



APRIL /2022

# TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 19th Edition



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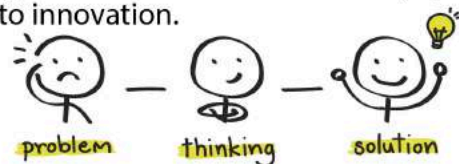
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## WORLD CAFÉ, A POWERFUL TOOL TO INNOVATE



At Talleres Industriales, we believe that collaborative thinking is one of the best ways to innovate and improve our processes. For that reason, we use a powerful tool named “world cafe” which is a workshop where we formulate powerful strategic questions in order to obtain solid responses through “the art of having conversations that add value”.

During our world cafe sessions, we invite members of different departments and professional profiles of Talleres Industriales to discuss and contribute with ideas and potential solutions to important issues that the areas may have. We use world cafes because we have discovered that the mixing of thinking and having conversations that add value, open the door to innovation.



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## PEOPLE FIRST



How can Talleres Industriales respond to its clients with the highest service standards for more than 50 years non-stop on a 24/7 basis?

The Answer is clear.

It is because we strongly believe that “our people come first” and that means that we practice, a constant training program in hard and human skills under the Kaizen model, and the establishment of an appropriate work environment, are top priorities within our organizational culture.

Our internal program “MY BEST VERSION” provides tools to improve productivity and promote innovation, leadership, and communication skills. It also allows us to strengthen teamwork, develop habits for a better quality of life, and enhance time-managing skills. It also serves our mental, emotional, and physical health by discussing mentoring workshops, strategic thinking methods, mindfulness sessions, change management, values, and resilience among other topics, that make “MY BEST VERSION”, a solid program to live personal and professional continuous improvement under the slogan “Today I must be better than yesterday and tomorrow better than today”.

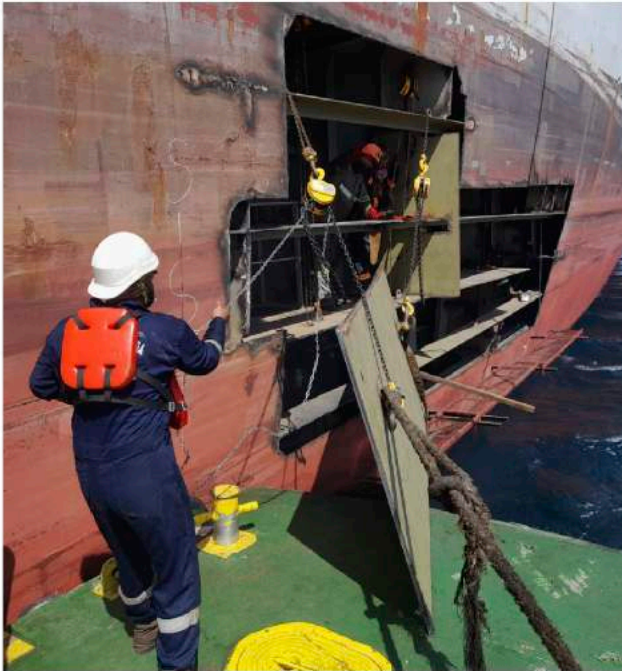
# 8000 KG OF STEEL RENEWAL AT BALBOA ANCHORAGE ON A POST PANAMAX CONTAINER VESSEL



We were contacted immediately by agents and ship managers in Asia to mobilize and inspect the damage together with class. That same day we developed a repair plan for permanent repairs at Balboa anchorage.



