

## New Port Directors appointed



**Fred Denning**



**Barbara Coe**

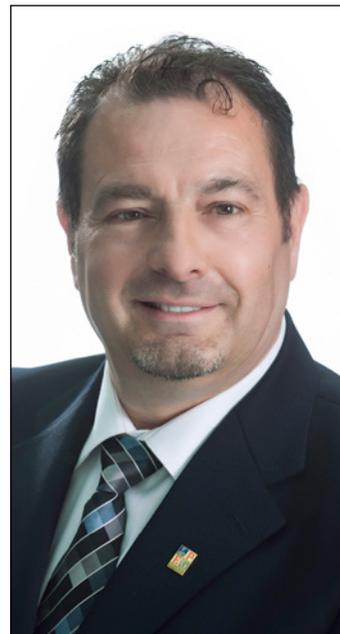
## Tomescu named VP Asset Management

Emil Tomescu has been appointed Vice President, Asset Management with Port of Nanaimo, effective in March.

As a member of the executive management team, he provides strategic and managerial leadership in asset management, particularly project engineering design, field investigations, permitting, procurement, contract negotiations and construction management as well as facilities engineering in support of the growth objectives of the Port.

He provides technical and project management support to the commercial agreements with third party stakeholders for their engineering developments and terminal operation objectives as well as ensure that as an Agent of the Federal Crown and a Federal Regulatory Authority, the Port fulfills its role and responsibilities related to the environmental assessments, evaluations and authorization of designated and non-designated projects on Port-managed lands pursuant to the Canadian Environmental Assessment Act (2012).

Tomescu has a Master of Business Administration Degree from University of Phoenix, Phoenix, Arizona. He holds a Bachelor of Engineering Degree from "Mircea Cel Batran" University, Constanta, Romania. He is a Professional Engineer (P.Eng.) with The Engineers and Geoscientists

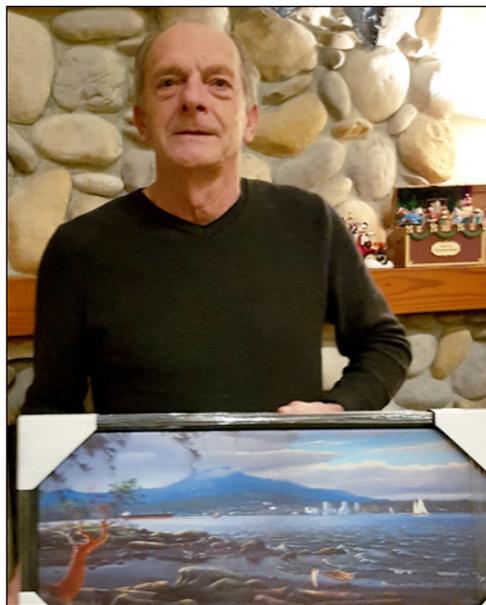


**Emil Tomescu**

of British Columbia, (EGBC) as well as a member of EGBC's board of reviewers.

Tomescu is a Professional Engineer with the American Society of Mechanical Engineers in New York.

He was awarded a Fellowship with Engineers Canada (FEC) in 2015 for his outstanding contribution to the engineering profession in Canada. He is also certified as a Port Executive with the MacDonnell Institute, USA.



*Retiring Director Richard Ringma was presented with a limited-edition print of the harbour in recognition of his long service with the Port of Nanaimo since September 2011*

## Protection anchorage moved further off shore

The Port of Nanaimo has moved anchorage NA-03 further away from Protection Island in response to residents concerns.

Harbour Master Rodney Grounds said the Port has relocated provisional anchorage NA-03 and amended NA-03 and NA-05 to 230 LOA. This resulted from meetings between Protection Island residents, the Protection Island Neighbourhood Association and the Port.

The amendments to the provisional anchorages will be on a trial basis for 12 months. All Nanaimo anchorages are assigned by the Harbour Master's Office as outlined at [www.npa.ca](http://www.npa.ca)

## Cathodic protection for cruise dock

Additional impressed corrosion protection has been installed on the Port of Nanaimo cruise dock.

Shipping infrastructure requires regular maintenance to ensure the highest standards for safety and security with regular inspections and engineering advice resulting in the new protections.

Building the cruise business has been challenging for a variety of reasons. With a renewed commitment by our community partners the Port is encouraged that business will be growing in the years ahead. The completed work was not initiated in response to malicious allegations which targetted Nanaimo's cruise business, but as an outcome of

regular inspections.

Estimating the corrosion that will take place in sea water is part art and part science. The temperature of the water, amount of oxygen in the water (particularly in the tidal zone) silt/sand, the presence of stray electrical currents all have a bearing on how long a structure will take to show signs of corrosion.

The dock was constructed with galvanized steel piles. Galvanization layers a protective zinc coating on the steel pile. Dissimilar metals and seawater provide an excellent environment for electrolysis to occur. Electrolysis produces a chemical reaction that separates materials and leads to corrosion. The zinc coat-

ing "sacrifices" itself, thereby protecting the steel from corroding.

This design was anticipated to last approximately 10 years before the Port would have to consider adding a passive (zinc anodes) or an active impressed current-corrosion protection system. One of our regular inspections by an engineering firm in 2016/2017 determined that we should start to prepare for a planned protection system.

We chose an active impressed current-corrosion protection system which was installed this year, although expensive to do. The dock continues to be in exceptional condition, structurally sound and will provide service for many years.