



JULY / 2021

TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 10th Edition



MAIN FEATURES

COLLISION IN PERU, REPAIRS IN PANAMA

Permanent Repairs After a Collision Between a Submarine and a Container Vessel

PAGE 4 - 6

ANCHOR & CHAINS REPLACEMENT SERVICES

Anchor Chain Repairs on a Neopanamax Tanker at Balboa Anchorage

PAGES 6 - 8

TALLERES DESINFECTION DIVISION

Disinfecting Vessels Due to Covid 19 Outbreak

PAGES 11 - 12

TABLE OF CONTENTS

- 3 Editorial
- 4 Marine Solutions – Innovative Underwater Hull Cleaning Technology
- 5 Amazing Jobs – Permanent Repairs After a Collision Between a Submarine and a Container Vessel
- 7 Our People - Who Is Who in Our Team
- 8 Amazing Jobs – Anchor Chain Repairs at Balboa Anchorage
- 10 Certifications – Talleres Certifies Five Internal Auditors 14001:2015
- 11 Marine Solutions – Disinfecting Vessels Due to Covid 19 Outbreak
- 13 Certifications – Talleres, DNV Approved Welding Workshop Since 2017
- 14 Safety – Fire Drill! Always Ready
- 16 Safety - Safety is Non-Negotiable

OUR PEOPLE

“EXPERIENCE, PASSION, COMMITMENT”



Talleres’ employees are the main asset of our business, and they determine the success or failure of it. The work our engineers, technicians, divers, and employees in general do onboard vessels and workshops determine what customers and partners see. Brochures, websites, marketing, and trade shows do not mean anything if people do not perform. Our Technical staff are the real commercial team of Talleres.

In this business performance its critical, nothing else. We are proud to have in our team a group of experienced, talented, and committed employees willing to go the extra mile to achieve the customers’ goals and expectations. Any dry dock, lay berth or fully equipped workshop is junk if you do not have the skillsets, knowledge, and the mileage of people performing repairs.

Talleres with over 52 years performing ship repairs projects have performed over 80,000 projects in Panama and Latin America since 1969, all because of our PEOPLE!



www.talleresindustriales.com



@talleres_industriales



talleresindustriales-shiprepairs



“PANAMA SHIPYARD WORKFORCE ONE OF THE BEST IN THE WORLD”

It has been a long haul, but today I can honestly say that Panama has the best workforce worldwide when it comes to ship repairs. Of course, Talleres has helped on this task during the last 52 years, through our current workforce and ex-employees that have dedicated part of their professional career in our company. In my case, I have been working with Talleres since 1993, I have seen 2 generations of extraordinary and talented employees come and go. I have also witnessed an exponential growth of our infrastructure, capabilities, and manpower. As Talleres' Manager, I participated in one of the biggest underwater repairs worldwide ever made in Callao, Peru in which we competed against the most esteemed companies in Europe and the United States.

Our employees have been trained worldwide and are constantly travelling all over Latin America and the Caribbean to solve problems for ship managers around the world. Nowadays, our range keeps expanding by bringing damaged vessels from the mid-Pacific and United States. Furthermore, we were the first company in the American continent to have an ROV that performs eco-friendly underwater hull cleaning in Panama. YES, we can compete with any other labor force around the world. Like my father use to tell his satisfied client's 25 years ago, we do not need to have blue eyes, be blonde or speak a foreign language to perform quality and trusted repairs on your ships. The key to our success is that we have always believed and invested in our country manpower capabilities. Consequently, we need our authorities to also believe in the capabilities of the local Panamanian Shipyard workforce. **Lino Arosemena, CEO, Talleres Industriales**”



ECO-FRIENDLY HULL CLEANING IN PANAMA



Biofouling has met its match

Talleres and HullWiper bring innovative hull cleaning solutions that leaves your vessel's bottom free from invasive marine species.

