



MS MAGAZINE



PANAMA THE PREFERRED PLACE FOR COMPLEX AND CERTIFIED SHIP REPAIRS

PAGES 10 - 11

MULTIPLE STEEL INSERTS UNDERWATER AT BALBOA ANCHORAGE

PAGES 5 - 7

SUCCESSFUL TURNKEY CRANE REPAIR PROJECT COMES TO AN END

PAGE 12 - 14



 **TABLE OF CONTENTS**

- 2 **Give Back! Get Involved!**
- 3 **Editorial – “Panama” Major Destination for Vessels in Need, Navigating Through North, Central, and South America.**
- 4 **Talleres People – “Team Spirit to promote growth within the Company.”**
- 5 **Amazing Projects- Collision in Long Beach USA, Repairs at Panama**
- 8 **Renowned Films – Coming Soon Deepwater Salvage, Season 3**
- 9 **Amazing Projects – Multiple Steel Inserts Underwater at Balboa Anchorage**
- 12 **Marine Solutions – Taking Care of our Environment.**
- 13 **Amazing Projects – Completion of Major Crane Repairs at Cristobal**
- 16 **Our People – Talleres Women in the Ship Repair Industry**

GIVE BACK! GET INVOLVED!

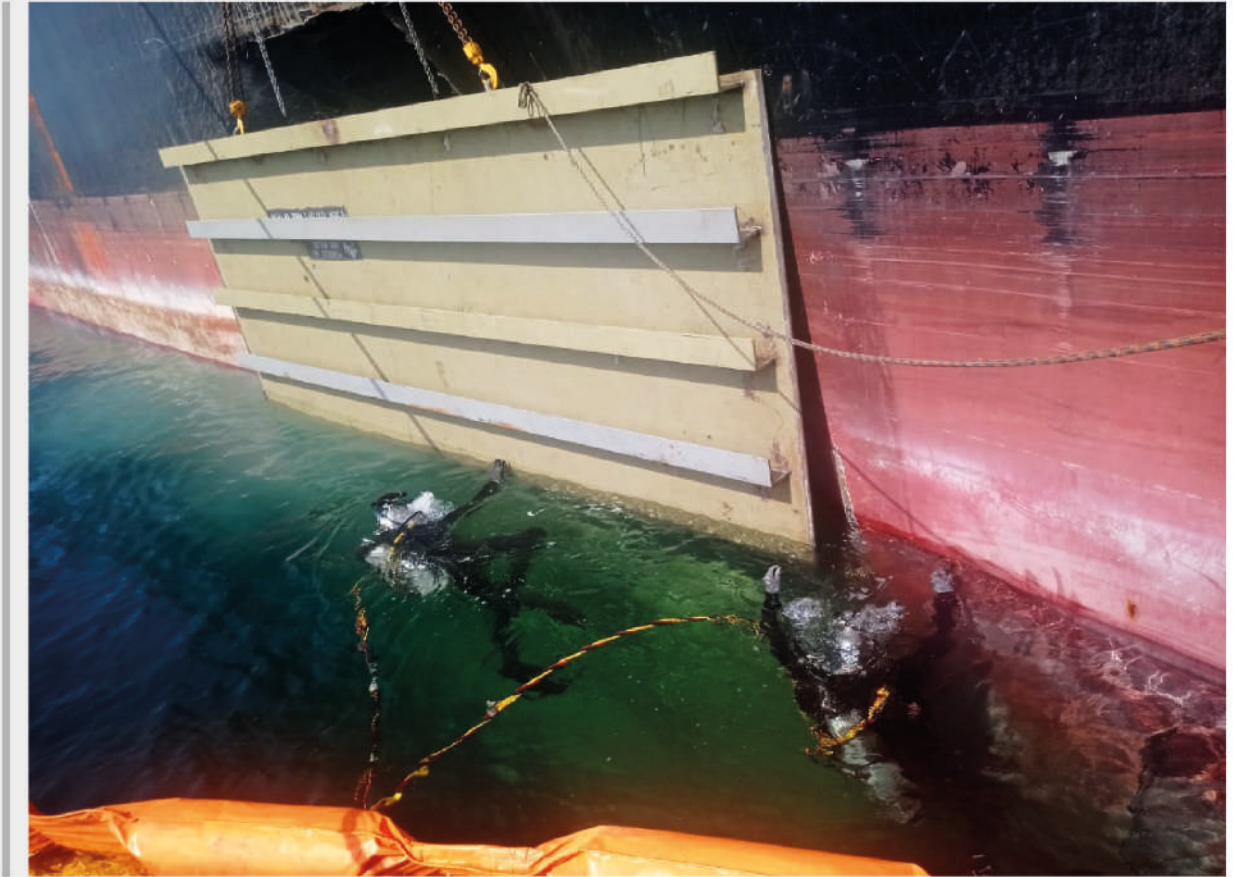


Our Founder Rafael Arosemena is a pure example of getting involved. Critical topics that are part of his agenda include Global Warming, Education, Fight against Corruption, Family Values; just to mention a few of them. During his talks and workshops, he is always pointing out to all members of Talleres’ Team the importance of understanding and getting involved to find solutions to the root causes of the problems that we face as a society. Getting involved with the education process of our new generation is meaningful and the most important pillar for our future. Good Education starts within the family environment and it is the base to understand how to deal with the rest of the critical topics mentioned above.

We must not stand still and be outspoken against corruption, which is an issue that has a disproportionate impact on the poor and most vulnerable segments of our society, that at the end increases costs, reduces access to basic services such as health, education, and justice.



