



MAY / 2022

TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 20th Edition



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DRY DOCK AT ANCHORAGE

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MAREA VERDE IT'S A REALITY!



We are very excited to observe that this iconic and innovative project is becoming a reality and will soon join other projects worldwide to play a crucial role in the sustainability of our planet.

Wheel Powered River Trash collector device (WANDA) is at her final stage of construction. Soon we will see less garbage going to the Panamanian Pacific Ocean. This equipment will create additional awareness to the community in general and hopefully create more awareness to focus on the important things that will secure our legacy and the well-being of generations to come.

Talleres' participation was in the engineering and fabrication of the hull structure (pontoons) of WANDA and same was accomplished with high standards of quality and complying with Marea Verde requirements. Now, Talleres will proudly keep supporting the foundation through the final processes of the commissioning.



talleresindustriales -shiprepairs



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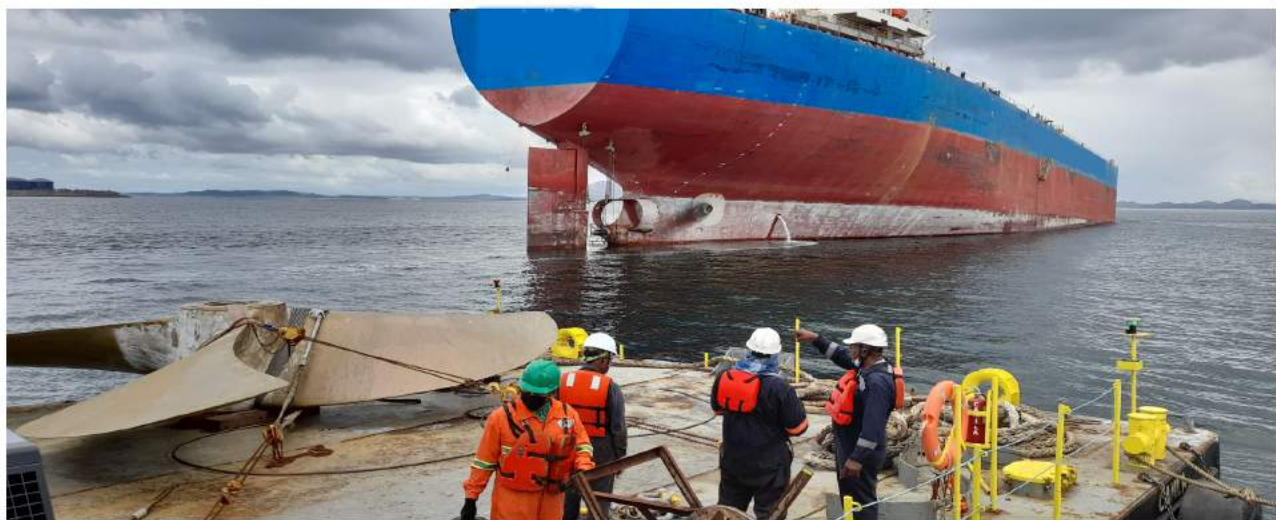
www.talleresindustriales.com

WORKING AT TALLERES IS...



1. Being part of an organization where the code of ethics and corporate values are its basic non-negotiable pillars.
2. Understanding that the business model demands agile responses and processes 24/7.
3. Being conscious that planning of activities could be modified as a result of emergency and unexpected situations that our clients face and that need to be attended as soon as possible.
4. Knowing that your personal and family time is valuable, but that sometimes your support will be needed in order to respond to those unexpected situations that our clients have.
5. Taking responsibility of your duties and always keeping in your mind the word accountability.
6. Giving importance and priority to teamwork because that is the way to establish a system where we are and we have backups in order to give an effective response to the clients, without losing the space and time that our personal lives deserve.

