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TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 24th Edition



MAIN FEATURES

**NOT FOR THE FAINT-HEARTED!
TRANSFER OF 1500 TONS OF
POWER PLANT EQUIPMENT TO
BE DELIVERED TO THE
CARIBBEAN**

One of a Kind – Turnkey Heavy
Lift Operation - *In Process*
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**EXPERTS TO DEAL WITH
BOTTOM GROUNDING
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“OUR FOUNDER AT HIS BEST”

Eng. Rafael Arosemena



Our Founder, Rafael Arosemena has always set examples of the type of organization that he wants Talleres to be. A world recognized Panamanian company that goes the extra mile to achieve the expectations of their clients but most importantly, a company that takes care of its people. For Talleres all our stakeholders are part of the people that we are responsible. Phrases such as, anybody can be a successful businessman but not everyone will take care of the people in need in their ecosystem exemplifies our mindset. Rafael Arosemena has spent most of his time during the last decade dedicating his most precious resource “time” on the education and support of our next generation, especially those with low resources or opportunities. We thank him dearly for being the inspiration of our day-to-day mission.



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www.talleresindustriales.com

THE BENEFITS OF AN INTERNAL CULTURE OF MENTORING



Jose Morales

Guillermo Rosina

One of our managements' team advantage is that it has professionals with vast experience in the ship repairs industry worldwide, and it also has a group of young talented professionals who are bringing the spirit of innovation to envision the future of the company.

This mixture contributes to face our daily challenges with solid knowledge, wisdom, as well as creativity to exceed our client's expectations. However, what happens when senior staff members plan to retire in a medium term? At that point is when our succession plan takes place. Succession planning has been a critical component that Talleres Industriales has performed over the years to identify potential successors of leadership positions within the company, to plan and prepare future handovers.

For that reason, we created the mentoring program which is an internal system where mentors (senior staff members) and mentees (selected staff member with potential) work together over a certain period that could take months or years to make an organized and solid succession plan.

Our mentoring program has proven to be a successful tool to guarantee that successors fill their predecessor's legacy, and that occurs as a result of planning ahead of time, identifying, evaluating reliable candidates, and preparing them to take over their predecessor's position at some point in the future.

Hard and human skills are taught and shared by the mentors to their mentees. The mentors observe the performance and behavior of the mentees in different situations, and they become coaches who give guidance, feedback, and advice so that their future successors learn and be prepared for a future takeover, where values and principles always come first.

There is no selfishness within this process, only a total dedication with open mind, heart, and will by the mentors to teach and share their experiences, that will make their successors even to surpass them. At the end, with the mentoring program we have been able to create a working environment where knowledge remains intact through daily learning routines. In addition, career planning flows very well, talent retention is promoted, the quality of service to our clients is maintained, and lastly but not less important, the continuity of the business is guaranteed.



Sergio Burke

Victor Espino

NOT FOR THE FAINT-HEARTED! TRANSFER OF 1500 TONS OF POWER PLANT EQUIPMENT TO BE DELIVERED TO THE CARIBBEAN



auxiliary modules, pumps, motors, electrical panels, tanks, and other systems to ensure proper operation of the same. The project involved many types of jobs and fortunately Talleres' is always capable of finding solutions. It all started with proper planning and getting the needed permits and documentation to start the jobs. Once the permission to start was granted, TISA started the generator and engines uncoupling.

On this occasion Talleres was nominated by an European Company to perform the planning, disassembly, removal, and transportation of three Engines & Generators together with their auxiliary components. The combined weight of all the above equipment surpasses 1500 tons; we are talking about three 18 Megawatt generators, three MAN 18V 48/60B engines, and all the



We had onsite three teams of mechanics, welders, and electricians; a team for each unit to work in parallel avoiding any type of delays. This job involved other important jobs such as: rental of a barge strong enough to withstand such heavy weights, modifications of barge to transit through the canal, reinforcement of bridges to move the equipment from one side to the other, heavy lift equipment for transportation including vehicles with active suspension mechanisms, and skidding equipment to move engines and generators from the base to the lowboy or modular vehicle.



In addition, we have a carpentry team making over 50 boxes to place delicate equipment that also needs to be transported. Our main focus was to make all units ready for transportation, then our allies would join and start the skidding process to place the engines over the adequate vehicles.



It also included cleaning of all items to be disassembled and proper disposal of oily residues. It also involved some civil jobs such as preparation of new roads and mooring arrangements at loading place, topography studies, and bathymetry of mooring place to confirm suitability for mooring the barge, environmental planning, and permits with the government to move such equipment of huge dimensions, and branch pruning permits.