“PANAMA” MAJOR DESTINATION FOR VESSELS IN NEED, NAVIGATING THROUGH NORTH, CENTRAL, AND SOUTH AMERICA



Since last decade, Talleres Industriales has made Panama the ideal place for repairing vessels with major damages. Over the Last 2 years, we have brought to our country vessels with major structural damages as well as fire damages, from everywhere in the American Continent.

Just to mention a few of these vessels; so far in 2023, we have brought a post Panamax chemical tanker that had a collision in Long Beach, California, and a Panamax Bulk Carrier that had a collision with a pontoon in Argentina.

Every vessel that comes to Panama leaves thousands of dollars to the local economy and different types of businesses.

Talleres Industriales has become a trademark of our country and we understand the big responsibility that we have with all our stakeholders, including the most important one, PANAMA.



“TEAM SPIRIT TO PROMOTE GROWTH WITHIN THE COMPANY”

Helping colleagues' growth is a great example of what team spirit means. At Talleres, we believe in internal growth. Our new starts have begun working with us since the very early stage of their professional life.

We have more than 250 years of ship repairs experience and our management team knows that our mission as leaders is to make better professionals, citizens, and help them grow as much as they can dream.

Last month, we celebrated that one of our best crane operators got the opportunity and support from his team to become our new prospect for the Lifeboat division. We are proud and happy for him and for all the members of Talleres who keep making dreams come true inside our company.





MULTIPLE STEEL INSERTS UNDERWATER AT BALBOA ANCHORAGE



A decade ago, it was unthinkable that a vessel with several fractures on the bottom plate could get away to perform permanent repairs afloat in a fast, safe, and reliable manner.

Now these jobs are very common for Talleres who can offer a turnkey solution and has trained and certified personnel to undertake those tasks as a daily routine.



