



MS MAGAZINE

INSTALLATION OF PROPELLER BOSS CAP FIN

PAGES 4 - 5

DRY DOCK OF SBM
PAGES 8 - 10

**SPILL CONTROL OPERATIONS ON
A PANAMAX BULK CARRIER AT
BALBOA**
PAGE 14 - 15





TABLE OF CONTENTS

- 2 We Believe in Panama!
- 3 **Editorial** - Alone We Can be Strong,
But Together we are Stronger
- 4 Installation of propeller boss cap fin
- 6 Talleres' Playground
- 7 **ROV** Underwater Hull Cleaning
- 8 **DRY DOCK OF SBM** (Single Buoy
Mooring) For the Oil Canal of the
World – PTP Terminal
- 11 **UTM** Readings on Cargo hold
- 12 **Talleres** Around The World!
- 13 The More we Train, the Better we
Serve Our Clients
- 15 Spill control operations on a
Panamax bulk carrier at Balboa
- 16 Proudly Panamanian, our country
drives the world economy!

WE BELIEVE IN PANAMA



We love our country and the best way we know to show our respect and pride for being Panamanians, is by working hard, with honesty and discipline.

Today, we honor our beloved country Panama, doing what we know the best as the leaders within the maritime repair industry for more than 54 years, formed by a team of professionals with a vast expertise in the business, a mix of generations that bring experience and innovation, but out of all with strong values that allow us to raise the Panamanian flag with pride wherever we are. Viva Panama !

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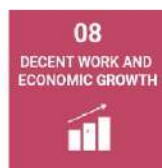
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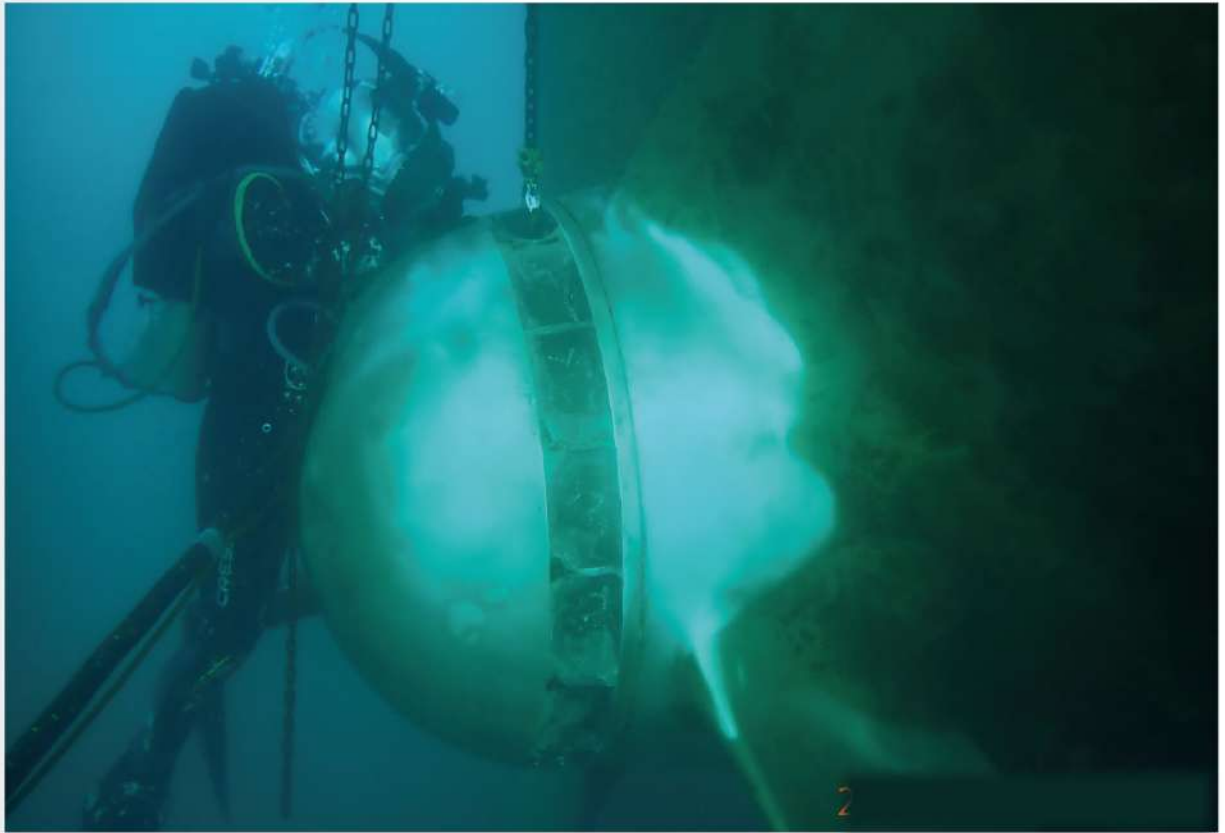
ALONE WE CAN BE STRONG, BUT TOGETHER WE ARE STRONGER