Of course, this also involved all type of welding jobs such as removal of platforms and protruding elements around the engines, preparation of blind flanges to close the engines and removed pipes, and preparation of the hangar where the units are placed, opening access for the special vehicles. One August 25th, the first generator was transported from its source to its loading place and by mid-September all main equipment will be loaded into the barge.



EXECUTIVE OPERATIONS MANAGEMENT TEAM

"The force that moves our company"



Lino Arosemena
General Manager



Juvencio Pizza
Commercial Manager



Sergio Burke
Technical Manager



Guillermo Rosina
Technical Manager



Santos Melgar
Diving Manager



Gerardo Rodríguez
Senior Project Manager



Victor Espino
PIC Branch Office Balboa



José Morales
PIC Branch Office cristobal



Kassem Dabaje
Electrical Division Manager



Amir Ávila
Lifeboat & NDT Divisions
Manager

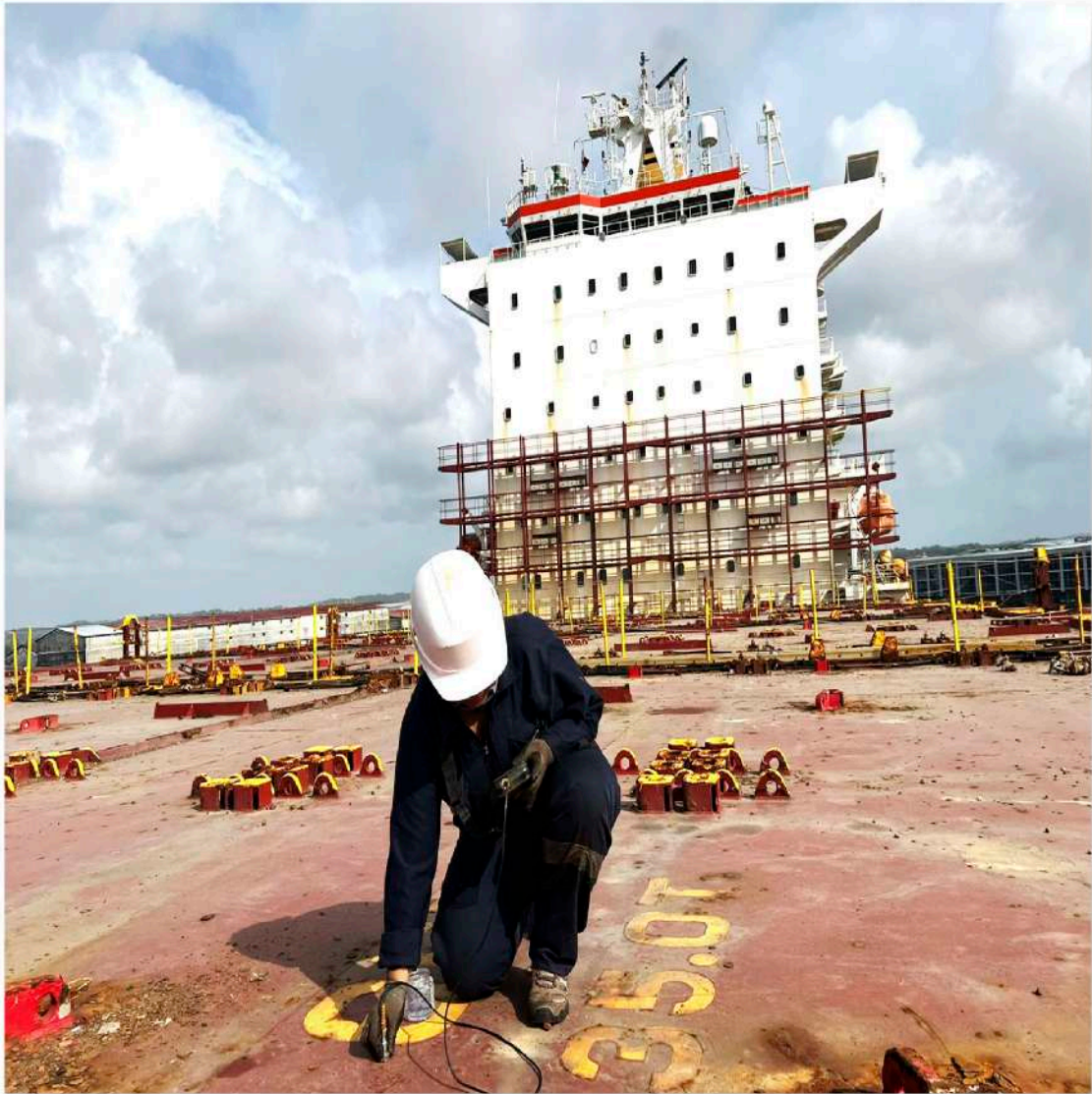


Edward Baules
Fleet Manager



Victor Vargas
Welding Manager

UTM – NDT SERVICES



Talleres has a dedicated team of inspectors for Ultrasonic Thickness Measurements based at the Panama Canal. We have in our staff, certified professionals trained according to international standards and are available 24/7 in the Panama Canal area and Latin America.

EXPERTS TO DEAL WITH BOTTOM GROUNDING DAMAGE AFLOAT



Early this year a 36000 tons container vessel ran aground at the West Coast of the United States, Temporary repairs were performed by US contractor and class provided 3 months extension to complete permanent repairs. Nowadays, no one wants to stop their vessel when the market is at the very peak and dry docks have a waiting list. Therefore, owners approached Talleres to jointly develop a plan to let them keep trading until their next dry dock which date is 2026.



