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TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 14th Edition



MAIN FEATURES

SCRUBBER OVERBOARD SPOOL PIPE REPAIRS

24/7 Turnkey project to
replace a damaged
scrubber's exhaust pipe
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TALLERES TO THE RESCUE

Neo Panamax Container
Fire Repairs, **in progress**
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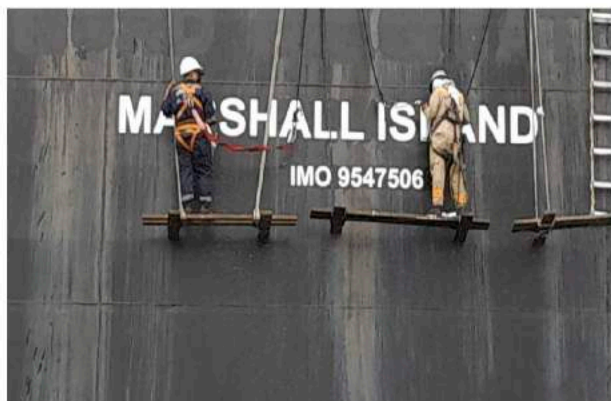
RECONSTRUCTION OF A HATCH COVER

Structural Repairs on a
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RENAMING VESSELS A NEW JOURNEY



Vessels are renamed for different reasons such as: new owners, new charters, and/or new management. But such an event has a greater meaning – “the start of a new journey for the ship”.

At Talleres, we have renamed hundreds of vessels at the Balboa and Cristobal anchorages and lay-by berths. Even though it may look like simple straightforward tasks, changing the name of your ship and/or the ship's port of registry, or updating the logos on funnels, safety lifebuoys and other equipment, have a high level of complexity and several challenges. Time, weather conditions, accuracy, and safety are some of the challenges that can influence the completion of the job on time.

Most of the times these jobs involve the full change of a vessel's name on the hull (forward port, starboard, and aft), also including a class survey to issue a new certificate and complete all the formalities for the name change. We will always be ready to assist you on the new journeys of your vessels.



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talleresindustriales-shiprepairs

“COMMITMENT TO THE ENVIRONMENT”



A decade ago, we realized that our core mission had to go hand in hand with an environmental policy. Since then, we have focused on bringing awareness to all our stakeholders by participating in all types of proactive and reactive initiatives to remediate the damage already done by our society, including ourselves. At the same time, we started to change our processes and invested in green technology in all our departments. About 5 years ago, the pollution control division was created and three years ago we also brought to Panama the first Eco Friendly ROV for cleaning ships underwater.

Our environmental policy clearly states that none of our floating equipment nor projects, at anchorage or in our workshops, can generate pollution, and our employees must identify and report any possible operation being performed that could be hazardous to the environment. We also promote recycling in our company and next year we are planning to invest and install solar panels in our workshops. Following this road, we have also certified 5 managers to audit all ISO standards including the ISO 14001: 2015. Our goal is to certify the whole company next year. Our company will keep growing, and our motivation to keep working with the responsibility to preserve our environment for future generations will continue to expand as well.

