miles east of Ocean City, Md., Feb. 1, 1975. Note black bill and narrowness of dark borders of underwing, particularly on the trailing edge. Photo/ Richard A. Rowlett.

Black-browed Albatross (adult) in Antarctic waters south of New Zealand, Dec., 1961. Note pale bill and broadness of dark borders of underwing. Photo/ Russ Kinne, from Photo Researchers.

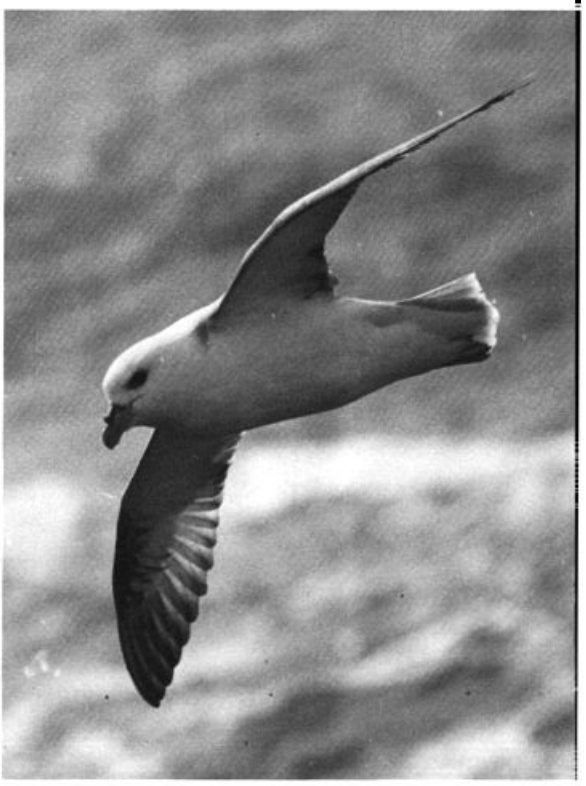


Yellow-nosed Albatross (same individual). Dorsal view of a typical albatross of the two species considered here, though this photo may not permit identification. Note white head and rump, long dark wings and dark tail. Photo/ Richard A. Rowlett.



Yellow-nosed Albatross (same individual). Note massive bill, its hooked tip lowered toward the water. Photo/ Richard A. Rowlett.

Northern Fulmar (light phase) off Bylot Island, NWT. Note pale flash in primary bases. Photo/ Davis W. Finch.