Our engineers immediately reviewed all information given of the damage in way of WBT2, WBT3, and WBT4 to calculate and design new steel profiles to be installed having in mind the confined space condition and the correct procedures and protocols to weld against the bottom plate of the ship complying with the rules for ship building dry welding on hull plating below the waterline.



Once Talleres' repair plan was submitted to owners and class, a small number of ideas were developed, plan was approved, and vessel was sent to Panama. Job started long time before vessel arrival by prefabrication high tensile steel profiles and the preparation of all necessary resources. Lay berth was arranged to receive the vessel on arrival. To minimize the off-hire period, repairs were going to start alongside and continue with a riding squad.



Job was challenging due to the condition of the tank plus the deformation of the bottom plates. Prefabrication of structures were completed considering the access space and maneuvering. Certified welders and fitters carefully performed the cutting of the damaged section after nondestructive test was performed. Fitting and production welding of 19 mm, 15 mm, and 12.5 mm side frames, bottom longitudinal, and doubler plates followed, following class approved procedures and protocols. After all resources were safely onboard, riding crew departed with the vessel to finalize the repairs during its voyage.



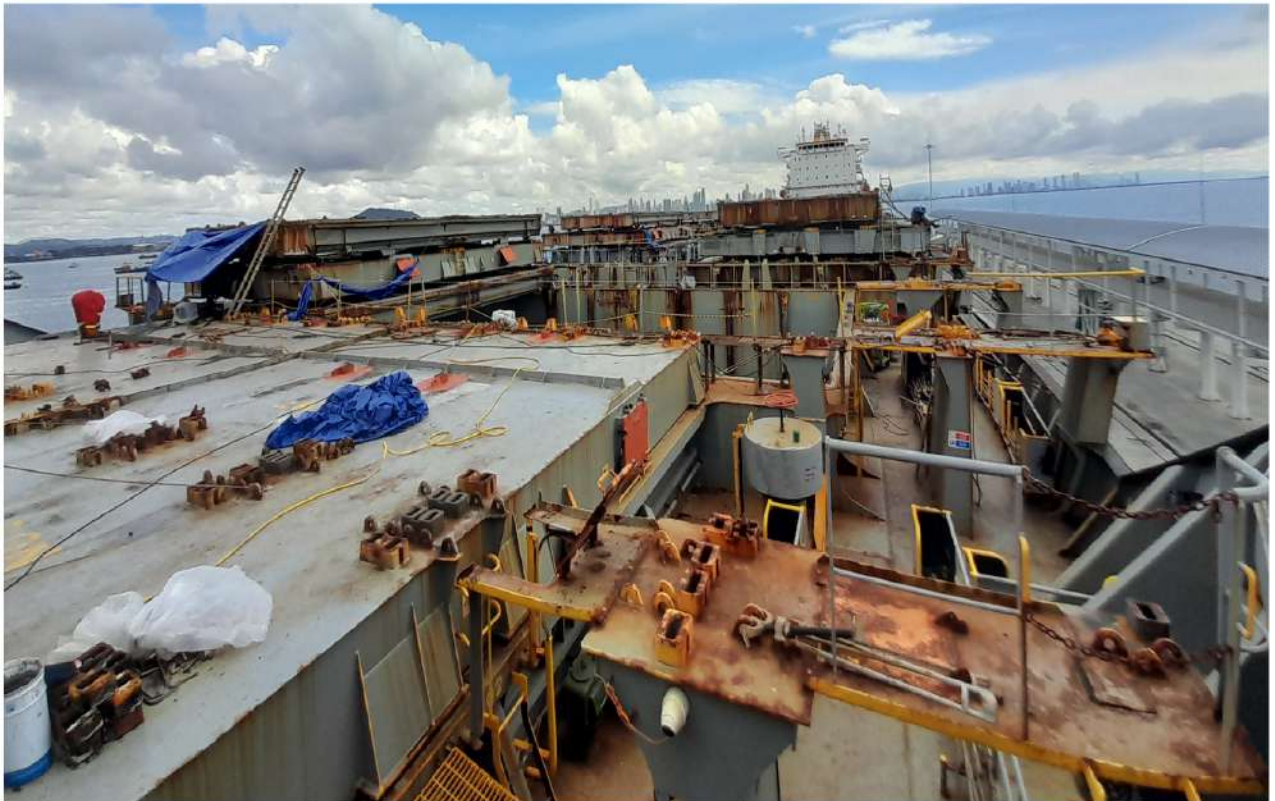
“SHIP TO SHIP TRANSFER SERVICES”



