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TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE Edition 11th



MAIN FEATURES

WORKING IN THE SKIES

In Situ Structural Repairs
Along the Entire Length
of a Jib Boom Crane

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STS OPERATION AT BALBOA ANCHORAGE

Safe Transfer of Cargo by
Experts

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DIVING IN CONFINED SPACES WITH ZERO VISIBILITY

Underwater Operation
with the Highest
Standards of Safety

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CLASS APPROVED UTM SERVICES AT THE PANAMA CANAL



Talleres’ Ultrasonic Thickness Measurement division has been very active this 2021, performing jobs in all type of ships at Balboa and Cristobal anchorages, and lay berth. Our division is class approved by all major IACS such as DNV, RINA, BV, KR, ABS. Panama is the perfect place to conduct routine UTM inspection as well as to class Intermediate Survey since owner can maximize the waiting time before transit as well as the time during canal transit.

Talleres’ service can reduce the expenses of sending engineers from abroad to perform this type of jobs and minimize risk and traveling logistics and restrictions during this pandemic times. Please feel free to contact us 24/7.





TALLERES' PLAYGROUND

Talleres' ecosystem is at sea. Our daily routine involves giving afloat solutions to ship managers who need fast, safe, and cost-efficient services in the middle of complex, time consuming situations. Our daily playground is at both anchorages of the Panama Canal. To have fun we need to reach the site, and this involves having a fleet of full equipped boats and working platforms to perform our tasks.

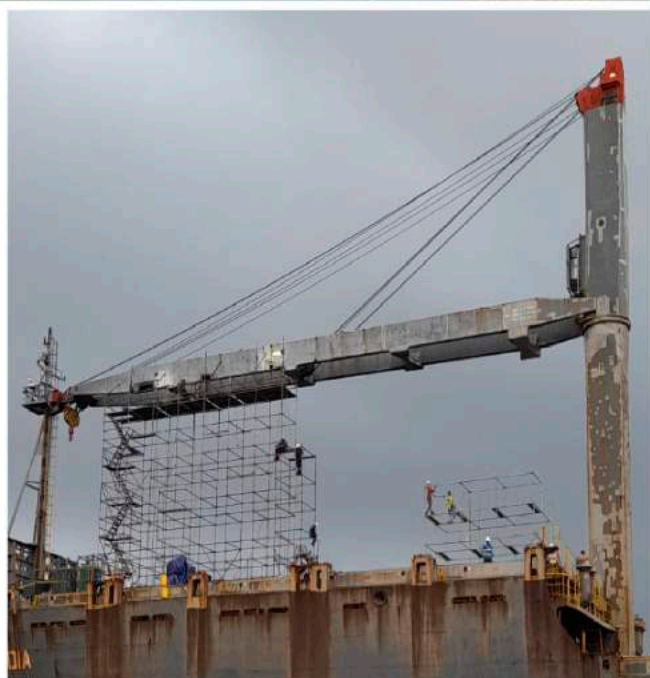
We must also come with human talent to be able to come with unplanned solutions for customers who need unconventional repairs. We perform all type of dry dock repairs at anchorage and every day we specialize more to make it even more cost-effective. We have become one of the world leaders in afloat repairs of propulsion systems at the Panama Canal. From Rudder to Propeller repairs as well as replacement of stern seals and tail shafts are just a few systems that we can repair afloat along with strategic partners worldwide.

One of our long-term objectives is making ship repair solutions automated, friendly to the environment, and faster to keep the off-hire expenses as low as possible for our trusted clients.