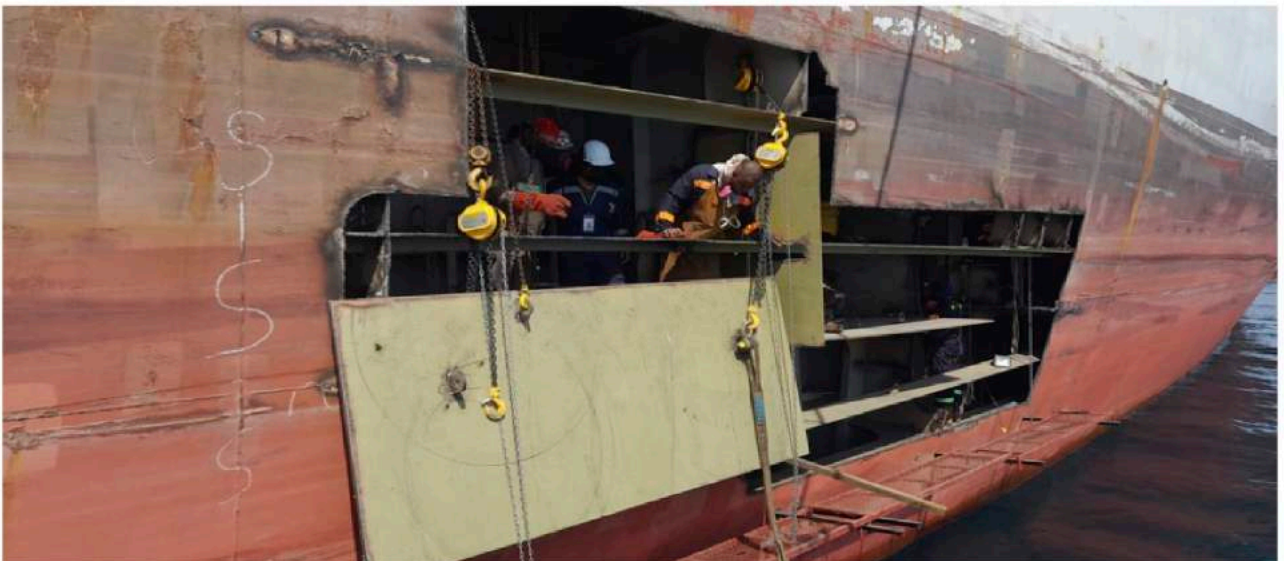
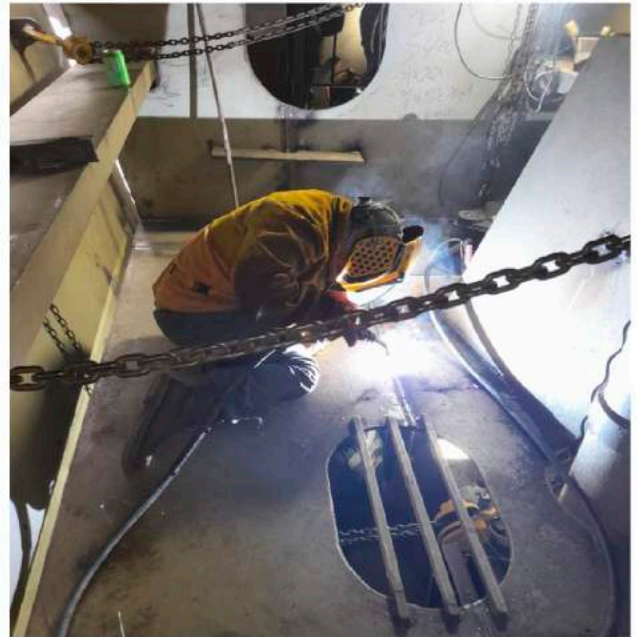
Last Month, a Post Panamax Container vessel suffered a major damage on her starboard side shell plate and internal structure in way of the water ballast tank and void space during Panama Canal transit.



Talleres repair plan was approved by managers and class surveyor after exchanging just a few emails. Once owners gave us their green light, we deployed all our resources in Talleres style, ASAP. The vessel could not be delayed, and the structural repairs had to be completed with the highest priority due to very strong commercial pressure and commitments with charters.

Immediately our workshop in Colon started procuring equipment and prefabricating some steel profiles as needed.

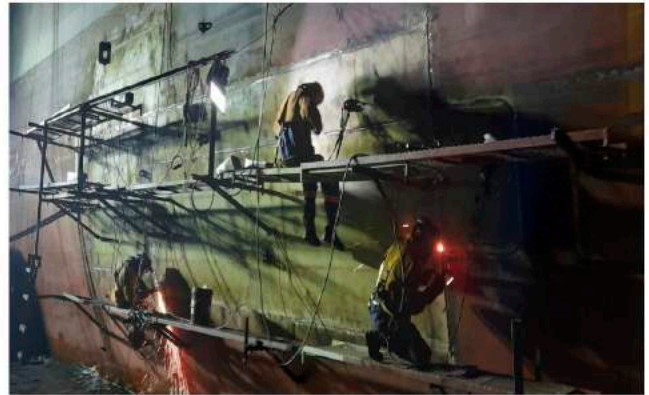
Generators, Ventilation, Lighting, Scaffolding, Cutting, and Welding heavy equipment were mobilized to Balboa anchorage to renew the 8 tons damaged steel. First the damaged sections were marked and cut.