24/7 TURNKEY PROJECT TO RENEW A DAMAGED SCRUBBER'S EXHAUST PIPE



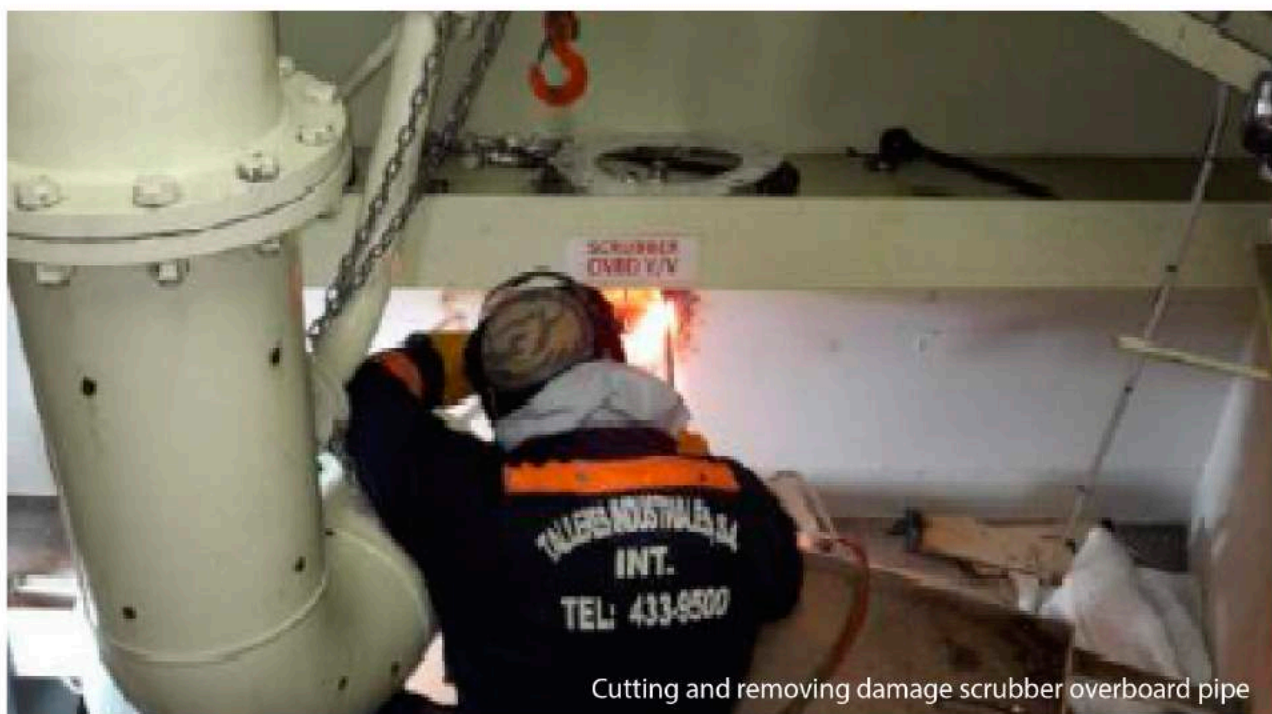
As mentioned in previous editions, Talleres' business model is "a hospital's emergency room for ships".

It is well structured to deal with the most common headache for ship managers around the world nowadays, the "Scrubber Overboard Spool Pipe Repairs"

Wall thickness reduction on pipes, due to harmful toxins from the exhaust gasses produced by exhaust scrubbers, is a common event in the shipping industry. Severely corroded scrubber pipes can lead to water ingress if not handled quick enough.



Blanking of pipe outlet

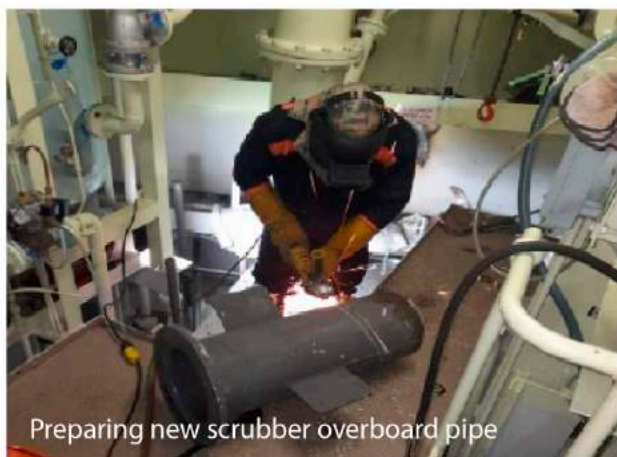


Cutting and removing damage scrubber overboard pipe

Talleres is fully equipped and prepared to provide turnkey solutions when it comes to scrubber overboard pipes in Central America. Last month, we performed several repairs at the Balboa, Cristobal, and Chiriquí anchorages. This type of turnkey project involves diving teams and internal technical class-approved procedures, fitters, and welders.