IN SITU STRUCTURAL REPAIRS ALONG THE ENTIRE LENGTH OF A JIB BOOM CRANE



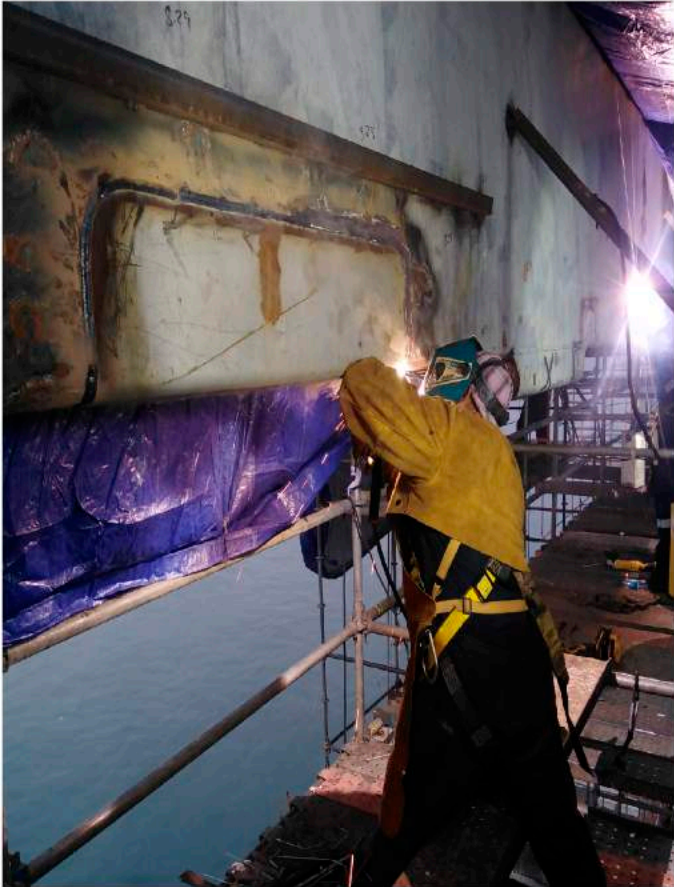
Earlier this month we performed a major structural repair to a jib boom crane in situ at Colon 2000 terminal on the Atlantic side of the Panama Canal. The 16,000 gross-tonnage container vessel needed to do some repairs on her forward crane before taking her next contract, on an urgent basis. The first step was to evaluate the extent of the damage and possible repairs of the vessel's booms plates that required renewals in a limited time. Several indicative photos and a sketch with the affected areas were given to our engineers to make a visual inspection upon arrival and validate the condition by taking ultrasonic thickness measurement along the jib. After inspection was completed, a proposal was given to the owners.





The requested proposal involved doing repairs in situ by erecting close to 1000 cubic meter of scaffolding on vessel deck in way of the entire forward crane.

Multiple steel inserts had to be done through the entire length of the crane. Corroded areas were cropped, and new sections of plate inserts were bent, fitted, and welded in situ by class approved welders and using approved welding procedures. After completion, all new welds were tested with MPI and Ultrasonic methods.