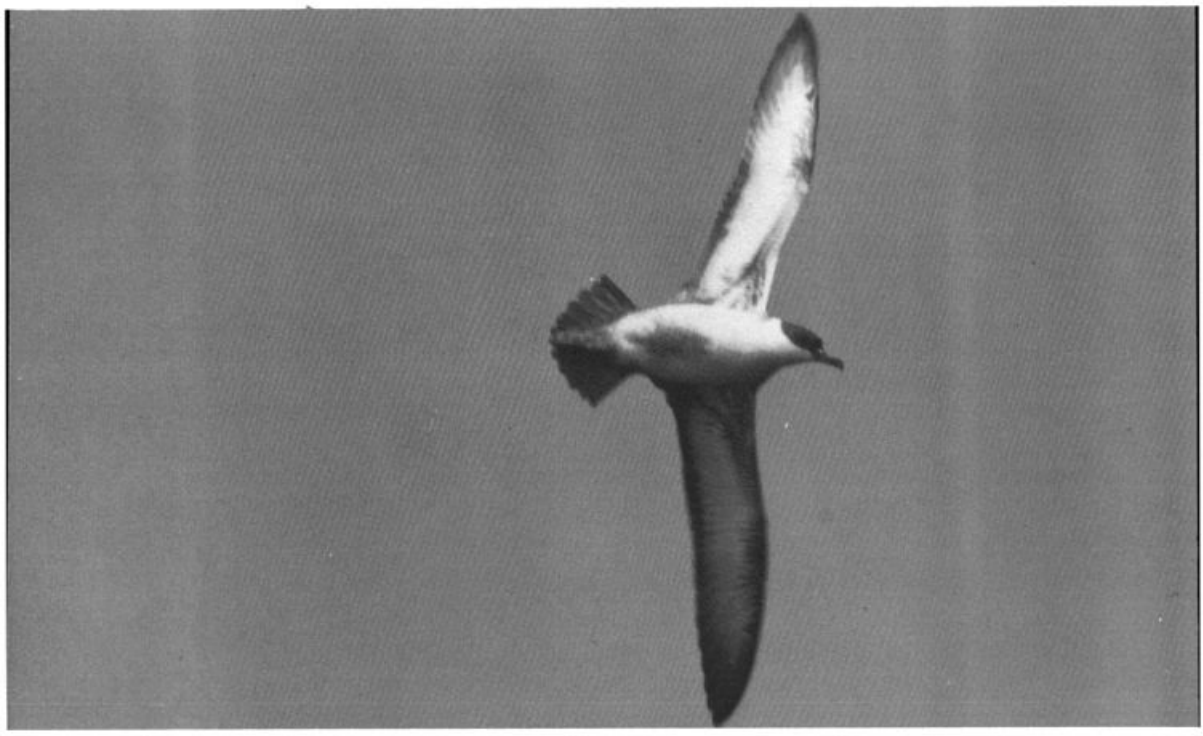


Northern Fulmar (light phase). Note thick, stubby bill and bulging forehead. Photo/ John Marchington, from Ardea Photographics.

Cory's Shearwater on Sable Island Bank, N.S. Note pale bill, white belly, and absence of sharp contrasts in head and neck. Photo/ Paul Germain, from Ardea Photographics.

Greater Shearwater off Brier Island, N.S., Sept. 4, 1971. Note tone of cap, and white of neck almost forming a collar. Photo/ Davis W. Finch.

Greater Shearwater off Brier Island, N.S., Sept. 4, 1971. Note contrast of dark cap and white neck. Photo/ Davis W. Finch.