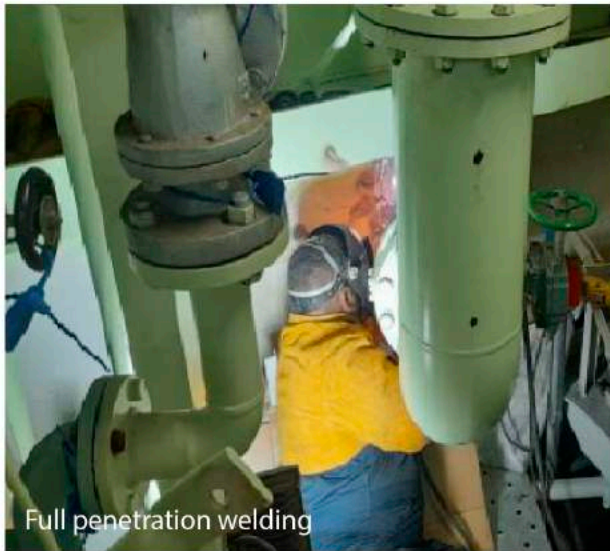
Fitting of new pipe, hull penetration



Preparing new scrubber overboard pipe

These operations begin with divers fitting and installing a cofferdam, or blanking, depending on the location of the pipe to be renewed or repaired. If it is in the hull then cofferdams will be installed on the ship's side; if it is a section inside the engine room, then we choose the blanking method.

After the cofferdams have been dewatered and safely installed, we perform the required safety checks along with the crew.



