

Honourable Minister;

Be fully aware that I am an underwater acoustic expert and have spent 32 years doing acoustics while in the royal Canadian navy and have worked extensively with other allied navy's doing underwater passive acoustics.. at this time I have to tell DFO that the noise levels in the waters that have been identified by these new regulations will do absolutely nothing to change the noise levels in these waters and will not change the inland waterway noise.. these areas are noise polluted and will only increase as the traffic caused by 265 more cruise ships forecasted for these waters this year starts in earl April.. the tanker traffic and all other marine traffic will not slow down as this is a commercial enterprise and would create chaos for shipping companies.. as for slowing down any fully laden cargo vessel in the protected waters of the Georgia strait or jaun de fuca would give rise to a catastrophic accident and the resulting pollution would kill any thing that is left.. tis time that Government and DFO finally realize that the Orcas NEED to have Large Salmon to eat.. To do this they need to close all salmon fishing in the Fraser river as that is where all the damage is being done to the brood stock that carries the Gene pool for these large Chinook.. Victoria and areas have been closed to these large fish for 16 years but no change has been evident as these big fish go by the Victoria area only to be smitten by the illegal net fishery in the river.

A diesel engine continuously running in a hull that is over 8 feet in the water creates huge amounts of underwater noise and can be heard with the proper equipment for many miles.. the deeper the hull is the greater the expanse of noise that is relayed outward.. This noise is attributed to the Cylinder firing rates of the engine and if it is a 4 cycle or two cycle engine. The combination of crankshaft rates super imposed on shaft rates and that noise relayed down to the propeller and into the surrounding water along with the noise of pumps and other electrically operated machinery is continuous and cannot be changed unless huge and costly modifications are made to the unit.. You can rest assured that these commercial entities are not going to do this nor will they slow down in a marine environment as time is money!!! Most commercial units utilize a 2 cycle engine as they can burn most combustibles in them at their given 80% max speed. This is the speed where most commercial traffic operates. Given that the largest diesel engine in the world in a commercial ship is 53 feet long and over 60 feet high. one can only wonder how much noise is in the worlds waterways at any given time..Check Google for marine world traffic, its is mind boggling...

The newer cruise ships employ an electrically driven POD system which does cut down on some underway noise but they all employ noisy diesel engines to supply the electrical power to drive the associated pumps and ancillary equipment and air conditioning units.. Unless the ships are plugged into shore power these engines run continuously along side or at anchor.

Sincerely,

Thomas G.Cole CD Chief petty Officer 2nd Class (ret;d RCN)  
3960 Hibbert lane,  
Victoria B.C. V9C 4H4