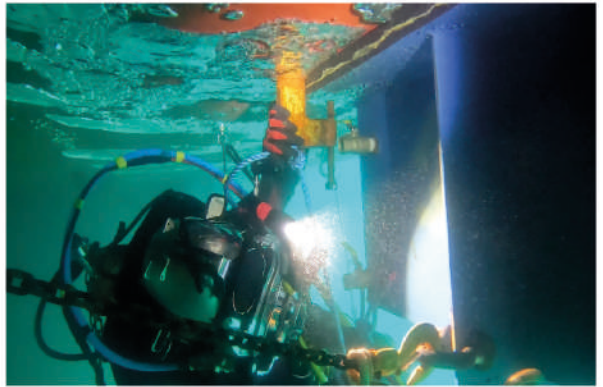
Divers installing habitats, certified fitters and welders inserting plating from inside, and NDT specialist determining extent of damage in the initial stage of repairs and then at the end performing a quality test on the repairs, are part of the team spirit and high coordination that is needed on this type of task.



This particular tanker was brought specially to Panama to perform repairs on her flat bottom structure. As always, a big responsibility and trust was endorsed to our company.



Our engineers boarded the vessel on arrival to make a joint inspection with the owner representative and to determine the number of sites that inserts must be made. Originally it was thought that 4 inserts would be needed but after detailed inspection, a total of 11 were needed to be taken care of.



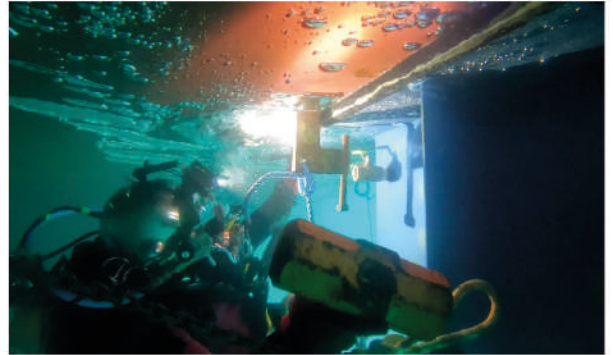
Bottom plate renewal on this Panamax vessel which involved five water ballast bottom tanks was a bit stressful since additional time had to be given.



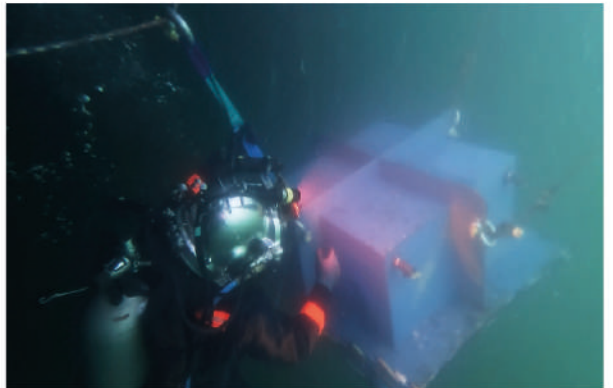
As known by everyone in the marine industry, Time is the most precious asset of a vessel and needs to be optimized NOT to keep the vessel under off-hire conditions.



Job was performed at Balboa anchorage, 90 minutes away from shore so all logistics had to be coordinated to the millimeter.



The job was done with the highest coordination from the dry welding team who worked from inside and the wet welders who installed and removed the cofferdam from outside.



Experienced personnel, materials, and procedures must be used and validated by class surveyors. At the end we managed to reduce time and vessel departed before it was planned, making another success story and most importantly, a happy client for choosing Panama as their repair destination.





COMING SOON DEEPWATER SALVAGE SEASON 3

For us in Talleres, the ship repair industry is a fun place to be at. We do amazing jobs, where our engineers are the actors.

We have attracted worldwide film companies to approach us and put Talleres and Panama on the world map.

Recently in Panama, Renowned Films from England shot the season 3 of Deep-Water Salvage which will have the world premiere in the next few months, putting our country once again to be the preferred place to perform complex and unique ship repairs project.





"PANAMA THE PREFERRED PLACE FOR COMPLEX AND CERTIFIED SHIP REPAIRS"



Talleres is on the world map, the preferred place in America to perform challenging, complex, and certified repairs which require urgent attention. No matter where the vessel is stranded, no matter where the vessel is located, Talleres has put Panama as one of the top options.