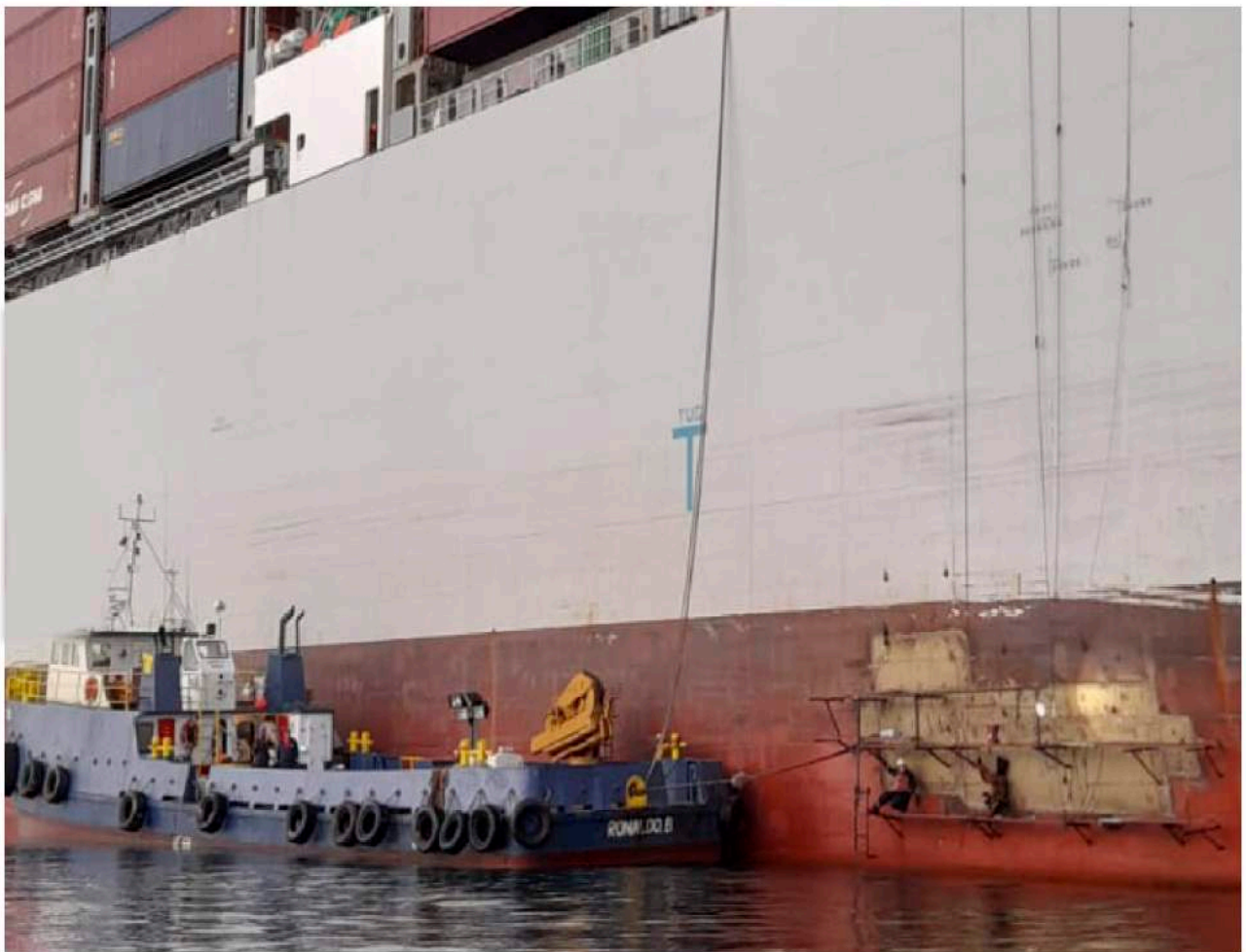
Then job started inside the tank by fitting the affected web frames, longitudinal girders, and deck plates.

Once all internal members were fitted, then job took place from both sides after starting to fit the side shell plates sections.

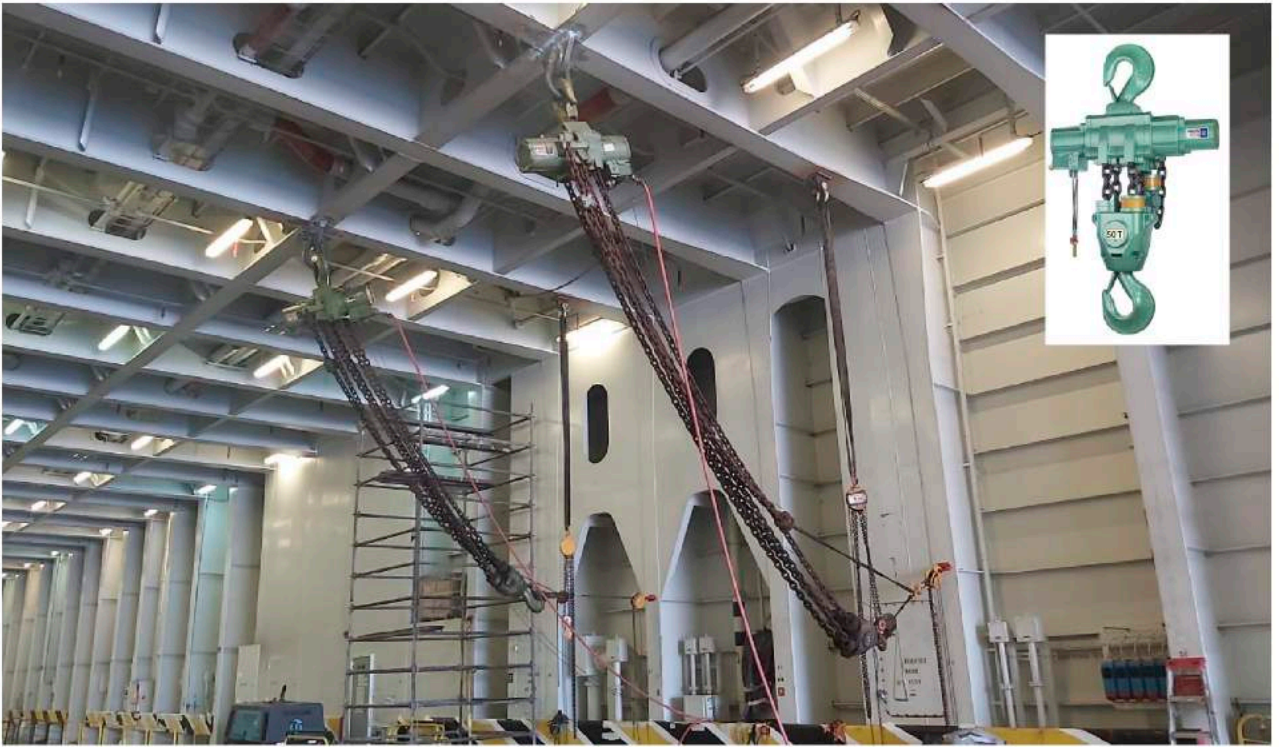
Class approved personnel performed the welding and gauging of plates 24/7 and against heavy swells and rainy weather. All welds were ultrasonically tested to satisfaction of the class surveyor. The repairs were completed to the full satisfaction of class surveyors, owners, and insurance representatives.