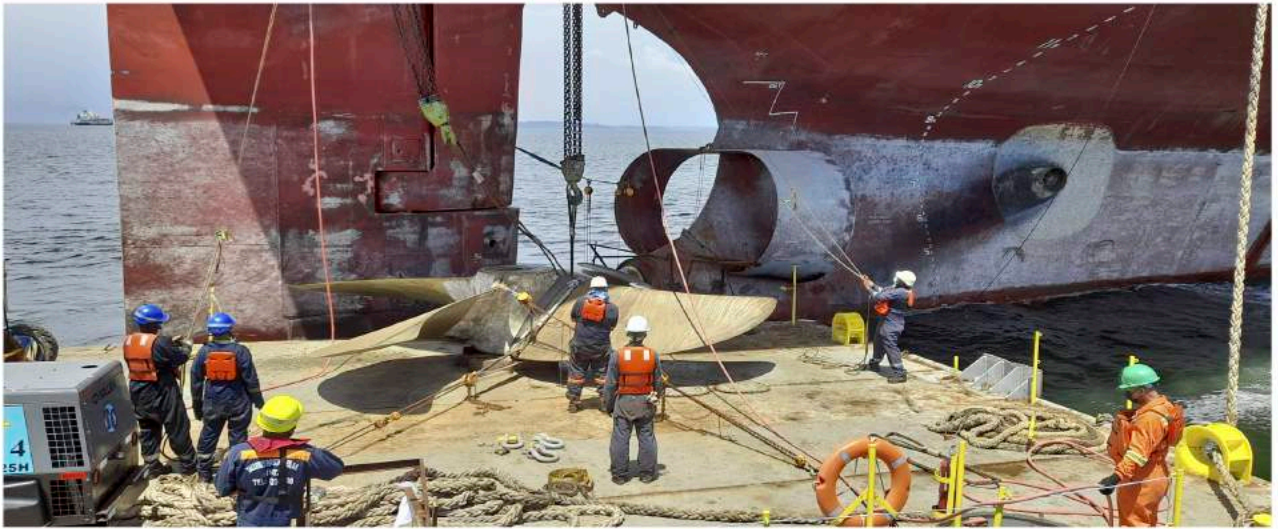
SUCCESSFUL COMPLETION OF A MAJOR REPAIR ON A PROPULSION SYSTEM OF A POST-PANAMAX BULK CARRIER AT BALBOA ANCHORAGE



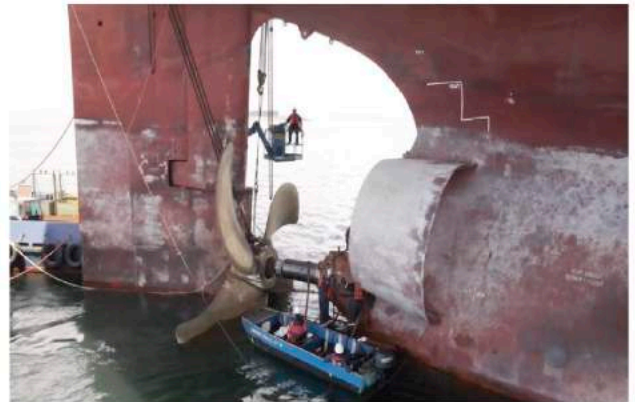
On our previous edition of Talleres Magazine, we wrote about this magnificent and unique project. We were in the middle of this delicate project but gave all our readers an update of

happening on this heavy-duty afloat repair of the propulsion system of a 179,938 Ton Bulk Carrier at the Balboa Anchorage. A recap of where we left the last edition initial story was when the vessel was trimmed by the bow, the 38-Ton propeller blade was removed, the intermediate shaft was taken out, the propeller shaft removed, the forward and aft stern tube bearings were found damaged and dismantled. Finally, the customer ordered a new set of stern tube bearings unfinished, without the final dimensions, and the complete set of seals.





On this final chapter, we became involved with the high technical side which was the most delicate part of the job. We made some condition measurements with a laser bore-alignment tool and performed the alignment check of the stern tube bearing with respect to the main engine crankshaft. With machinist measuring tools, the stern tube bore measurements as per stern tube bearing makers requirement were taken. Talleres took the shaft alignment calculation report from the ship builder and compared it with the field data taken by us and defined the machining steps required to give to the stern tube bearings and shaft the required interference, the offset of the bore, and the slope of the bore center line.





