

around Mururoa. In mid-May, he took on supplies at Rarotonga, in the Cook Islands, and by May 31st, was apparently some 120 miles West of Mururoa and then entered the nuclear testing zone. He remained there for the month of June, subject to occasional air and naval surveillance by the French. From time to time he was in communication with the French authorities and he has alleged that he was sometimes harassed by French naval vessels. On June 30th a collision occurred between the Greenpeace III and a French vessel, La Paimpolaise, which caused considerable damage to the former. Mr. McTaggart eventually agreed with the French authorities that he should be towed into Mururoa, where the French would carry out certain temporary repairs to his boat. He has stated that on July 4th he was ordered to leave and, despite the fact that the Greenpeace III was still leaking, that he was denied permission to call at Tahiti. He therefore sailed back to Rarotonga and arrived there on July 15th. In due course, on November 13, 1972 his attorneys submitted a claim for damages and out-of-pocket expenses to the French authorities. In their reply of March 28, 1973 the French denied responsibility and declined any liability.

In view of the circumstances surrounding the 1972 incident, the Canadian Government had decided that it would be proper to use good offices with the French Government in an effort to have the matter resolved in a satisfactory manner. With these considerations in mind an official of the Department of External Affairs visited Mr. McTaggart in Vancouver late in 1972. The same official later went to Paris, where he was able to exchange views with officials of the French Foreign Ministry. From time to time, since then, both before and after the French denial of responsibility, Canadian and French officials have been in further contact about the matter and have continued to discuss it. The latest Canadian demarche was incorporated in a note delivered to the French Foreign