We at Talleres, are eager and always ready for difficult and challenging jobs. No matter the season, no matter the complexity, no matter the location.



## MAIN ENGINE LIFTING FOR OVERHAUL



During TISA's las ER repair after fire damage, the most crucial job was the ME Lifting. To overhaul the ME, the oil pan and crankshaft needed to be renewed.

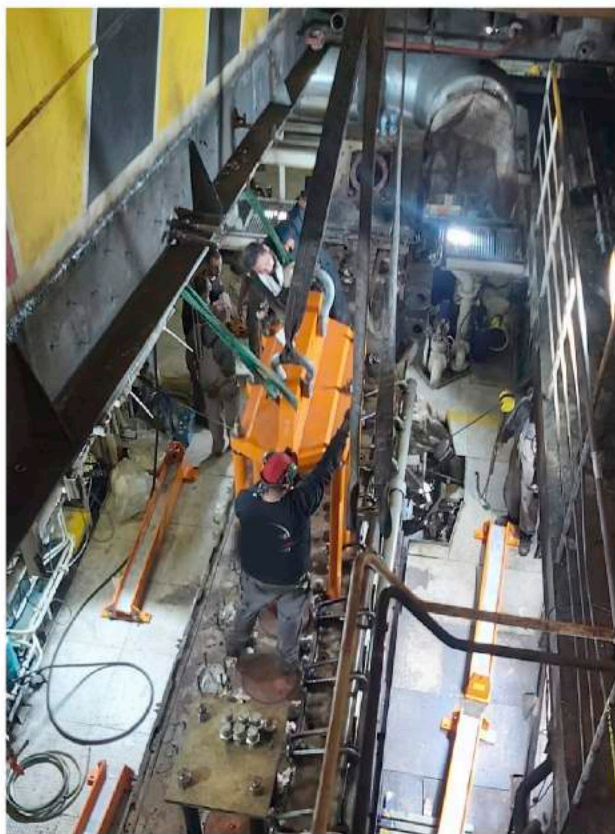
TISA first had to prepare a lifting plan which was revised several times and approved by its clients and ME's representatives.

For this job to take place, TISA had to install two 55-ton pad eyes on the bottom side of the weather deck and perform an analysis to make sure that the beam will withstand the force exerted on them.

TISA then had to crop one section of the deck above the ME to have enough space to lift the 36-ton ME.



Two 50-ton pneumatic chain hoists were installed in the pad eyes, these were the key equipment for the lifting plan. Auxiliary pad eyes were also installed on the bottom side of weather deck, approximately 3 meters to the starboard of the main pad eyes.



Other auxiliary pad eyes were installed in the ER that were used to assist during the lifting, roughly 12 more.

All lifting equipment was brought by TISA, including certified 17-ton slings used to lift the ME, 10-ton chain blocks to pull the ME, compressors to supply air for the pneumatic chain hoists, and 5-ton, 3-ton, and 1-ton chain blocks to assist during the lifting.

Our job was to assist the makers representatives in every maneuver planned. TISA started by lifting the ME following its Rigger Master's instructions. The old oil pan was removed as well as the crankshaft.

Then our job was to rig these two out of the ER without hitting any of the surroundings.

After this was completed, the reverse operation had to be done, placing down the new oil pan and new 5.5-ton crankshaft into the ER, one on the port side and the other one on starboard side.

Our riggers managed to achieve this goal successfully and then it was placed inside the ME by its representatives.

The final lift was performed to place back the oil pan below the ME and mount the flywheel.

Even though, this was a job that required a lot of precision and accuracy, our team was congratulated by all the parties involved since the job was completed and met their expectations.