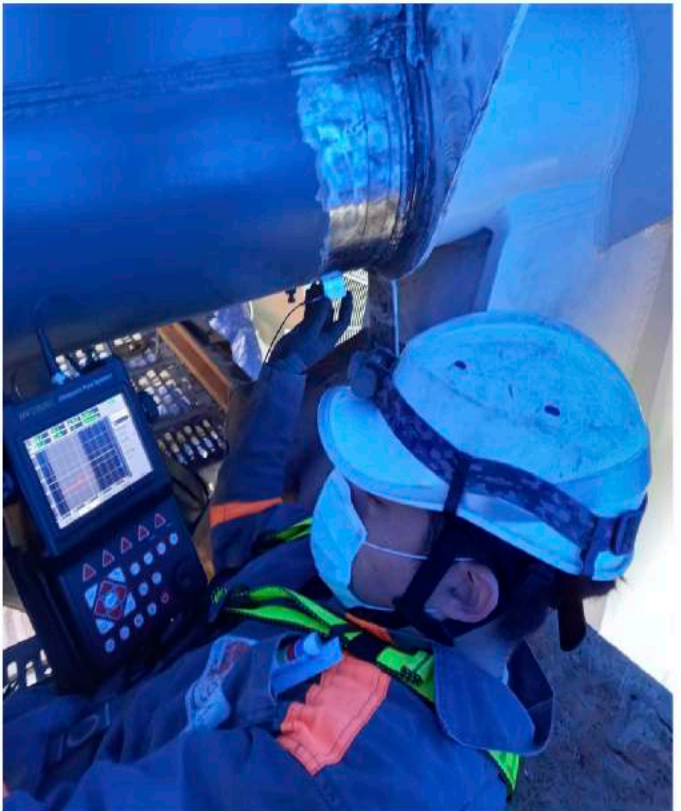




Talleres' repair team was under a lot of pressure due to the limited time available for the repairs, rainy weather plus all the strict safety measures that were needed to comply with working at heights.

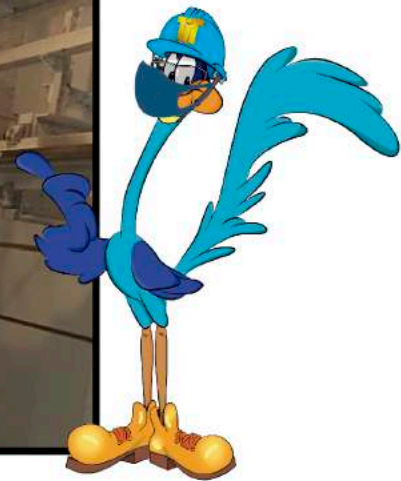
Being ISO 45000 safety is our main priority, job was performed around the clock to avoid further off hire costs to our good client.

We are always ready to go the extra mile in any of your needs at the Panama Canal.



NEW SERVICE!

SHIP ELEVATOR INSPECTIONS AND REPAIRS



After many years performing this service with subcontractors, Talleres has finally hired qualified technicians to perform inspections and repairs on marine elevators onboard vessels crossing the Panama Canal and calling our ports.

WHO IS WHO IN OUR TEAM



David Lopez
Diving Supervisor
UW Cleaning, Surveys, Repairs



Mario Plasencia
Diving Supervisor
UW Cleaning, Surveys, Repairs



Dayberto Labastid
Project Supervisor
Maintenance of Diving Support System and Equipment



Jorge Castillo
Diving Support
Maintenance of Diving Support System and Equipment

FAST AND PROFESSIONAL REACTION DURING AN STS OPERATION AT BALBOA ANCHORAGE



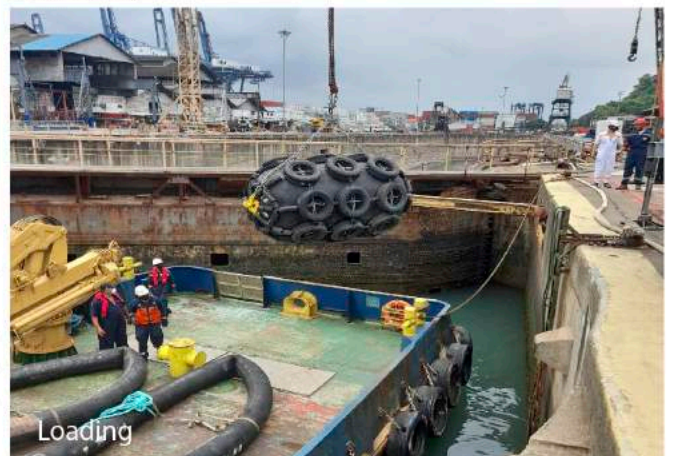
Balboa Anchorage – Operation Underway



STS Base

Talleres Industriales, along with its strategic partner, Teekay Marine Solutions, performed a ship to ship (STS) operation of 300,000 barrels of unleaded gasoline between two Panamax oil / chemical tankers. Once the job was confirmed, the coordination, as well as the logistics, started from the partner's home base.