One of the most remarkable things that you can find in a company is that its people live and work for a strong purpose, and this 2023 we have been working hard to achieve that through the IKIGAI PROGRAM.

We have worked on the importance of having a personal life and work balance, efficiency for time management, teamwork, communication, decision making, conflicts management, continuous improvement, focus on results, productive habits, leadership, mentoring, feedback, change management, values, self -motivation, innovation, empathy, accountability, among other topics that have been designed to obtain a comprehensive growth of our people. We will continue to sow IKIGAI in our people because we know that they are the ones who make Talleres a great company.





INSTALLATION OF PROPELLER BOSS CAP FIN

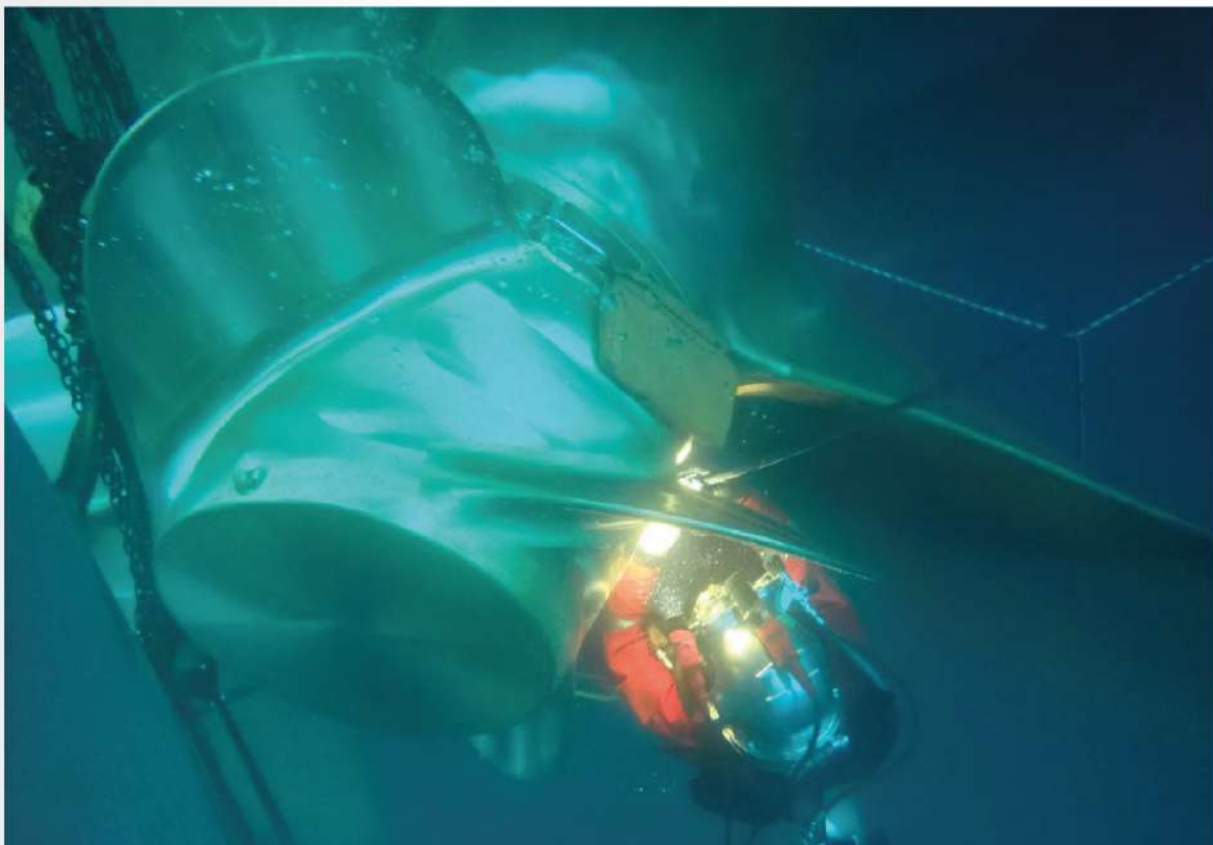
The PBCF is an energy-saving device attached to the propeller of a vessel. Backed by concerns over rising fuel prices and growing awareness of the need to reduce CO2



emissions, it has gained worldwide recognition and the owners and operators who believed in PBCF's high-quality, and performance have repeatedly ordered.