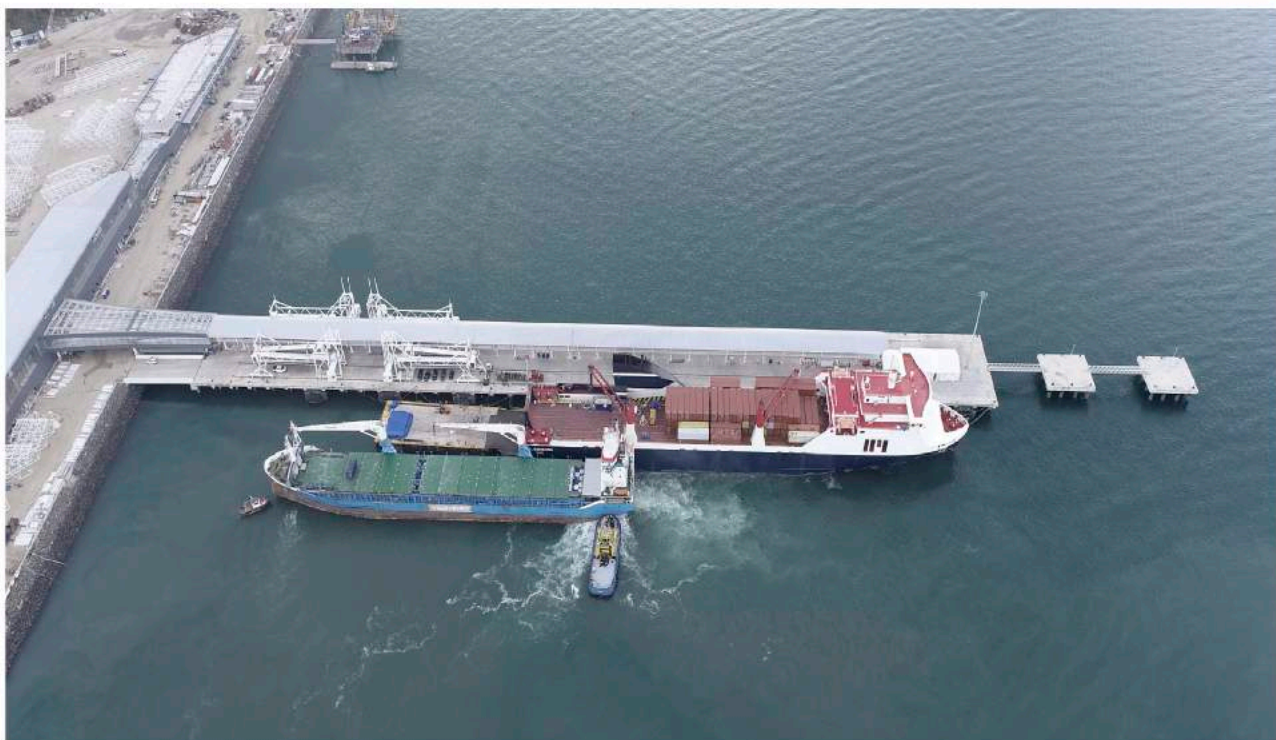
# OUR NEW DIVING SUPPORT VESSEL CHIEF ROSINA



Talleres keeps investing in new floating equipment to cope with the growing demand of services at the Panama Canal Area. Our new DSV named after our Cristobal Technical Manager, Guillermo Rosina is a way to give tribute to a person who has given 100% to the development of Talleres' people. We wish Chief Rosina "Fair Winds and Smooth Following Seas"

MAIN PARTICULARS	LENGTH	110 FT	33.5 M
	BEAM	26 FT	7.9 M
	DEPTH	12 FT	3.7 M
	DRAFT	7 FT	2.1 M
DECK CARGO	DECK DIMENSIONS	50 FT X 24 FT	15.2 X 7.3 M
	DECK AREA	1,200 SQ. FT.	111.5 M2
CAPACITIES	WATER	36,800 USG	139.3 M2
	FUEL	22,000 USG	83.3 M2

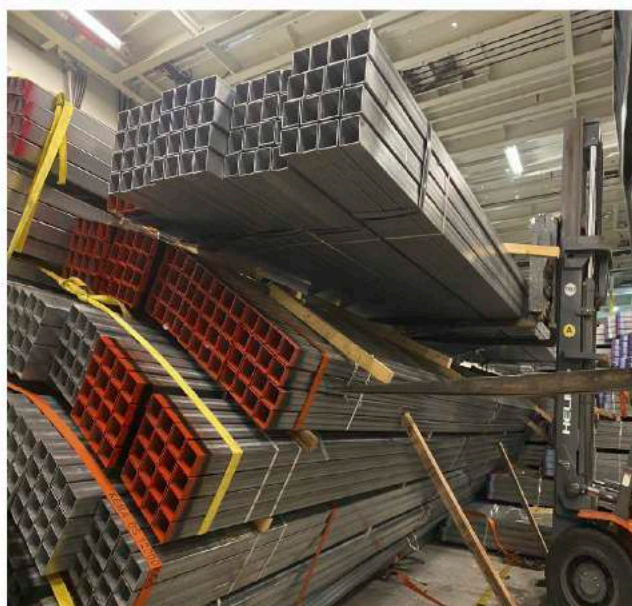
## STS OF DRY CARGO



Talleres Industriales S.A. once again demonstrates that any job can be done with the correct people and tools.