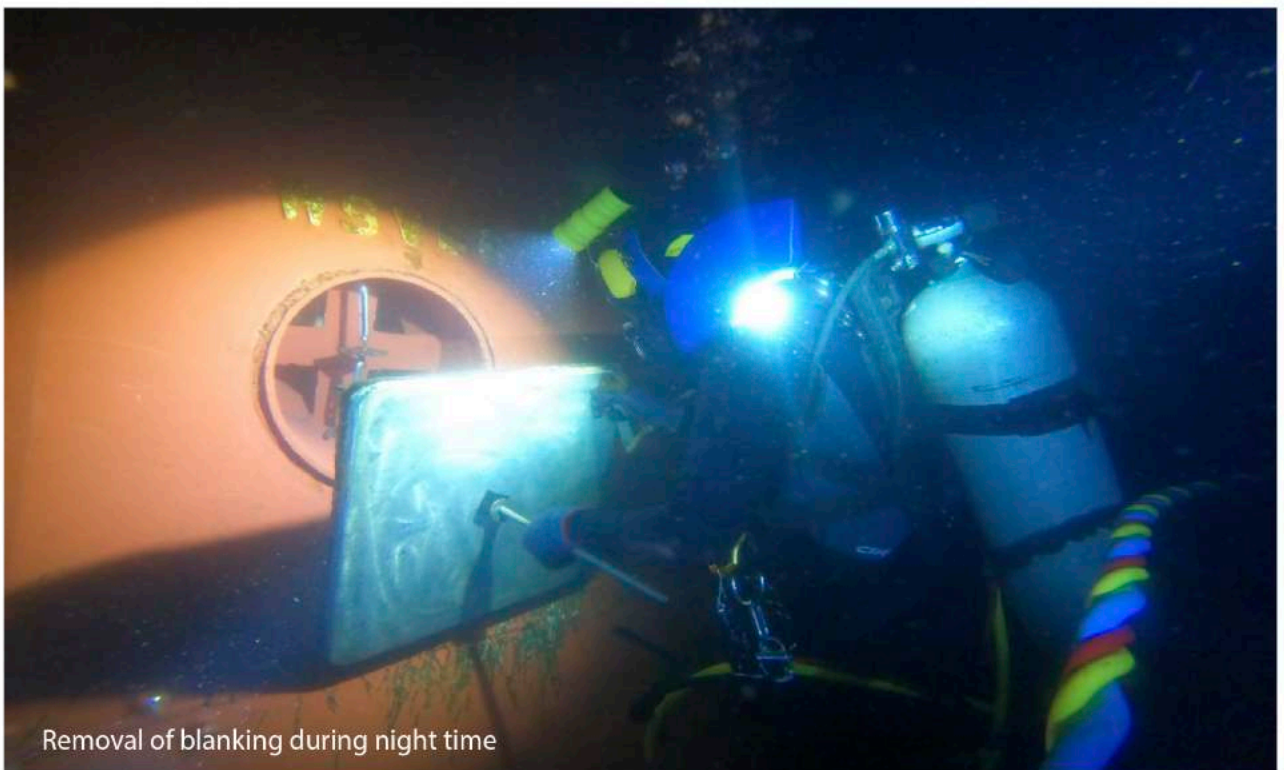
Full penetration welding



NDT test of welds

After we get the green light from the chemist inspector, the EGCS overboard damaged pipe is cropped & removed, and the new spool pipe with protective coating is fitted. Full penetration welding is followed by NDT on the new welds.

All jobs are accomplished as per class and to the client's satisfaction. We will keep adapting and bringing more solutions to ship owners around the world 24/7.



Removal of blanking during night time

TALLERES' SHIP MANAGEMENT – MOVING EQUIPMENT BETWEEN PANAMANIAN PORTS



Taking charge of the day-to-day operations of ships can be a daunting task. A ship manager, with that great challenge, must monitor and manage ships in a cost-effective manner,

making sure that the ships under his or her control are ready for employment, whenever and wherever it is found.

In Talleres, "empathy" is one of the key values; having a fleet of close to 20 units of floating equipment, and playing the ship manager role, makes us understand better our clients.

We understand the sense of urgency that our clients demand, and the most critical facts – time and money.

On this occasion we supported a port owner to get his equipment from the port of Balboa to the PTP terminal in Chiriquí, near the border with Costa Rica.