In this case, a post Panamax vessel, big enough and not able to cross the new locks of the Panama Canal came from Long Beach, USA for the specific task to perform a major structural repair on her starboard side shell plate which was heavily indented after an STS Operation in California.

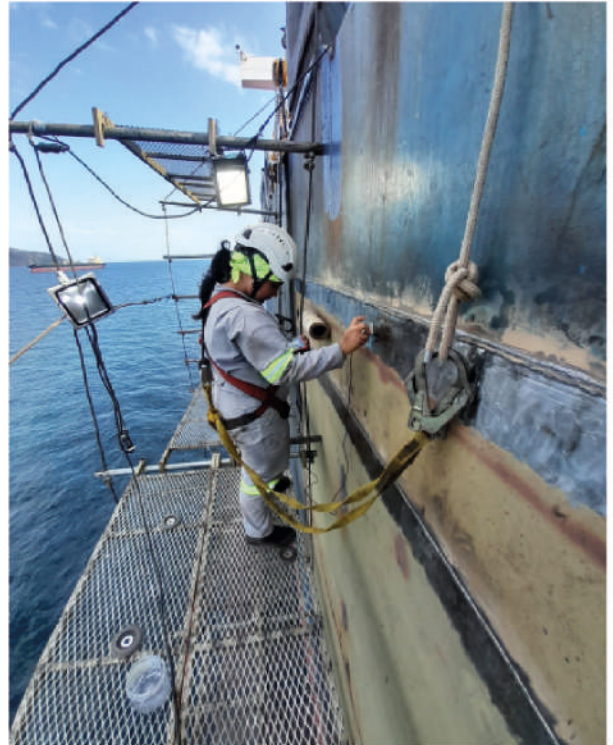
The 330 m x 60 m chemical oil tanker had to renew an approximate of 16 tons of steel and after checking their closest option in Canada and USA decided to divert the vessel to Panama due to better costs and conditions. This ship was squeezed by another vessel and had 15000mm x 5000mm of her starboard side shell plate in the way of her ballast water tank with heavy damages. Internal structures of BWTS were dented and web frames, side longitudinal frames, and stiffeners along the affected areas had to be renewed as well.





All affected areas were cropped and renewed with the highest standard of safety and quality. One key equipment that was used for this challenging project, was our 80-ton crane barge, which made this job done in the middle of the ocean look easy. Our scaffolding team played a critical role as well, since all our fitters, welders, and quality control inspectors, had to work inside and outside the shell plate using hanging staging and keeping in mind that safety is our main priority.

Job was done nonstop 24/7 within the time given by owners, allowing us to secure an STS operation in Panama that at the end helped to bring economic resources to our local economy. We are proud to be part of the gear that moves the maritime industry in our country.



TAKING CARE OF OUR ENVIRONMENT



Recently our Oil Pollution control division broke into the development and implementation of a unit for attention to oil spills in coastal areas and on land. For these spills on land, we have the appropriate technologies and well- designed strategic plans. Lately, we have been implementing bioremediation on site, using living organisms such as microbes and bacteria, as well as earthworms to remove contaminants and toxins from the soil through bio stimulation and we are getting great results.



AMAZING PROJECTS – SUCCESSFUL TURNKEY CRANE REPAIR PROJECT COMES TO AN END



Last week, a major and complex crane repair of a Panamax container ship was finally successfully completed in two phases at Cristobal terminal. Project was executed by blocks with full coordination of different stakeholders (owners, charters, makers, contractors, port and workshop).