Earlier this year, TISA was nominated to perform major repairs on a ship that suffered a fire on its ER. However, to commence this job, cargo had to be removed from both Main and Lower Decks.

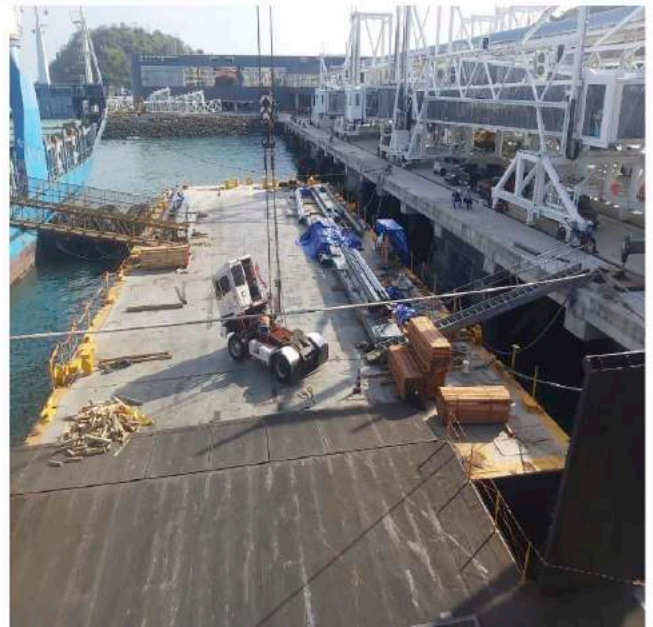
Cargo owners brought another ship to come alongside to start the STS job. On this occasion, cargo was mainly square pipes, 5277 bundles weighting more than 7500 metric tons. Due to the bundle's length, the loading sequence had to be prepared meticulously. TISA brought a barge large enough to temporarily place bundles before transferring them to the receiving ship. TISA also arranged all Yokohama Fenders and STS gears to allow the project to take place.



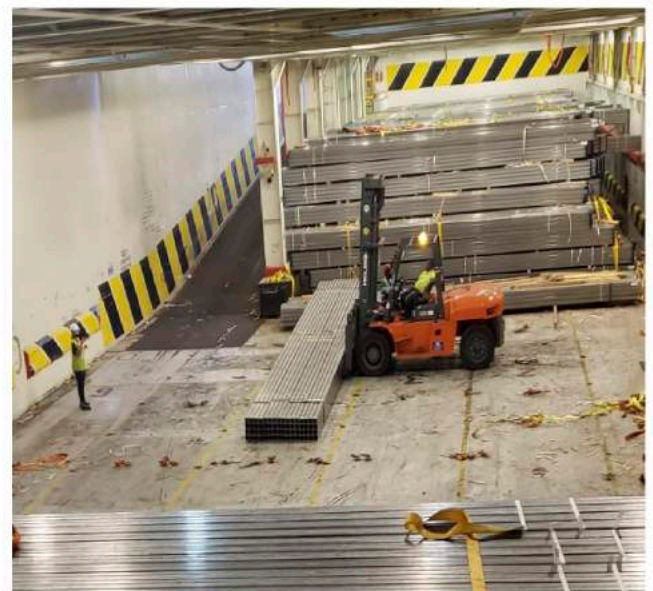
We also managed to have 3 forklifts onboard as well as one lowboy which was used to speed up the transfer from the lower deck to main deck.

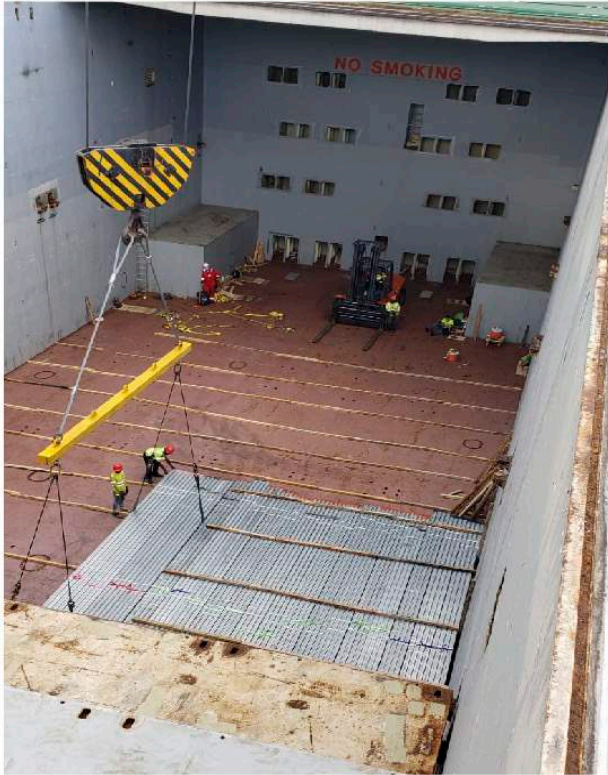


All the lifting apparatus from slings to spreaders was supplied by TISA and the manpower to operate the machines such as forklifts, cranes, and trucks as well.