WHO IS WHO IN OUR NEW TEAM COMMERCIAL TEAM



Juvencio Pizza
Commercial Manager



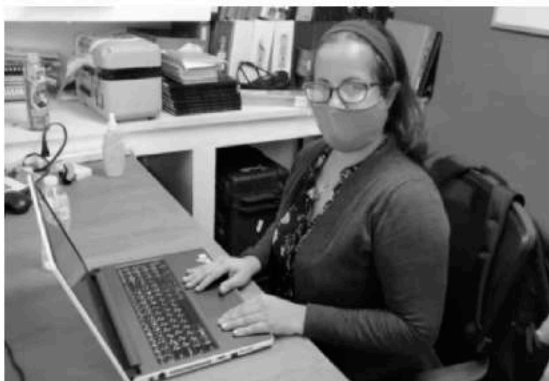
Santos Melgar
Deputy Commercial Manager



Gerardo Rodríguez
Commercial Account Manager



Natalia González
Commercial Coordinator

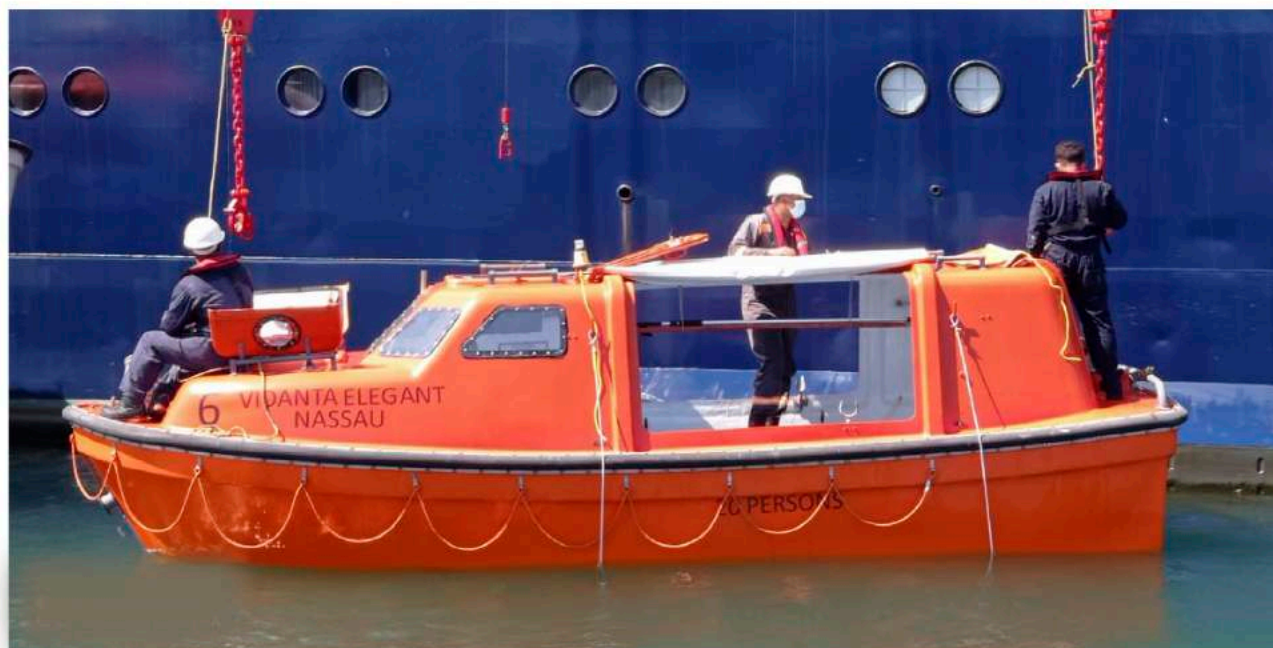


Milagros Martínez
Diving Division Coordinator



Sergio Burke
Technical Manager Balboa - Chief Estimator

BACK IN THE AIR! – LIFEBOAT SERVICES IN THE PACIFIC COAST OF MEXICO 🇲🇪



Talleres has been servicing vessels in Latin America and the Caribbean Islands during the last two decades. Every year we were expanding these abroad services until the Covid-19 pandemic stopped cold this business model. Finally, a few months ago, we resumed servicing vessels in Colombia, Ecuador, Costa Rica, Jamaica, Trinidad & Tobago, and Mexico.



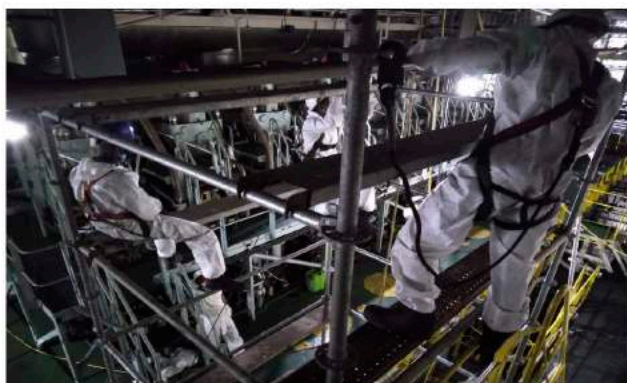
On this occasion we were called upon by our strategic partners and LSA makers to perform an annual inspection in Mazatlán, in the Pacific Coast of Mexico, on an 15,583 gross tonnage passenger ship, sailing under the flag of Bahamas. The mission involved the certification of 6 LSAs – 2 tenders, 2 lifeboats, and 2 rescue boats, all with their davits, winches, and release gears. Talleres is back in the air and ready to serve you overseas! We are always happy to assist the cruise industry to get back in business.