AFLOAT UNDERWATER PERMANENT REPAIRS AFTER A COLLISION BETWEEN A SUBMARINE AND A CONTAINER VESSEL



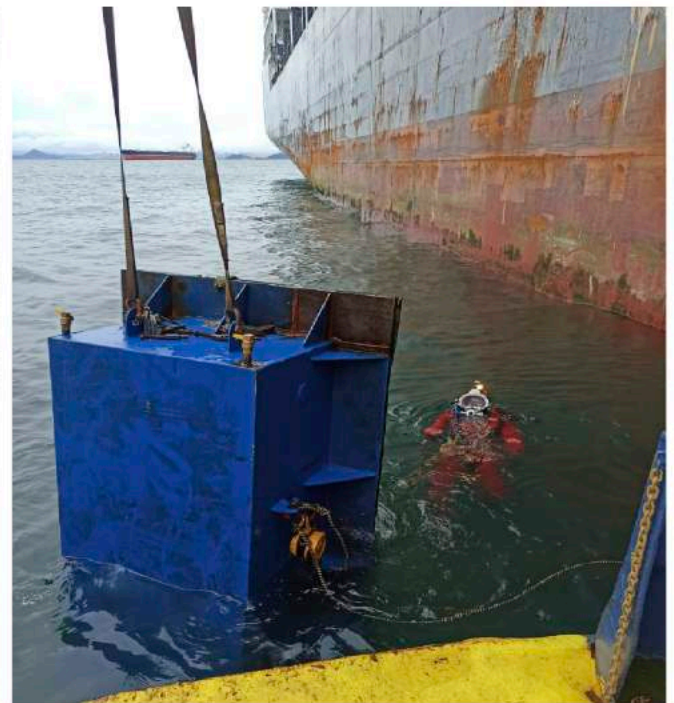
Earlier this month, a 3000 tons DWT container ship suffered damages after a collision with a Navy submarine in Callao, Peru. The Submarine collision affected the mid ship area structures causing a rupture on the side shell plate that flooded the compartment. The affected steel structure was in the way of her starboard water ballast tank No. 4, and the same was approximately 700 mm long x 500 mm width indented.



RUPTURE



CUTTING AFTER INSTALLATION OF COFFERDAM





We were immediately contacted by ship management in Asia to come up with a plan for permanent repairs on her arrival to Balboa, Panama. Our team of engineers reviewed the diving report made in Peru along with all structural drawings and made an offer to attend without having to do anything in Callao having in Panama all the resources and certifications on hand.



Vessel arrived at Balboa terminal for discharge and immediately the rupture was sealed with wooden wedges and marine epoxy putty to allow internal inspection with the attending class surveyor and together with the insurance. Once at the anchorage, the damaged section was sealed with our custom-made cofferdam and the internal 15 mm grade A steel plate was cropped and renewed by an approved class procedure for full penetration welding. The job was completed as per satisfaction and within the time frame given to the owners to allow the vessel sail on time to her next port without a condition of class. Talleres Industriales, S.A. one more time reaffirms its commitment with our clients to provide the best services with the highest safety and quality standards.



WHO IS WHO IN OUR TEAM



Jose Maria Carrizo
Project Supervisor
Industrial Engineer
NDT, UTM, Safety, General Services



Carlos Tapia
Project Supervisor
Naval Architect
Structural Design & 3D Modeling, General Services



Alberick Camaño
Project Supervisor
Naval Construction Engineer
Mechanical Repairs, Machining, General Services

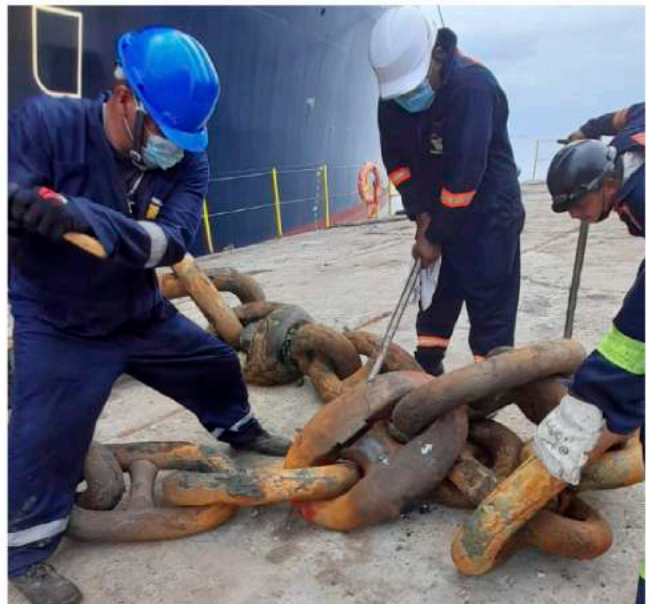
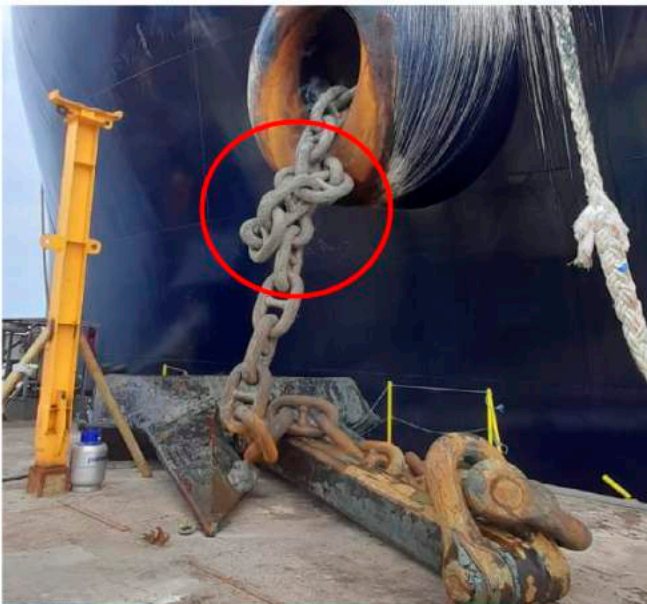