Installation can be done in dry dock and underwater. Talleres is capable to do it in both environments. In this occasion, Talleres divers were assigned the task at Balboa anchorage and performed the job in record time. Job consisted in the removal of the old propeller boss caps, and new PBCF was fitted, new bolts were tightened, and void space was filled with environmentally friendly grease according to the correct procedure. Panama is the perfect place to perform these types of repairs and maintenance services. We shall be ready to assist YOU 24/7, 365.

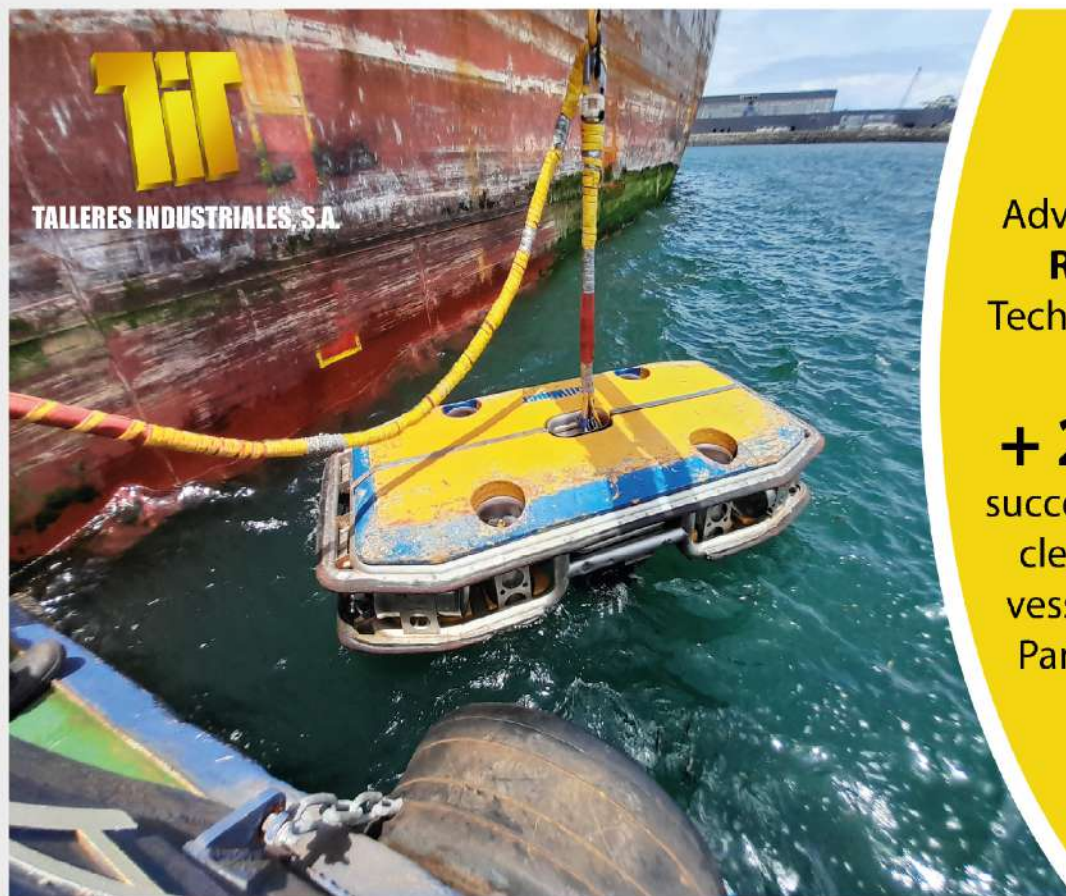


"TALLERES' PLAYGROUND"



Talleres' ecosystem is at sea. Our daily routine involves giving afloat solutions to ship managers who need fast, safe, and cost-efficient services in the middle of complex, time consuming situations. Our daily playground is at both anchorages of the Panama Canal. To have fun we need to reach the site, and this involves having a fleet of full equipped boats and working platforms to perform our tasks. We must also come with human talent to be able to come with unplanned solutions for customers who need unconventional repairs. We perform all type of dry dock repairs at anchorage and every day we specialize more to make it even more cost-effective.