Teekay Marine Solutions immediately gathered all the information regarding the STS operation, which included checklists, mooring diagram, and weather forecasts. Additionally, a Joint Plan Operation (JPO), with risk assessments was forwarded to the partner and client.



Loading



STS Vessel

Talleres Industriales immediately assigned all the necessary resources to perform the mobilization of STS gear and completed a final quality control check to all gears. The proposed mooring plan was sent to the client. The crew remained on standby for final times to attend and deliver the STS gear alongside. The STS support vessel was mobilized to the base to gather up fenders, hoses, and gear to perform the job. The Mooring Master, along with his assistant and the Talleres crew, secured all the gear on the support vessels deck and hip and delivered it to the awaiting tanker at Balboa Anchorage.



Loading Hoses

The location was assigned by the Marine Authority. Once alongside, STS personnel were transferred onboard with the crane using a certified man lifting basket. Four primary fenders and two secondary fenders (Yokohama Fenders) were installed in position on the service ship (SS). Two 12" diameter High Velocity cargo hoses were lifted up by vessel crane and connected on one end. Each hose had a max capacity of 40,000 BPH (barrels per hour) giving a maximum transfer rate of 80,000 BPH.



Securing Fenders



Lifting Mooring Masters



Mooring diagram was shared by both ships and transfer of product from the STBL (ship to be lightered) started. The job was performed to highest industry standards - efficiently, safely and within good time.



Completion of Job

ADERCO STOCK POINT AT THE PANAMA CANAL



ADERCO



BUILD A BRIGHTER FUTURE

Aderco's vegetal-organic and non-Hazardous products fuel treatment meet rigorous, global compliance standards and as such, can be transferred safely and without restriction via our global network of stockists and distribution centers.

ADERCO.COM

DIVING IN CONFINED SPACE WITH ZERO VISIBILITY



Talleres' Diving team do not only perform services on vessels but also in hydroelectric and LNG plants across the country. This type of diving, which involves diving in muddy waters and confined spaces require the highest protocols when it comes to safety. Before the operation started Talleres had to ensure that a comprehensive dive plan was in place as well as appropriate supervision for these types of extremely dangerous diving scenarios.

On this specific task performed earlier this month, we were hired to inspect a hydroelectric gate and afterwards to perform cleaning and dredging of sediments accumulated in the system. Underwater dredging was performed using the siphon method commonly used for removal of sediment in small reservoirs with the use of compressed air, pumps, and hoses.



Talleres performed this task to the satisfaction of our client within the desired time and most importantly, with the highest standards of safety.





WITH THE ACQUISITION OF THE ISO 45001: 2018 CERTIFICATION WE ENHANCED THINKING ABOUT THE WELFARE OF OUR WORKERS, CUSTOMERS AND ALL OUR STAKEHOLDERS