TALLERES TO THE RESCUE NEO PANAMAX CONTAINER VESSEL FIRE REPAIRS, **IN PROGRESS**



On this occasion it was a peaceful weekend when the local news showed that one ship caught fire while at berth. It was showed around noon time, and by 13:30 LT we were already in front of the ship.



We contacted the vessel managers, explained the situation, and tried to assist in whichever possible way. At that point we were the point of contact between the ship and its owners until around 23:30 LT.



We could not enter the engine room (ER) since the environment was still not safe for entry. We came back the next day, early in the morning, and performed our initial survey.

We then prepared a preliminary repair plan and sent it to the ship's managers. The most affected areas were the purifier room, the port side Generator and Transformers Room, and the Engine Control Room.



On the same day we started mobilizing all the essentials, such as generators and electrical cables, in order to power up all important equipment in the ship. We also brought our skilled electricians to place some lamps and ventilation in the ER.

Step by step we started powering up all essential electrical equipment, such as the computers in the ship's office, lighting, mooring winches, and later on, the A/C.

As in all our previous reconstruction jobs, we started with cleaning, removing all the burnt equipment, cables, and debris. At the same time, our electricians started identifying all burnt cables and cutting them to remove them.

Our engineers started the identification of equipment, cables, devices, and jobs that needed to be done as soon as possible. We prepared a technical spreadsheet and shared it with the Superintendent, so that the office could start ordering all the required items.

In parallel, we did our steel surveys and presented different repairs options that were cost-efficient and at the same time complying with class requirements.



TAKING THE DRY DOCK TO THE SHIP



Both Cristobal and Balboa anchorages, at each end of the Panama Canal, have witnessed the most innovative and complex afloat repairs performed worldwide. Repairs that are usually done in dry docks, from major structural repairs, through underwater permanent repairs, to propulsion systems, are performed at sea, giving alternative solutions to the shipping industry.

TALLERES, DNV APPROVED WELDING WORKSHOP SINCE 2017

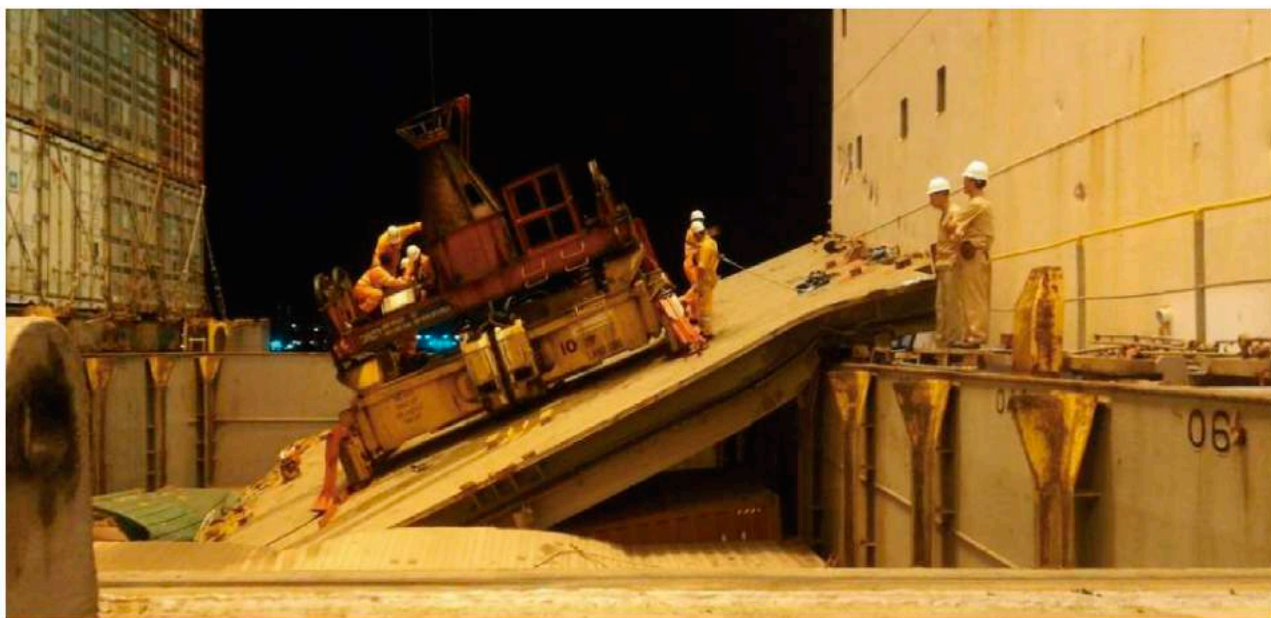
This recognized certificate proves that Talleres Industriales SA operates with certified production facilities and working procedures as well as qualified personnel.