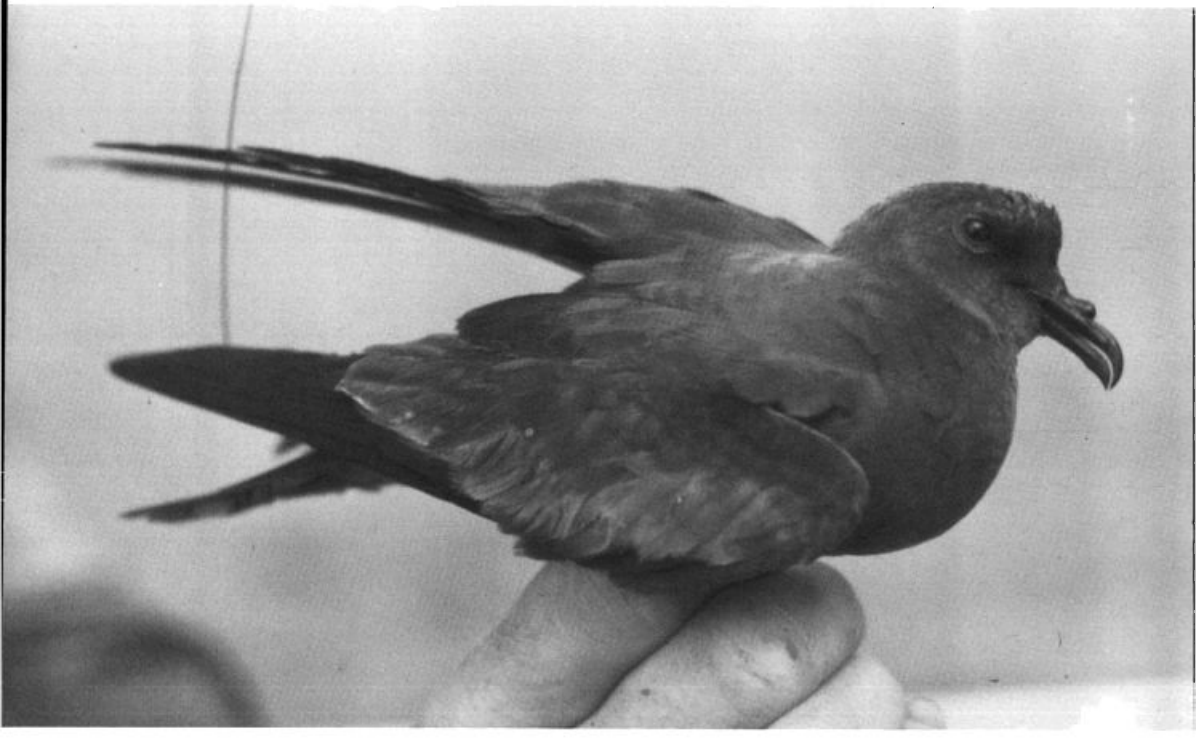


Greater Shearwater. This remarkable angle shows the dark smudge on the belly. Photo/ Bill Wilson, from Photo Researchers.

Sooty Shearwater off Brier Island, N.S., Sept. 4, 1971. Note near-uniform darkness. Photo/ Davis W. Finch.

Sooty Shearwater with Greater Shearwaters. Note darkness, narrowness of wingtips, and silvery tone of the wing linings. Photo/Paul Germain, from Ardea Photographics.

Manx Shearwater on Cox's Ledge, R.I., Sept. 23, 1972. Note whiteness of underparts and sharp contrast with dark upperparts. Photo/ Peter Alden.

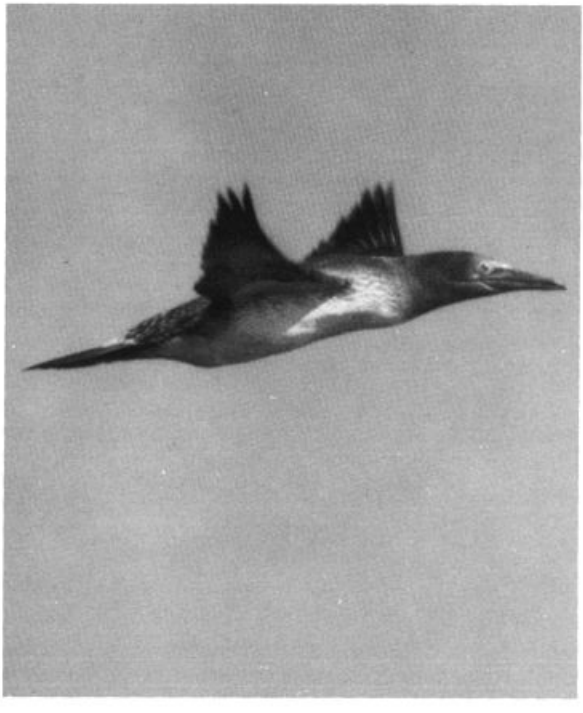


Leach's Storm-Petrel. This close-up of a hand-held bird shows the tubular nostrils typical of birds of this group. Photo/ Richard A. Rowlett.

Wilson's Storm-Petrel. Note absence of a pronounced angle in the leading edge of the wing. Photo/ Richard A Rowlett.

British Storm-Petrel (Hydrobates pelagicus) *at Skokholm, Wales. Note white area formed by coverts of underwing. Photo/ Walter J.C. Murray, from Bruce Coleman.*

Gannet (adult) over Bonaventure Island, P.Q. Note black-and-white contrasts, narrow-pointed wings. Photo/ Alvin E. Staffan, from National Audubon Society/Photo Researchers.