Talleres Industriales, S.A., a company with an eye out for innovation and always searching to improve its marine services, has opened a new STS Division, which includes an operational license issued by the Panama Marine Authority and the necessary equipment's and gears to perform ship-to-ship lightering jobs at Balboa and Cristobal anchorages with three lightering support vessels (LSV) from our fleet.

AFLOAT REPAIRS AT LAY BERTH AT THE PACIFIC ENTRANCE OF THE PANAMA CANAL

Panama is becoming the pit stop of vessels in need of repairs and maintenance. Ship managers need to keep their vessel in good shape to avoid at all costs being off-hire or losing face with their charters and clients.





Now with the new lay berth at the Pacific entrance which can accommodate two 360 meters vessels at the same time, Panama has completed the missing link to provide efficient and fast services to the maritime industry.

In this occasion, a 300-meter length container vessel came alongside for general repairs but with special attention to their hatch covers and cargo holds.



Talleres, which business model is an emergency room of a hospital for ships, is well diversified to cover most of the needs of its clients.



Job started with hatch covers structural repairs, but the client took the advantage to perform deck repairs, such as stanchions and socket renewal, cargo hold structural repairs, auxiliary engine works, replacement of ventilations ducts, and insulation jobs on main engine.



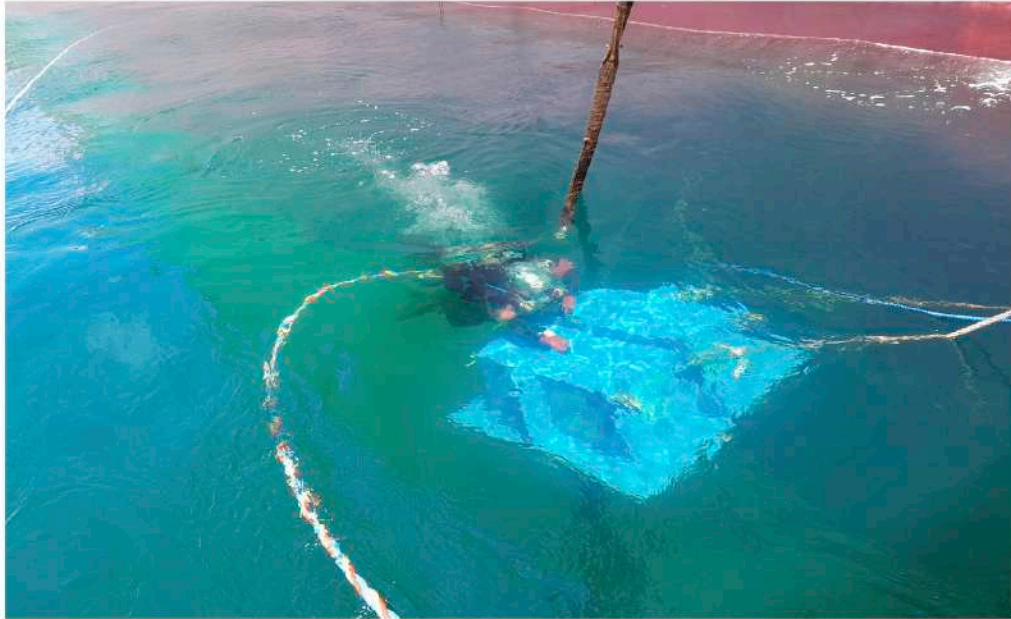


Furthermore, we procured a deck barge to perform port and starboard side anchor chain gauging as per class request. Finally, we also furnished a team to perform main engine piping renewal, UTM surveys, and load test of lifting gears. All jobs were performed with the highest standards of safety and quality control. Now we have the infrastructure to let you plan accordingly!