We have become one of the world leaders in afloat repairs of propulsion systems at the Panama Canal. From Rudder to Propeller repairs as well as replacement of stern seals and tail shafts are just a few systems that we can repair afloat along with strategic partners worldwide. One of our long-term objectives is making ship repair solutions automated, friendly to the environment, and faster to keep the off-hire expenses as low as possible for our trusted clients.



Advanced
ROV
Technology

+ 250
successfully
cleaned
vessels in
Panama



**IT DOESN'T STOP, WE CONTINUE TO SERVE THE DEMAND
OF THE SHIPS IN NEED OF HULL CLEANING.**

- ✓ Brushless method: with the waterjet system we cause no damage to the antifouling coating – longer life.
- ✓ Environment-Friendly: fouling is capture for shore proper disposal.
- ✓ Cleaning impact: roughly 2-3 times longer than with brushes
- ✓ Cleaning 24/7: The HullWiper ROV operates during day and night without restrictions
- ✓ Cleaning anywhere: can be carried out during bunkering and cargo operations
- ✓ Faster than traditional method
- ✓ Safer : divers free



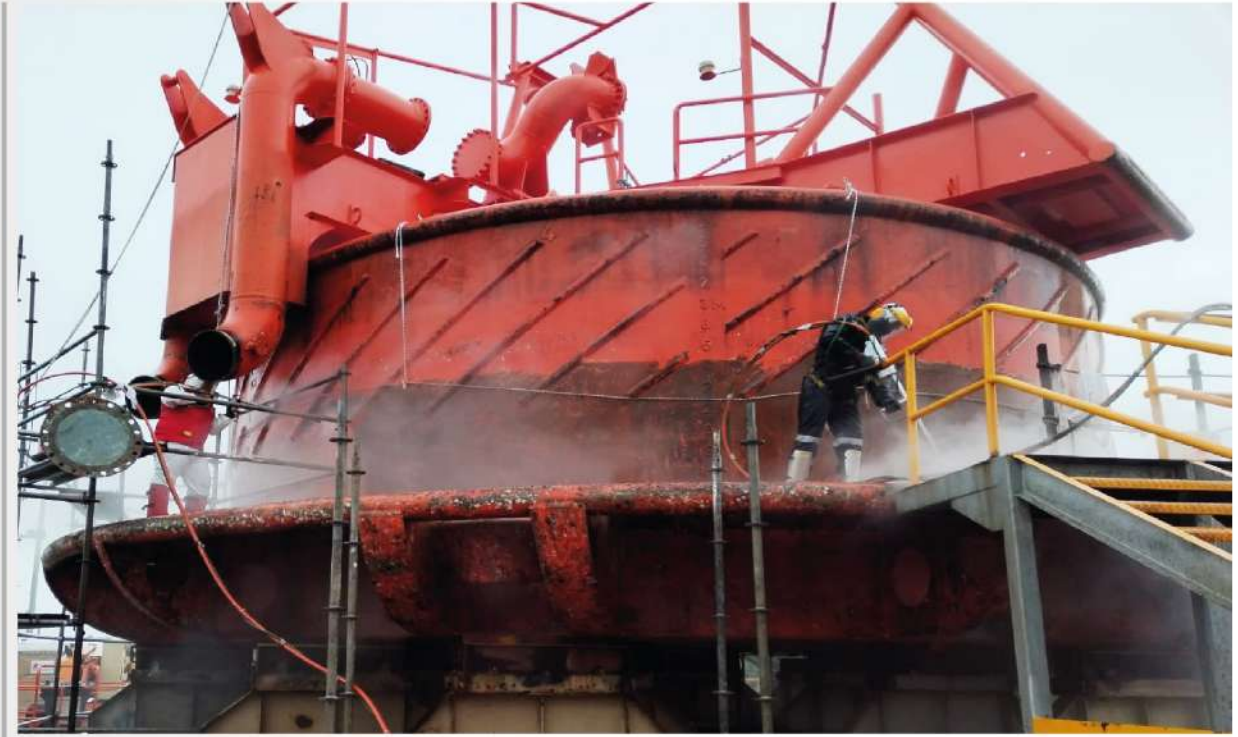
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DRY DOCK OF SBM (SINGLE BUOY MOORING) FOR THE OIL CANAL OF THE WORLD