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 pursue of excellence.

HATCH COVER RECONSTRUCTION AT CRISTOBAL



Talleres Industriales, S.A. is a 24/7 company with all the resources to act almost immediately after an initial call. In this event, a phone call was received at 0400 by a worried port manager stating that an accident had occurred involving their gantry crane, which had caused major damage to a Panamax container vessel's hatch cover and main deck. The only good news was that there were no human casualties.



The accident resulted in major damages to the vessel's hatch cover and accommodation area. The port terminal, ship owners, charterers and cargo owners were pressing for a quick and efficient solution since delays to the vessel were causing stressful and costly chain reactions to all the parties involved.

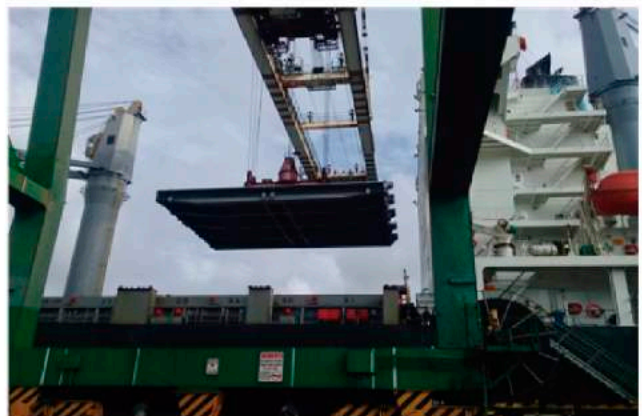
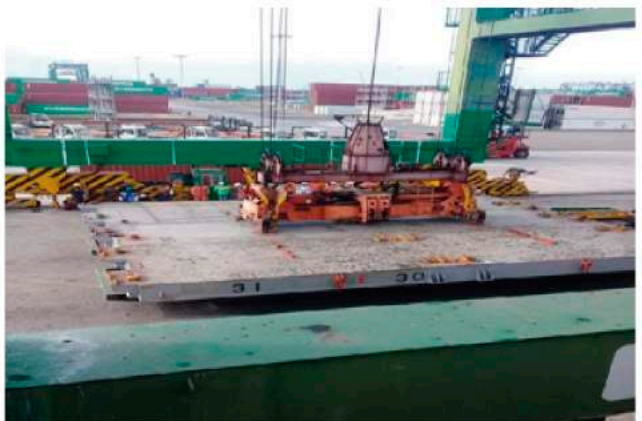


- 1- Damage to hatch cover during cargo operation
- 2- Damage hatch cover at lay berth
- 3- HC during alignment and repairs



We sent immediately our engineers to make surveys and prepare a class approved repair plan for structural permanent repairs, which would result in rebuilding 40% of the cover, combined with major repairs on the accommodation areas and cover coaming.

Hatch cover repairs are complex and must be done with the correct welding and heating processes to avoid distortions and misalignments. Precision takes a key role in these types of repairs. All damaged sections were cropped, renewed and tested as per class and insurance requirements, and to the satisfaction of the owners' representative.



GREEN FUTURE – SUSTAINABILITY IS ALWAYS ON OUR MINDS



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