Ricardo Jaramillo
Project Supervisor
Naval Construction Engineer
Structural Repairs, General Services

ANCHOR CHAIN REPAIRS ON A NEOPANAMAX TANKER AT BALBOA ANCHORAGE



We received a phone call at 0500 morning time from ship agent that they had an urgent request! A chemical tanker with a gross tonnage of 156,237 and an overall length of 336 meters was stuck at Balboa anchorage since her anchor got entangled and could not depart to her next destination. Master reported that anchor chain fouled in very strange condition which has never been witnessed by anyone onboard. Efforts were made by crew to clear the fouled chain by lowering and picking up. Also, chain was stretched to some level by using engines as it is the normal practice for anchoring. However, efforts were not successful, so Talleres' help was needed.





Two hours after the initial contact, our crew of engineers, fitters, and riggers along with supply boat and crane barge, departed from our base to support and solve the complex and unique issue. The anchor and tangled chain were lowered to the deck of the crane barge, chain was lifted and kenter schakle had to be removed to allow the unravel of the chain.



Once the chain was back to normal position, then a new kenter schakle was installed and pin welded with lead. Job was performed in record time allowing vessel to depart to her next destination without further delays. This response is a typical example of our business model, **"an emergency room of a hospital for ships"**



TALLERES CERTIFIES FIVE INTERNAL AUDITORS 14001:2015



Manuel De León



Jenny Patiño



Juvencio Pizza



Alvaro Smith



Aída Martínez

DISINFECTING VESSELS DUE TO COVID 19 OUTBREAK



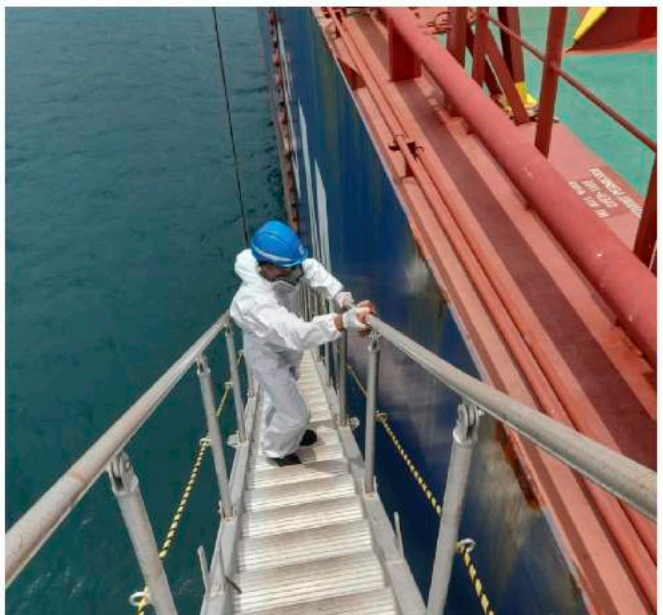
We have all been affected by the worldwide Covid-19 virus in one way or another. The battle has not been easy. Talleres Industriales has joined this fight by creating a team to go onboard vessels which arrive on either side of the Panama Canal, to perform sanitization treatments. The service has been very well received by the vessel companies, as well as the captains. It is stressful to have members of the crew infected by the virus at sea. The vessel is also required to be quarantined at anchor for 14 days, before it is released to continue its voyage. When our disinfecting team arrives onboard, and we explain the full procedure, the team sees a sense a relief by the crew, as they realize that our treatment will drastically change the conditions onboard.



