

Mr. E. F. Whelan (Parliamentary Secretary to Minister of Fisheries and Forestry): 1. None. However, 137 employees have been advised that they are surplus and that they have been reported to the Public Service Commission for reassignment. Of this number, four are bilingual, 120 speak English only and 13 speak French only.

2. Not applicable.
3. Not applicable.
4. Not applicable.

BEDFORD BASIN POLLUTION STUDY

Question No. 823—Mr. McCleave:

1. Was a study, carried out within the Department of Fisheries and Forestry concerning pollution in the Bedford Basin, made available to the City of Halifax?
2. Was the study made available to the Government of Nova Scotia or any department thereof?
3. Who carried out the study and who decided on the distribution of it?
4. To whom was the study distributed?

Mr. E. F. Whelan (Parliamentary Secretary to Minister of Fisheries and Forestry):

1. Yes.
2. Yes.
3. Fisheries Research Board, Marine Ecology Laboratory, Dartmouth, Nova Scotia.
4. The studies were part of a continuing program to describe physical and biological oceanographic changes in Bedford Basin. Two reports were issued, the first being FRB Technical Report No. 120 which was distributed to a rather wide and standard mailing list; the second was distributed to the Regional Director of the Fisheries Service and on request to consultants for the City of Halifax and to the Nova Scotia Water Resources Commission.

DEATH OF CREW MEMBERS, HMCS "BONAVENTURE"

Question No. 824—Mr. McCleave:

1. What was the cause of death of four crew members of *HMCS Bonaventure* late in 1969?
2. Were the victims cleaning out an aviation fuel tank at the time?
3. Did they have special equipment at hand in the event of accident, and specifically, was any harness and was any gas mask at hand?
4. What was the rank of the senior man at the scene and what orders did he give when the accident began to develop?
5. What instructions are given to personnel with regard to (a) going into such tanks for cleaning

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operations (b) coping with accidents in which people are apparently overcome by fumes in the tanks?

6. If instructions were given in accordance with Part 5 (b), were they disregarded and, if so, for what reason?

7. (a) Has an inquiry been held into the cause of the fatalities and what were the conclusions and findings (b) what action will follow as a result of such inquiry?

Hon. Léo Cadieux (Minister of National Defence): 1. Asphyxiation resulting from the inhalation of aviation gasoline fumes.

2. Two of the victims had been involved in the cleaning of an aviation gasoline tank. The other two victims had entered the tank in a rescue attempt.

3. Due to the internal configuration of the saddle tank there are no clear passageways where lifelines and harnesses may safely be employed. The standard breathing apparatus normally available during the tank cleaning process was being used by another party in the after tanks where it was considered there was an aviation gasoline fume hazard. As a result there was no special equipment on hand in the saddle tank at the time of the incident.

4. The rank of the senior man at the scene when the first man became affected by the gas fumes was a Master Seaman. When he became aware that one of the two men working in the tank below him was in difficulty he made his way down into the tank and through a series of bays to reach the affected man. With the assistance of the other man who had been working in the tank, he attempted to move the affected man from the immediate area by pulling him through a hole to an adjoining bay and toward an exit ladder. Because of the confined space and the fact that the affected man was nearly unconscious the rescue attempt was ineffective. During the rescue attempt, the Master Seaman had himself become affected by the fumes and realizing that help was required, left the tank to obtain aid.

5. Basic safety regulations for the venting and cleaning of aviation gasoline tanks are prescribed in service regulations. Copies are available in the Air Engineering Office and in the Avgas Party Ready Room aboard the carrier. These are required to be read and understood by personnel dealing with aviation gasoline. These regulations include instructions regarding the testing of the atmosphere prior to entry, the wearing of breathing apparatus until the atmosphere is