The aft stern tube bearing was not small, it was 798 mm by the outside diameter and had a length of 1500 mm. We arranged the machining shop to give the final dimensions to the FWD and AFT stern tube bearings. After giving the final dimensions to the FWD and AFT stern tube bearings they were installed by lowering the temperature and pushing with the assistance of hydraulic tools. The propulsion shaft was mounted, the intermediate shaft installed and connected to the engine following the maker's procedures. The 38-Ton Propeller was rigged and put back in place following by the proper safe installation procedure fitting and pushing up into the shaft. Using our pair of 50-Ton pneumatic chain hoists, floating crane, and machinery required. All the removed accessories were installed, the respective set up test were made, and a 24-hour sea trial was completed successfully. On its first trading, the vessel went to south America for cargo loading and in this particular moment, this Neo Panamax bulk carrier is crossing the Pacific Ocean on her way to Asia.



NEW REPRESENTATION OF HYUNDAI MARINE ELEVATORS AT THE PANAMA CANAL



 **HYUNDAI**
ELEVATOR CO., LTD.

 **TALLERES INDUSTRIALES, S.A.**
24/7 SHIP REPAIRS AND MARINE SOLUTIONS
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 **PANAMA**

TALLERES NEW MARINE ELEVATORS DIVISION 24/7 Panama Canal Area

100-TONS OF LIFTING POWER COMING TO PANAMA SOON!



Talleres is making an important investment to comply with its clients' needs, bringing 100-Ton pneumatic chain hoists to Panama (2ea. 50-Ton chain hoists). On top of that, we work in very close collaboration with LGH Rental in USA, who can provide additional lifting gears in case needed and on short notice. Talleres is taking challenges in which no margin of error can be allowed since safety is our main priority. Lifting jobs in a marine environment are complex and unique tasks. We lift from main and auxiliary engines to propulsion systems (above and below water line). Tasks can take place during rough weather so proper planning and good execution is expected to fulfill our clients' needs in a safe manner.

MARINE SOLUTIONS – STS SERVICES



Talleres Industriales, along with its strategic partner, Teekay Marine Solutions, are successfully performing ship to ship (STS) operations since last year with the highest quality standards, becoming the preferred contractor in the area. Our Joint Venture has enough certified equipment in Panama to perform 2 operations simultaneously at both sides of the Canal. Our STS operations are fully authorized by the Panama Maritime Authority (AMP) and has the back up of our Pollution Control Division 24/7.



POLLUTION CONTROL DIVISION ALL OVER THE PANAMA CANAL

COLÓN - CRISTOBAL

MANZANILLO INTERNATIONAL TERMINAL

WORKSHOP

READY 24/7, 365

+(507) 6592-2056
talleres@talleresindustriales.com

PRESENCE OF TALLERES INDUSTRIALES S.A. IN PANAMA - BALBOA

TALLERES INDUSTRIALES S.A. OIL POLLUTION CONTROL DIVISION

ECO-FRIENDLY ROV CLEANING AT BALBOA, PANAMA

The Green Hull



TALLERES INDUSTRIALES, S.A.



HullWiper collects marine fouling removed from hulls, rather than polluting local port water and risking the spread of harmful invasive species. Captured residues are pumped into a filter unit and then deposited into dedicated drums onshore, which are collected by a locally-approved environmental waste disposal company.

During the past 2 weeks our ROV has changed its Diving Support Platform which will enhance our operations. During this changeover we also had its software upgraded which will definitely lower our equipment fuel consumption and boost our power stability and operational maneuvers.