Talleres recently performed a major dry dock job on one of PTP (Petro Terminal de Panama) Single Buoy Mooring. PTP who trusted this task to Talleres have facilities for the storage, transshipment, and transportation of hydrocarbons from the Atlantic coast to the Pacific coast of the Republic of Panama,





thanks to the 131 kms of the Trans-isthmian Pipeline that connects the Atlantic Terminal, located in Chiriquí Grande, Bocas del Toro, with the Pacific terminal, located in Charco Azul, Puerto Armuelles, Chiriquí, thus linking the world oil market.



This terminal has the capacity to receive oil tankers of up to 320 thousand deadweight tons (DWT), through two buoys (North and South), types SBM (Single Buoy Mooring) and CALM (Catenary Anchor Leg Mooring), located at 1.5 nautical miles from the coast.



One of their SBM needed to be dry dock and after we submit a proposal we were trusted by PTP and awarded the contract to Talleres Industriales.





An oil tanker moored to one of these buoys can both load and unload product from ships to tanks onshore or vice versa through two 36-inch diameter subsea pipelines.



SBM was towed to Colon and at the Panama Canal facilities, Talleres performed deep dry-docking jobs including welding jobs, blasting, painting.

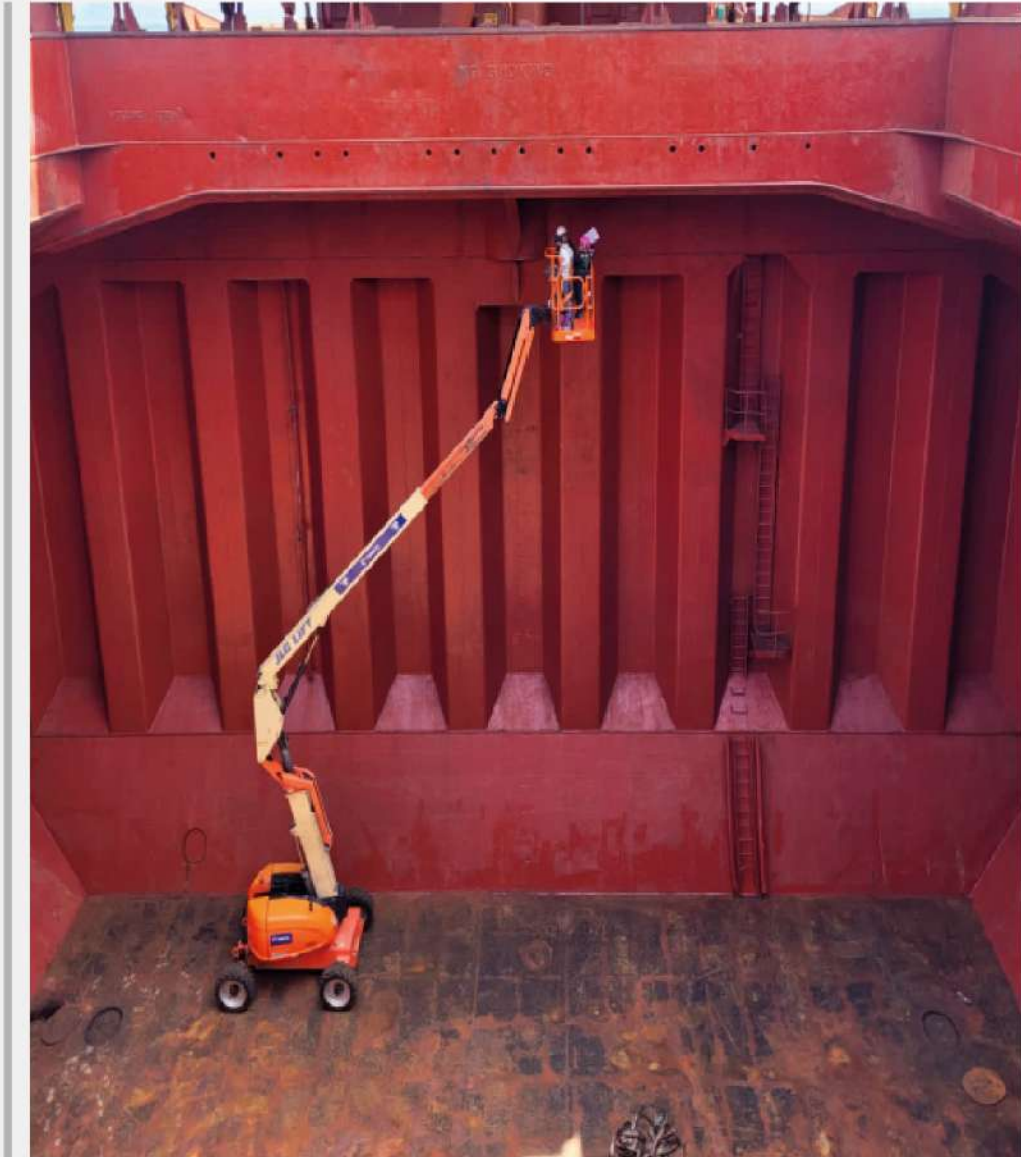


Jobs started with the towing of buoy from Cristobal inner anchorage to dry dock facilities with the use of our push boat Don Eloy W. Once she arrived ACP Dry dock facilities our riggers and mechanics had to remove from tanks weight ballast chain for safely docking buoy after lifting her on the synchro lift.

Several welding jobs were done all over the buoy very well coordinated with the ultra-high water blasting department that performed a 3000 psi until UHPWJ-2 preparation of surface before the final painting scheme in areas under and above water level as per owners and paint manufacture specifications.



NDT JOB WITH MAN LIFT “INSIDE CARGO HOLDS”



UTM is a diagnostic measurement to determine the thickness, and therefore the strength, of a steel hull structure, as well as the effects of corrosion over time. Our sister company Tisa Lifeboat & NDT have engineers' level 2 ready to attend any inspection no matter where is located on the vessel. Here we manage to load a manlift to take reading on the upper part of the cargo hold as per class requirements. Feel free to contact us for any need or marine solutions.