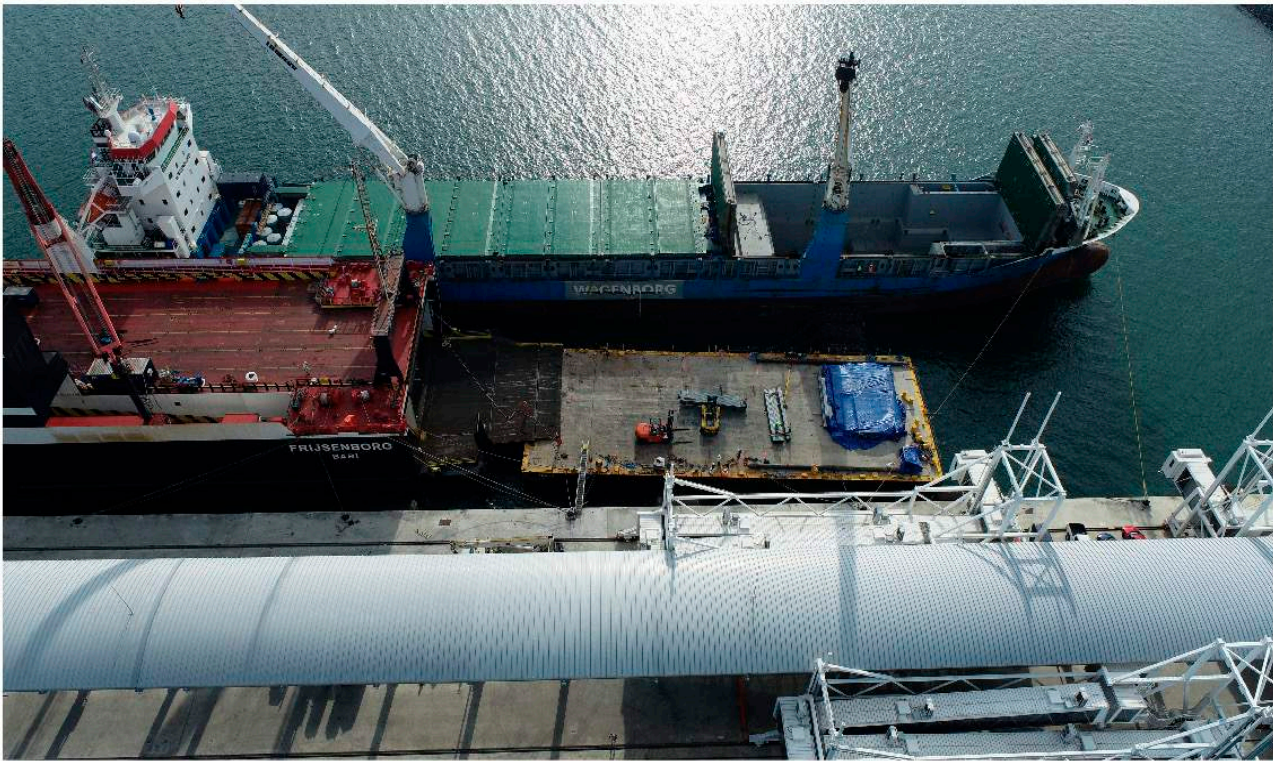
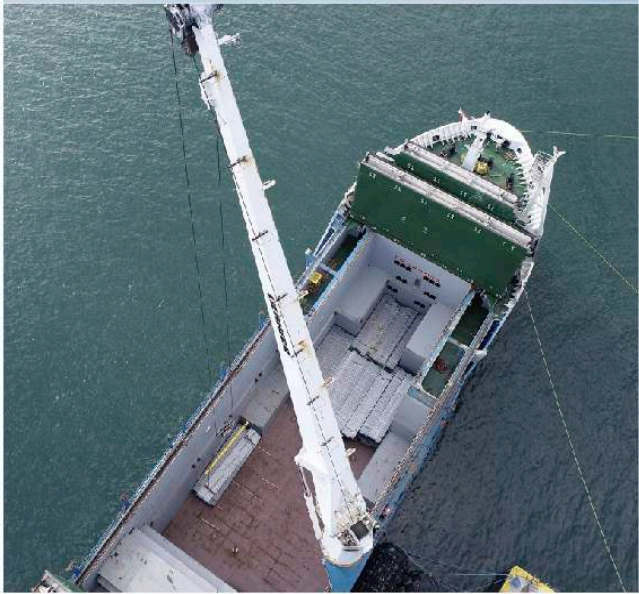


TISA was also in charge of supplying heat treated wood in order to properly stow the bundles and have all the documentation in order for the delivery at its next port. The job was performed around the clock and TISA was able to overcome the challenges of removing and shifting cargo that was loosened during its voyage.





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## EXPERTS ON BOTTOM INSERT PERMANENT REPAIRS



Panama is the perfect place to plan from routine maintenance services to unique and complex afloat repairs.

Talleres has been offering turnkey fast solutions to our customers worldwide by performing out of the box dry-docking solutions in afloat conditions.



