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Research ship to advance the study of oceanography

A new scientific vessel, the *John P. Tully,* built for the Department of Fisheries and Oceans, was christened and launched at Bel Aire Shipyard in Vancouver, British Columbia on October 27.

The ship will be used for a number of roles, including hydrographic surveying on the Pacific coast and in the Northwest Passage, where accurate navigation charts are vital for the safety of shipping serving oil and gas development projects. Oceanographers will use the vessel for expanded studies into coastal pollution and climatic conditions, including the effects of El Nino (the interaction of oceanographic and atmospheric forces that affect world weather patterns) and the ocean's ability to absorb the build-up of carbon dioxide in the atmosphere — the so-called "greenhouse effect".

Specifications

The 21 000-tonne, 68.9-metre *John P. Tully* is powered by twin diesel engines operating a single controllable pitch propeller, giving it a top speed at 14 knots. The vessel's range is 12 000 nautical miles and it can carry enough fuel and provisions for voyages of up to 120 days' duration. The hull is reinforced for navigation in ice.

The vessel has a helicopter landing deck and carries four 8.8 metre hydrographic launches. There are facilities for the crew of 25 and 15 scientists.

Currently the ship is being fitted with the latest surveying and communications equipment, including a sophisticated computer-based ship navigation management system installed for the first time on a Canadian vessel.

The *John P. Tully* will enter into service in the spring of 1985 and be based at the Institute of Ocean Sciences in Sidney, British Columbia.

Scientist honoured

The vessel was named in honour of a Canadian scientist, renowned for his work both in Canada and internationally.

In an address before the launching, Fisheries and Oceans Minister John Fraser said "the *John P. Tully* will bear the name of a pioneering scientist who is almost synonymous with west coast ocean science work and who is responsible for many marine science firsts in Canada".

Dr. Tully began his career in 1931 with the former Fisheries Research Board of Canada at the Pacific Biological Station at Nanaimo, engaging in oceanographic and fisheries research aboard hydrographic vessels surveying the west coast. During the Second World War, he earned the Order of the British Empire for his work on underwater acoustics and sound ranging work with the Royal Canadian Navy.

After the war Dr. Tully became head of the Pacific Oceanographic Group in Nanaimo where he was involved in a number of widely recognized studies, such as those detailing the impact of north Pacific oceanography on the salmon fishery. He is now retired and living in Nanaimo.

Dr. Tully has received many Canadian and international awards for his scientific work. In August 1983, he became the first recipient of the J.P. Tully medal, struck by the Canadian Meteorological and Oceanographic Society and awarded for significant contributions to Canadian oceanography.

The John P. Tully *being launched at Bel Aire Shipyard in Vancouver, British Columbia.*

Skagit River Valley agreement

The last of three major Skagit River settlement agreements, the Canada-British Columbia Agreement concerning implementation of the Treaty between Canada and the United States of America Relating to the Skagit River and Ross Lake, and the Seven Mile Reservoir on the Pend d'Oreille River — the Skagit River Valley Treaty — was signed on October 29.

The new agreement supplements the Skagit River Valley Treaty and defines and clarifies the roles of the federal and provincial governments in its implementation.

Previous settlements

The first settlement, the British Columbia-Seattle Agreement, signed on March 30, 1984, set out the terms of the settlement agreed upon by British Columbia and the city of Seattle.

The second document, the Canada-United States Skagit River Valley Treaty, signed on April 2, 1984, resolved those issues British Columbia and Seattle lacked jurisdiction to deal with themselves.

The final settlement marks the successful resolution of long-standing Canadian concerns over the proposal approved by the International Joint Commission in 1942 to raise the Ross Dam in the state of Washington in order to supply electricity to Seattle, but thereby flooding the Skagit River Valley.

Long-term solution

The settlement, which will be in force for 80 years, ensures that the flooding of the Skagit Valley into British Columbia will not take place. The city of Seattle will not raise the Ross Dam and, in return, British Columbia will supply the city with electricity equivalent to that which would have been generated had the dam been raised. British Columbia will receive as payment for the electricity the sums equivalent to the cost of construction, operation and maintenance of the dam.

Officials of the governments of Canada, the United States and British Columbia as well as the city of Seattle negotiated the settlement under the aegis of the International Joint Commission.

The third agreement was signed by Secretary of State for External Affairs Joe Clark and Minister of the Environment Suzanne Blais-Grenier, representing the Canadian government, and Minister of Intergovernmental Relations Garde B. Gardom and Minister of the Environment J. Brummet, representing British Columbia.