Gannet (juvenal) at Baltimore Canyon, Md., Dec. 4, 1976. Note long, straight bill and the bird's pointed appearance. Photo/ Richard A. Rowlett.

tic and Black-browed the albatross of the eastern North Atlantic. Until recently, there had been no record of Black-browed Albatross in the A.O.U. area apart from the Greenland specimen of 1935 cited in the *A.O.U. Check-list,* and even now there are no specimens or photographs to support the few recent reports (see DuMont; Finch; McDaniel). Although the Yellow-nosed has a more northerly breeding range than Black-browed, there is nothing in their distribution in the South Atlantic to explain this apparently differential distribution in the North Atlantic.

SHEARWATERS, FULMARS: *Procellariidae*

Five species have been recorded with certainty from the "Bluenose", four as summer visitors from the southern or eastern Atlantic, one of these being conceivably a local breeder, and one as a winter visitor from a broad arctic and subarctic breeding range. All are medium-sized birds with long, narrow wings which are alternately flapped and held stiffly outstretched with a downward curve at the tip. Flap speed varies from a near blur in Manx Shearwater to an almost langorous articulated flap in Cory's. The tubular nostrils are hard to see except at close range.

Northern Fulmar *(Fulmarus glacialis)*

Status: June – Sept.: Unrecorded from the "Bluenose" prior to 1970. Since then, seen on about 80% of the trips in June and early July with most of the records coming from the summers of 1972, 1975 and 1976, following winter influxes. Maximum counts are five on June 28, 1975 and the same number on July 10, 1976, and the latest record is of two birds on Aug. 11, 1976 (PDV). Oct. – May: Except in influx years, fulmars are uncommon during this period. The earliest record is Sept. 16 and the maximum count 116 on Nov. 7, 1971. Six-to-10 birds is an average count for late fall and winter crossings. Numbers appear to decline in late winter.

Field Identification: On the water or in labored flight, light-phase Northern Fulmars might be passed by as adult Herring Gulls but the blunt forehead and thick neck are distinctive. Dark-phase birds are smoky gray, quite unlike the dark grayish brown of Sooty Shearwater, and occur in the approximate ratio of 1:8-12 light birds. Light-phase birds have flashingly white heads, an excellent mark in winter when Herring Gulls have dark-streaked heads.

The pale flash in the primary bases, stressed by some field guides, is a variable character, decidedly muted in some individuals and as a rule less striking in dark birds than in light ones. In molting birds, however, the shedding of primaries exposes the pale bases of the next forward unshed ones, the result being an unusually bright flash in the outer wing, visible above and below. When not in molt, fulmar wingtips appear rather rounded, but in birds with many shed primaries the wingtips look narrowly pointed, and though the wings normally lack a pronounced angle on the leading edge, they are routinely raked in high winds. In all phases, the upper parts are darkest on the border of the outer wing. In light-phase birds, the underwing is white bordered with black, this being heaviest along the leading edge, where there is a pronounced smudge at the carpal joint. In dark-phase birds, the wing lining is similarly patterned, the light area a uniform gray of variable intensity. Flying fulmars carry the bill pointed downward at about a 45° angle. The forehead appears steep, even bulging, and the large, dark eye, forward of which there is a small black semi-circle, contrasts with the lighter tone of the face, particularly in light-phase birds. The short tail often appears to have a gently rounded point when the birds are seen flying away, and the feet are frequently concealed in the feathers of the crissum.

In a remarkable case of southward range extension, six pairs of Northern Fulmars nested in Witless Bay, Nfld., in the summer of 1973. Although Newfoundland breeders have not

dramatically increased or spread since then the species seems likely to become commoner in the Gulf of Maine.

Cory's Shearwater *(Puffinus diomedea)*

Status: One record, a bird seen on August 28, 1976.