A very common one that is being performed frequently is the renewal of wasted/damaged shell plates or spool pipes afloat with class approved certifications. Giving peace of mind by delivering permanent repairs solutions and guaranteeing no condition of class is priceless for our customers. We have a large stock of closed and open-type cofferdams, to perform any type of underwater hull repair.

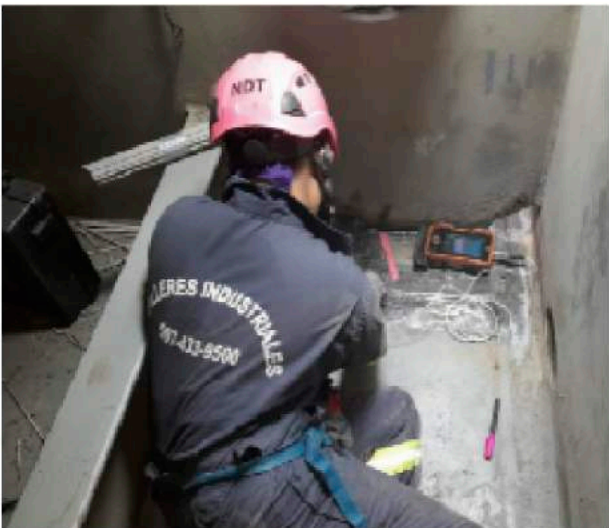




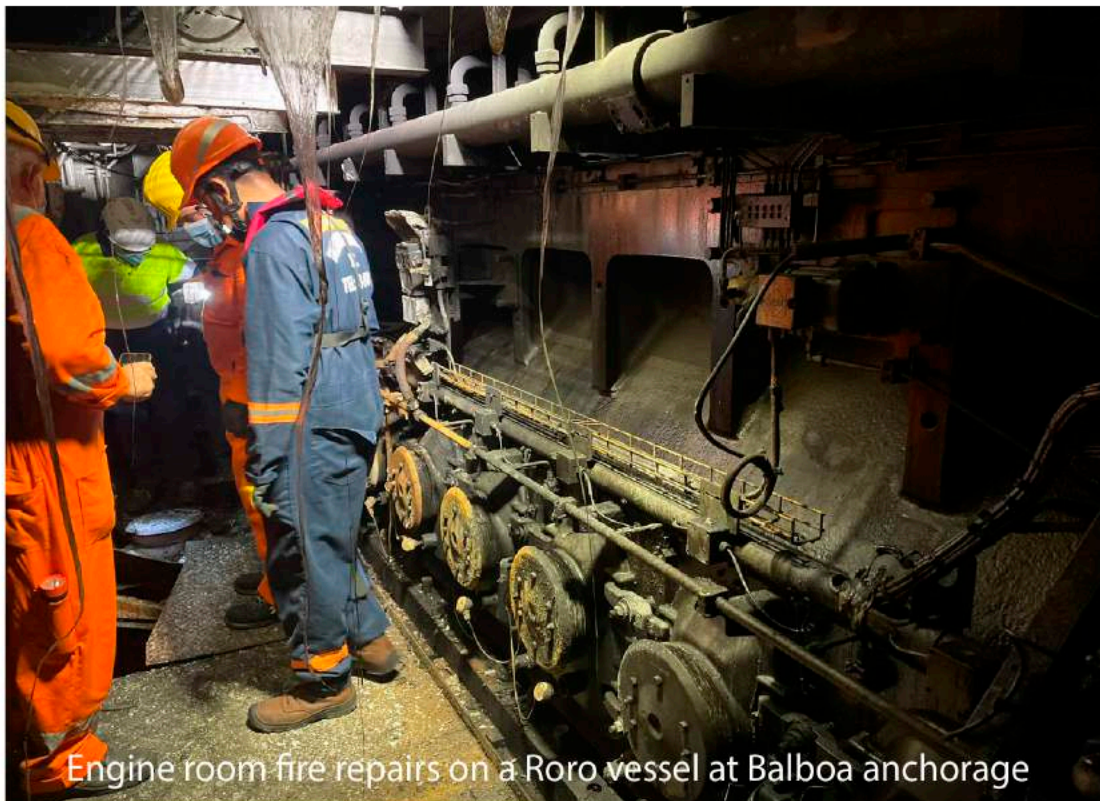
Last month we performed on a Very Large LPG tanker, 3 insert repairs on three different double bottom ballast tanks at Balboa anchorage. The cofferdams were installed on the outboard side of the cracks, after which the affected areas were cut away and three inserts were perfectly fitted. A full penetration weld was executed on all inserts from the inboard side in accordance with Talleres' approved welding procedures and



the integrity of the insert repair was verified by ultrasonic testing. Finally, welding was grinded underwater and underwater corrosion protection marine epoxy putty was applied on the new welds after removal of cofferdams. Please don't hesitate to contact us when you feel there is no other solution than going to dry dock, for sure we can work together to find a way forward.



# COMING UP ON OUR MAY 2022 EDITION





**LET'S AIM FOR  
TRUE PEACE!**



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