The first procedure consists of manually cleaning all the commonly touched areas with hospital grade ammonium quaternary at 5.5%.

This treatment is followed by nebulization by a fogger with the same cleaning agent to all the accommodation cabins and rooms which include the bridge, galley, recreational rooms, restrooms, mess halls, and passageways. In the engine room we treat the control room and handrails. We also include the gangway as we exit the vessel.

To finalize the sanitization, we proceed to treat the affected spaces with an Ozone Generator to all the Covid-19 affected crew cabins, the non-affected cabins, and areas mentioned before. The used contaminated materials are placed in plastic hazardous waste bags, to be then properly disposed. **We are available 24/7, 365 to support our clients specially when is health related.**



TALLERES, DNV APPROVED WELDING WORKSHOP SINCE 2017

This recognized certificate proves that Talleres Industriales SA operates with certified production facilities and working procedures as well as qualified personnel.



To guarantee high quality jobs on all the important parts of ships, maritime installations, and their components, DNV rules require that welding jobs be carried out by approved companies or workshops.

The DNV rules are based on relevant international standards, best practices, and long-standing experience of experts. Talleres was audited and recertified two months ago in our continuous pursuit of excellence.

FIRE DRILL! ALWAYS READY



Talleres has a fleet of workboats and diving boats at both sides of the Panama Canal and since accidents keep our business model going, we should be always ready to suffer one. Safety is the most important value of our company. We are constantly performing drills in our workshops and floating equipment.

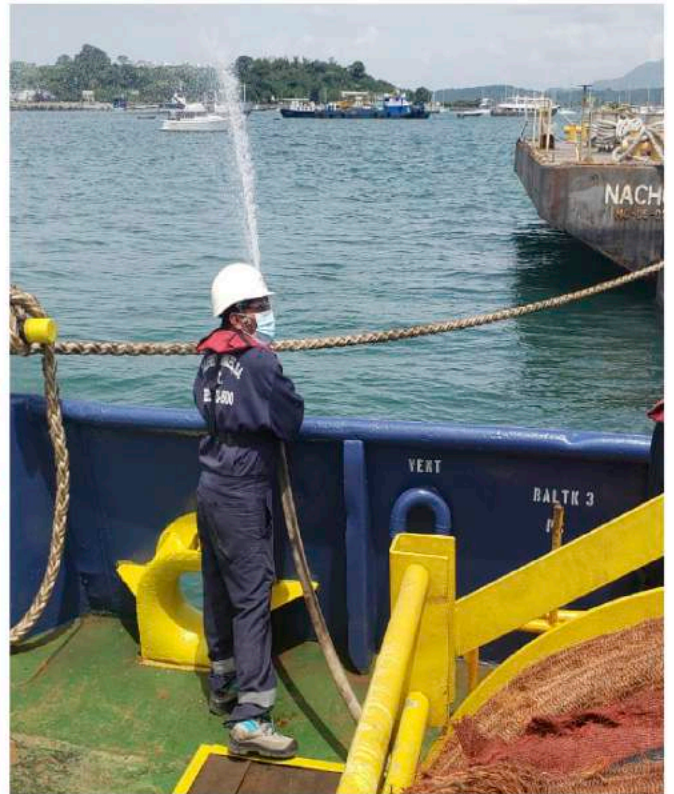
A fire drill is carried out in our boats to evaluate the reaction time of the personnel onboard. In this drill we simulated a fire in the engine room of Diving Support Vessel Ronaldo B.

In addition to the fire, we simulated a complex and dangerous scenario of having our chief engineer trapped in the engine room to force a rescue operation performed by the crew using special clothing and fire gears. Once the chief engineer was taken out from the engine room CPR had to be applied.





We must be capable to perform when is needed, on unexpected and dangerous situations! This can only be accomplished with the correct training, readiness, and through constant drills.





ALWAYS USE SAFETY BOOTS



ALWAYS USE HARNESS WHEN WORKING AT HEIGHT



ALWAYS USE SAFETY HELMET

SAFETY IS NON-NEGOTIABLE!



Safety is crucial for all our operations, and we are committed to having a safe and accident-free workplace environment. As one of our Core Values, safe behavior is non-negotiable in all our projects, in our workshops, and on-board vessels.