Field Identification: Most Cory's Shearwaters reported from the "Bluenose" were almost certainly misidentified Greater Shearwaters. A few reports may have been correct, but at best Cory's Shearwater is a very rare bird in the Gulf of Maine despite the fact that it occurs commonly within 250 miles to the south and in waters seaward of Nova Scotia. From the limited data available, the species seems most likely in years of unusually warm water such as 1976. Some field guides describe Cory's Shearwater as having a towering or soaring flight We have never seen this behavior in the western North Atlantic and have seen Greater Shearwaters, soaring dynamically on windy days, called Cory's because of the height achieved. The Cory's-Greater distinction is further discussed below.

Greater Shearwater *(Puffinus gravis)*

Status: June – Sept.: Seen on 100% of the crossings after June 12 with maximum counts of 2000 on July 4, 1974 and 1677 on June 19, 1972, the latter an unusually high count for such an early date. A more typical count is 400 but numbers fluctuate widely with fewer than 100 birds being seen on about 20% of the crossings. Oct. – May: Common well into October with stragglers being seen regularly into the last week of November. The latest record is of one on Dec. 18, 1971. The earliest arrival date is June 4 but the species probably occurs earlier There is one record in the lower Gulf of Maine for 30 birds on Mar. 30, 1973 (PRH, RRH)

Field Identification: Greater Shearwater is *the* "Bluenose" shearwater, being outnumbered by Sooty Shearwater only in early June. While identification is normally straightforward, the following points should be kept in mind: (1) The caps of Greater Shearwaters are not black, but rather a grayish brown. This fact has led to considerable confusion with Cory's Shearwater. (2) The white upper tail coverts of Greater can in some individuals be *less* distinct than those of Cory's. (3) A good field mark at any distance is the white neck behind the brown cap, sometimes forming an uninterrupted band of white across the nape. In the other Atlantic shearwaters, the black or gray of the cap continues straight back along the side of the neck. (4) Many of the summer birds in the Gull of Maine are in molt. In some cases wing coverts are not sufficiently grown to cover the white shafts and feather bases of the primaries and secondaries, producing birds with bold white wing stripes and white patches at the base of the primaries. (5) The flap of Greater is quicker, stiffer and less articulated than Cory's and the upper wing surface is two-toned brown and blackish rather than gray, although in at least some Cory's the primary and secondary coverts are darker, giving an indistinct but noticeable "v" wing pattern. (6) Greaters have a dark smudge on the center of the lower belly, while Cory's flash very white in this area.

Sooty Shearwater *(Puffinus griseus)*

Status: June – Sept.: Sooties are seen on 95% of crossings through August, 50% thereafter Maximum counts are 313 on June 19, 1971 and 150 on July 6, 1974, and the same number on Aug. 4, 1968. These counts are exceptional; usually fewer than 20 are seen. Oct. – May: Sooties are essentially summer birds, extreme dates being May 21, 1966 and Oct. 6, 1961.

Field Identification: Looking almost black with stiff narrow wings and silvery wing linings,

Sooty Shearwaters resemble no other locally-occurring seabird. Even in contrary light the narrowness of the wingtips and quickness of flap are diagnostic. Floating dark-phase jaegers are somewhat similar but have heavy chests and necks. Dark-phase fulmars are a smoky gray, have blunt thick heads and necks and a slower flap.

Manx Shearwater *(Puffinus puffinus)*

Status: June – Sept.: Since 1965, Manx Shearwaters have been seen on about 60% of the crossings after mid-June. Maximum counts of four individuals have been recorded on four occasions between July 7 and Aug. 26. Extreme dates are June 19 and Sept. 27. Oct. – May: Although there are no "Bluenose" records, sightings elsewhere in the Gulf of Maine suggest that the birds can be expected through early October. In 1973 a nesting pair of Manx Shearwaters was discovered at Penikese I., Mass., a first breeding record for the northwestern North Atlantic. The species has not been found nesting there subsequently, but a sizeable colony was discovered in Newfoundland in 1977. Although "Bluenose" counts of Manx Shearwater are rather low, as many as 75 have been seen at one time somewhat north of its route, near Grand Manan, N.B., and off Brier I., N.S.