WE HELP TO PROTECT THE ENVIRONMENT



DECKMA
HAMBURG

specializes in the measurement of oil in water

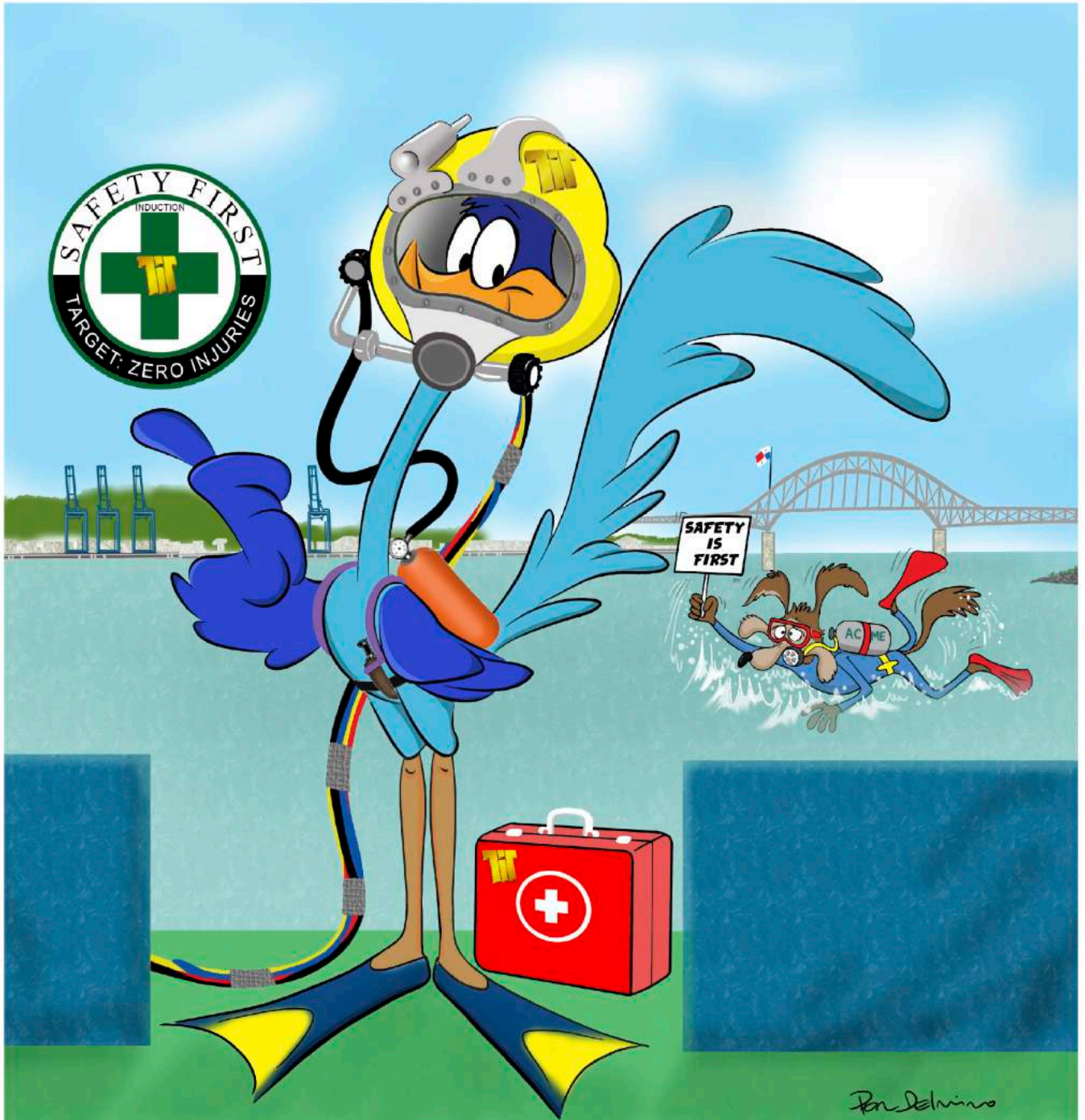


TALLERES IS THE LOCAL REPRESENTATIVE OF DECKMA IN THE PANAMA CANAL

Almost 10 years ago, Talleres partnered with DECKMA HAMBURG GmbH, a half-century-old German company, which we found fully compatible with our goals, beliefs, and mission.

DECKMA HAMBURG GmbH is a well-established company, supplying oil-in-water monitors and systems to the marine and industrial market. Deckma's measuring applications provide safety to the marine industry at the Panama Canal and worldwide, by having a continuous overview of the oil particles and other contaminants in the ships' residual water. This is the most important prerequisite to effectively protect the marine environment. Balboa and Cristobal are key ports to calibrate, repair, or install these monitors during a vessel's waiting time for transit or cargo operations.

ALL OUR OPERATIONS ARE PERFORMED USING AIR SURFACE DEMAND AND TWO-WAY COMMUNICATION



SCUBA is strictly **“PROHIBITED”** in Talleres’ Operations