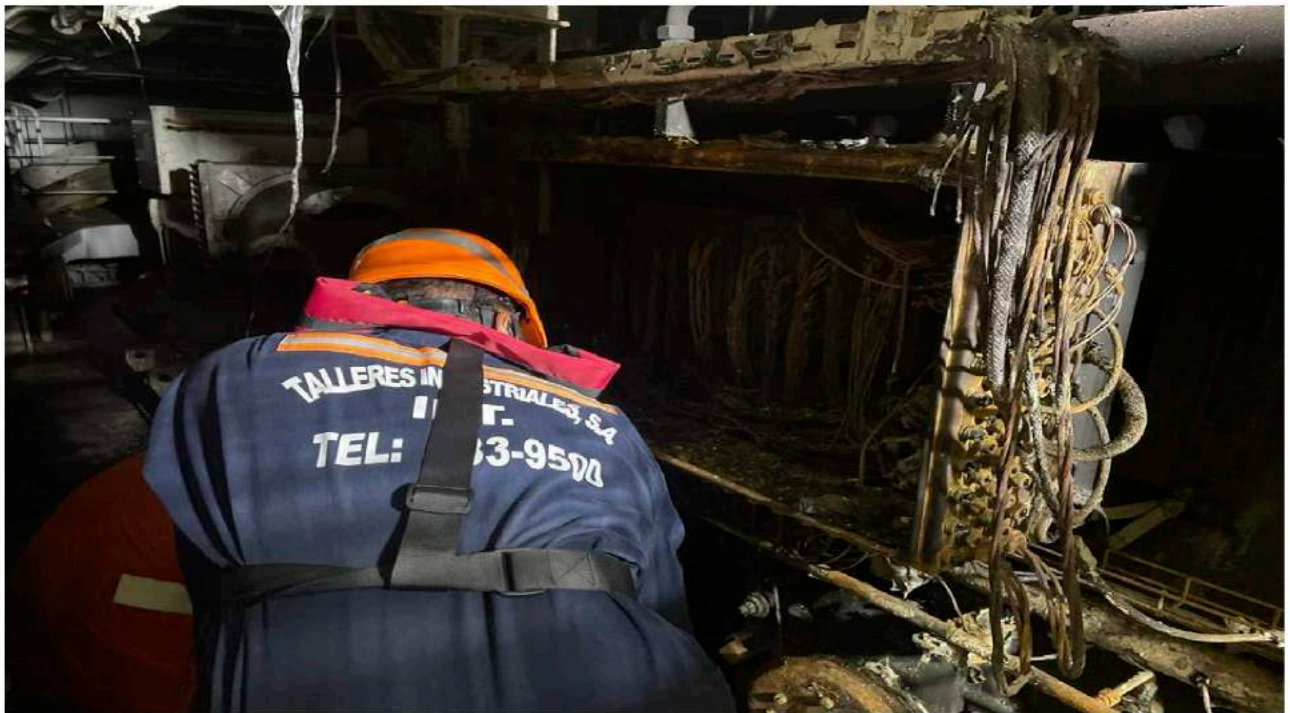
AMAZING JOBS – ENGINE ROOM FIRE REPAIRS IN A RO-RO VESSEL "ONE MORE PATIENT!"



The most interesting part of an after-fire job is the volume and diversity of jobs required. In previous editions we have already informed about STS of dry cargo and ME lifting which were the two main jobs on our last renewal job. However, on this edition we want to focus on the wide work-range that TISA usually offers on huge-scale jobs.



TISA was responsible for all electrical jobs aside from the internal wiring of the ME. TISA added 4 big junction boxes to connect the cable sections that were in good condition with the new cables and avoid extra costs. TISA performed maintenance of the 5 generators onboard, 3 auxiliary engines & 2 shaft generators. Due to TISA's expertise, after all connections were finished, the commissioning took around 3 days only.



Aside from electrical jobs, TISA was also responsible for large-scale welding jobs such as cropping and re-welding the section of the ramp removed to lift the ME and small-scale welding jobs such as 3325 x 1255mm insert welding and some piping jobs. All jobs were done by TISA's certified welders and using class-approved procedures. TISA was also responsible for other small mechanical jobs such as gasket renewal and other reefer jobs.



One job that is extremely important and it is always continuous from the beginning till the end are cleaning jobs. First, we removed all the soot and cleaned affected areas with degreaser and then we neutralized it with another chemical solution. Since there are many jobs taking part at the same time, cleaning needs to be done day after day to ensure safe working conditions in all working areas.



TISA was also responsible for insulation renewal jobs. For the first time in these types of jobs, our subcontractor released a new method of doing the job much more efficiently. A sewing machine was used to prefabricate "pillow-like" mats after taking the dimensions of the areas to be covered. Then these were installed, being supported by the pins on the walls, columns, and bulkhead. This new method allows other jobs to take place in the same area at the same time since there are no fibers floating in the environment. TISA will always look forward to making these jobs more efficient and keep our customers happy and with the least amount of-hire.



COMING UP ON OUR JUNE 2022 EDITION



GREEN FUTURE – SUSTAINABILITY IS ALWAYS ON OUR MINDS



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