Field Identification: Three small "black-and-white" shearwaters have been recorded in the western North Atlantic: Manx, Little and Audubon's. Of these, only the Manx is to be expected in the Gulf of Maine and it is adequately described in the standard field guides.

Little Shearwater *(Puffinus assimilis)* is a tiny (10") short-winged shearwater with rapid wing beats described as auk--like. It is a cool-water species, replacing Audubon's in the eastern North Atlantic, but single specimens from South Carolina (Aug. 1883) and Sable I., N.S. (Sept. 1, 1896) are the only records for the A.O.U. area. During the summer of 1971 a small shearwater, possibly this species, was observed from the "Bluenose" on four occasions.

Audubon's Shearwater *(Puffinus lherminieri)* is readily recognized by its long tail; although it is a smaller bird than Manx Shearwater, averaging 10 – 15% shorter in length of wing and tarsus, the tail is about 15% longer. The shape and related behavior of quick turns and fluttering flight are distinctive. Audubon's Shearwater has not been recorded with certainty from the "Bluenose".

STORM-PETRELS: *Hydrobatidae*

Storm-Petrels are small dark birds that fly rapidly and erratically just over the sea surface, often swerving or pausing to investigate some bit of floating material. Two species occur in the Gulf of Maine and are superficially similar, both appearing black and displaying at least some white on the upper tail coverts. One species nests locally.

Leach's Storm-Petrel *(Oceanodroma leucorhoa)*

Status: June – Sept.: Seen on 100% of the crossings during the period. Maximum counts were 527 on July 7, 1968 and 400+ on Aug. 13, 1961. Seventy-five per crossing is an average mid-summer total. Oct. – May: Leach's Storm-Petrels remain common in the Gulf through mid-October, lingering less commonly into November, the latest record being a single bird on Nov. 10, 1968. There is one winter record, a bird seen on Jan. 4, 1975 (PWS). The earliest spring record is of eight birds on May 3, 1966. They probably arrive by mid-April, but there have been no trips taken at that time. This is the only locally breeding tubenose, colonies being long established on offshore islands in Maine, on islands of the Grand Manan Archipelago and at Seal I., N.S.

Field Identification: The storm-petrels can readily be separated, but this requires direct comparative experience, the field guides not being especially helpful. For example, the forked tail of Leach's is hard to see and a very poor field mark. More useful for field identification are the *long,* pointed wings which have a pronounced angle at the carpal joint (wrist), and at close range, the sooty brown coloration. Further, it is almost impossible to see the yellow webs of the toes of Wilson's Storm-Petrel, and seen from the side or slightly above, the projecting feet can give the appearance of a forked tail. In comparison to Leach's the wings of Wilson's are not sharply angled at the wrist, and often appear more rounded at the tips especially when the shedding of inner primaries gives the outer wing a racquet- or paddle-like shape. Wilson's are smaller and conspicuously blacker than Leach's, and this makes the more extensively white rump more striking.

At a distance, the two species can only be separated by their manner of flight. Leach's bound or leap along the water and frequently glide or scale with bowed wings, suggesting tiny shearwaters. They fly buoyantly, veering sharply and often appearing to strike and briefly hold aerial poses. The flight of Wilson's Storm-Petrel, on the other hand, is more fluttery, with shallower strokes, briefer glides, less bounding and less abrupt veering. It might be said that Leach's flight is erratic and "dreamy", Wilson's more direct and purposeful, but on calm days these distinctions can blur. Unlike Leach's, Wilson's habitually follow ships, crisscrossing over the wake, but more characteristically both species are seen flying abeam of the "Bluenose", often paralleling its course for long periods. Wilson's are frequently seen dancing or "bouncing" over a spot on the surface with legs dangling and wings held high; Leach's occasionally do this, but only momentarily. Both species are often observed afloat, particularly late in the day and characteristically in tight rafts usually of fewer than 30 birds, unmixed or somewhat less often containing both species. During the day, Leach's Storm-Petrels are rarely seen within 20 miles of land or, in "Bluenose" terms, within 1½ hours of Bar Harbor or Yarmouth.