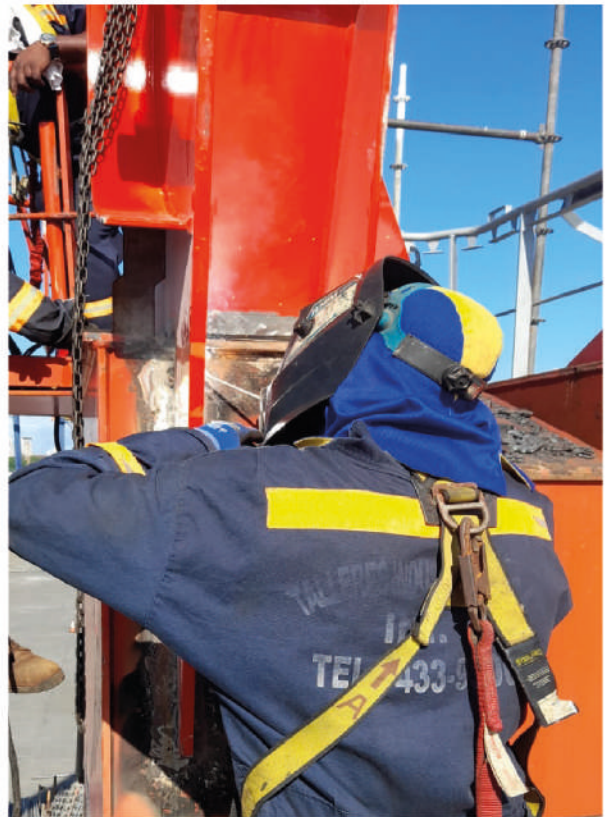




During stage 1, a team of mechanical engineers and riggers were arranged to go onboard the vessel to remove the damaged crane tower from onboard with the assistance of three shore cranes which were compulsory for the maneuvering. Crane tower with damaged sheave structures were safely secured on the terminal for repairs. Vessel left to continue her trading pattern and avoid further off-hire expenses.



Engineers were again installing the luffing and hoisting wires with load block and performing the final measurements before assembling the crane. All checks and adjustments were done to guarantee the final installation upon vessel's arrival.

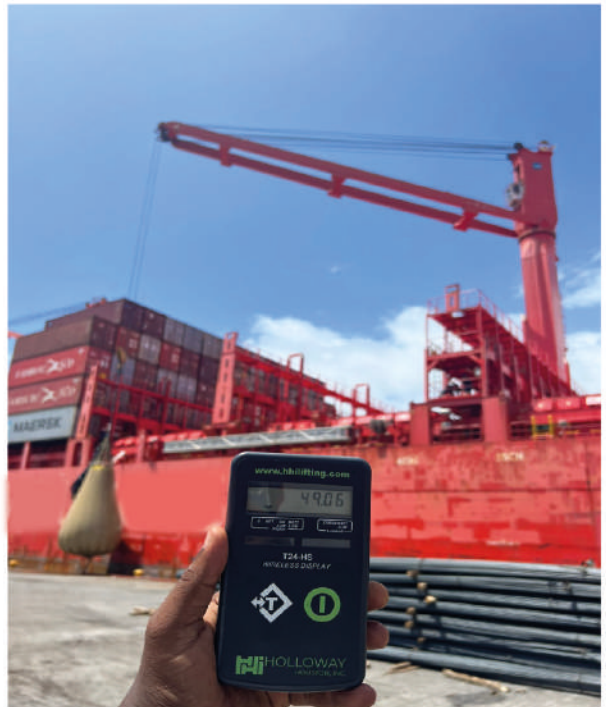




During the last stage and upon vessel's arrival, crane contractors with a combination of more than 1000 crane capacity lifted the crane tower and installed it on the foundation with accuracy and faultlessness.



All assembling and connecting studs were installed with a special hydraulic tensioning tool of 1443.7 KN. All electrical and hydraulic connections were done to its foundation. Job was done at the Panama Maritime Hub in a Fast, Safe, and with Quality Output.





HAPPY WOMEN'S DAY

MARCH 8



Paula Gutiérrez
WAREHOUSE AND CUSTOMS MANAGER
16 years at the service of the
Maritime Industry

Talleres Industriales, S.A., recognizes the work done by women serving the global Maritime Industry. Congratulations!



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