COMING UP ON OUR OCTOBER 2022 EDITION

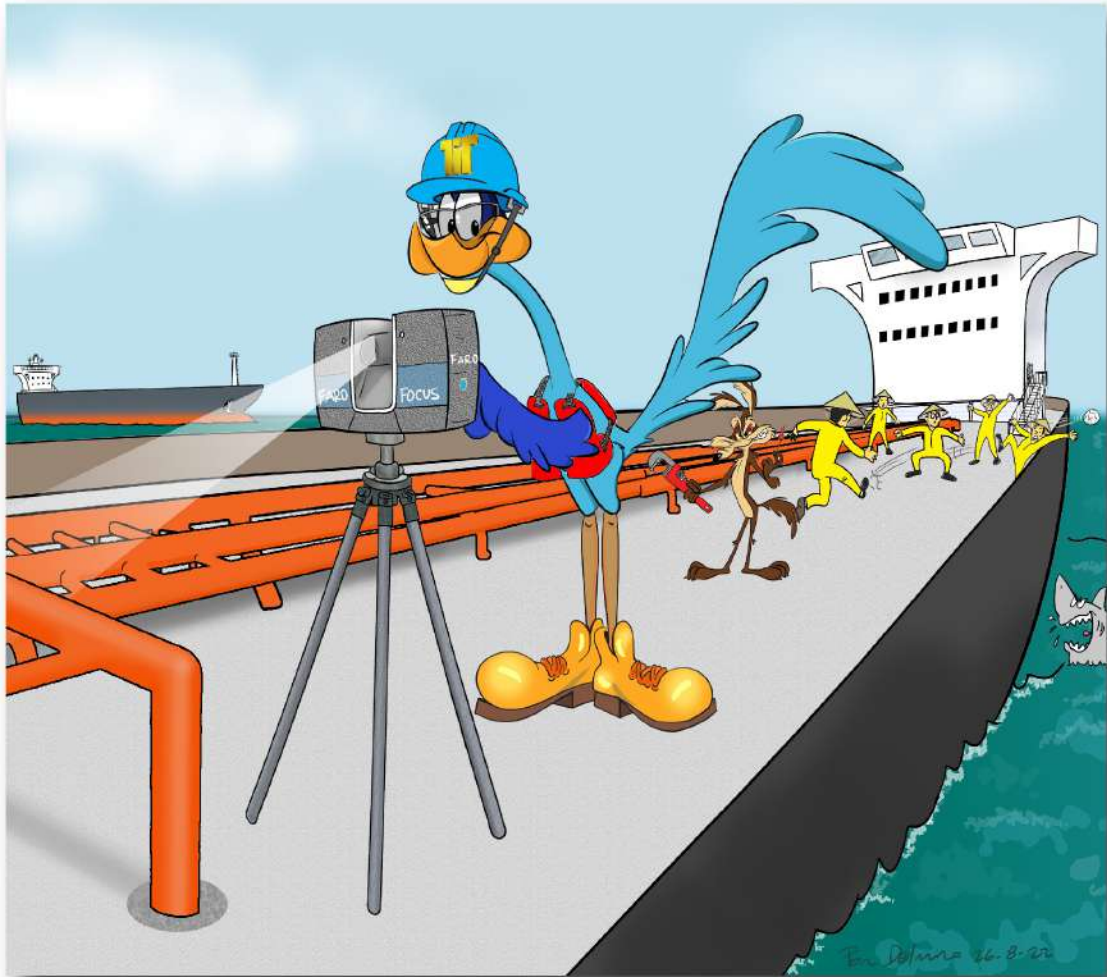
RECORD BREAKING – PERMANENT FLAT BOTTOM STRUCTURAL
REPAIRS – 15 COFFERDAMS



PERMANENT REPAIRS OF A JIB BOOM CRANE AFLOAT



TALLERES 3D SCANNING DIVISION



Unlike the coyote, we keep investing in the latest technology to keep adding value to our proposals and give peace of mind to our prestigious customers.