It should be understood that even given these distinctions, an observer unfamiliar with either species is not likely to identify with confidence the first storm-petrel he sees, unless it is very close.

Wilson's Storm-Petrel *(Oceanites oceanicus)*

Status: June – Sept.: Seen on 100% of the crossings between June 19 and Sept. 23. Maximum counts are 2000+ on Sept. 23, 1975 and 400+ on Aug. 25, 1973. One hundred is a more typical count. The latest record is of six on Sept. 27, 1970. Oct. – May: Although not recorded in this period, Wilson's Storm-Petrels undoubtedly linger into October in some years. The earliest spring record is of 10 on May 27, 1975.

Field Identification: See Leach's Storm-Petrel.

British Storm-Petrel *(Hydrobates pelagicus)* has been tentatively reported on two summer crossings, but in light of recent experience with the species in the eastern North Atlantic, the reports seem unconvincing. Although similar to Wilson's Storm-Petrel, British Storm-Petrel has proportionately longer, narrower wings and its flight is less rapid and fluttery, being composed of strong down-strokes interspersed with periods of down-bowed glides. The white area on the underwing coverts near the body is visible from at least two hundred yards and constitutes a good field mark. The shorter feet do not project rearward of the tail, but as Wilson's Storm-Petrels occasionally fly with the feet reflexed and hence hidden, the distinction is not absolute. Although we feel the "Bluenose" reports are dubious, British Storm-Petrel breeds in Iceland, has occurred at Sable I., N.S. (Aug. 10, 1970, the only North American record), and should be looked for in the western North Atlantic.

BOOBIES AND GANNETS: *Sulidae*

One species, the Gannet, occurs regularly in the Gulf of Maine. These are large birds with long, stout, pointed bills, relatively long-pointed, rather stiffly-beaten wings and long, pointed tails. Typically, they fly some distance above the ocean surface and capture their food by diving, often from considerable heights.

Gannet *(Morus bassanus)*

Status: June – Sept.: Seen on about 80% of the crossings with a maximum of 35 on Aug. 29, 1968 (RWS). A count of one to five is more typical. Oct.–May: Uncommon to fairly common through mid-November with a peak in late October and early November, the maximum at this season being 119 on Nov. 8, 1971. Very rare throughout the winter, and we have little data concerning spring movements.

Field Identification: Second-year Gannets, the age class most frequently seen from the "Bluenose" in the summer months, have essentially white heads, necks, underparts and narrow rump band, and dark wings, back and tail. They are thus similar enough to North Atlantic vagrant albatrosses that reports of the latter are always suspect. On the water, Gannets carry their very noticeable and pointed bills horizontally while albatrosses characteristically angle their similarly-sized but hooked bills toward the water. In addition albatrosses appear long-necked and high-sterned in contrast to the short neck and lower, evenly rounded body contour of Gannets. On calm days, flying albatrosses flap frequently, their extremely long wings so articulated as to give a "double-jointed" effect, while Gannets keep a stiff-winged profile. Gannets have long, pointed tails which give them a "pointed at both ends" appearance, and carry the bill pointed directly forward, only lowering it when searching for food. Flying albatrosses carry the bill lowered 10° - 15° and lack the long pointed tail. Finally, given wind, albatrosses soar dynamically while Gannets beat steadily, go into long shallow glides and begin beating again almost as soon as they turn into the wind.

To be continued.

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Further records from the "Bluenose" will be welcomed by the Northeastern Maritime Regional Editor of *American Birds*, 950 Third Avenue, New York, N.Y. 10022.

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