TALLERES AROUND THE WORLD



Our clients and strategic allies are all over the planet, for that reason our executives are in constant visits in order to strengthen commercial relationships with them and even though there are several communication channels to do business in today's world, we know that the best is the personal one.



It does not matter how far the destination may be; during 2023 we have gone to different continents and countries to promote trust and empathy with these critical stakeholders for us, and the results have been great.

We have found the open doors from our clients, friendly atmospheres to dialogue to get to know them better, and we have been able to listen to their expectations so that we can keep on responding with agile processes to attend their requests and innovate for the future.



We go to where our clients need us to be at, and we show them our pride to be a company that works with values, worldwide quality standards and very talented people always willing to do our very best to exceed their needs.



THE MORE WE TRAIN, THE BETTER WE SERVE OUR CLIENTS



Our annual training program focuses on providing our team with hard and human skills that allow them to have a better performance on their duties. We believe that high level training is necessary, and it is where our competitive advantage begins, by having updated knowledge that at the end will help us improve our service standards to our clients and develop improvements that add value to the business.

During the month of October 2023, our Productive Assets Manager, Edward Baules attended the OME Marine Elevators and Six Sigma Training in Japan where he received a set of practical and powerful tools that will help on the performance of the areas under his command.



He also brought new ideas and inputs that could strengthen our organizational culture of continuous improvement which makes this training a successful experience. Training is development and growth, it is the best way to invest on the most important asset that we have, our people.



SPILL CONTROL OPERATIONS ON A PANAMAX BULK CARRIER AT BALBOA



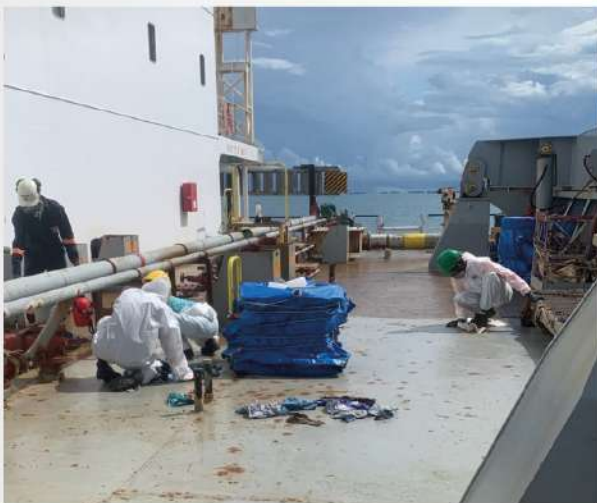
Talleres Industriales (TISA) was asked to attend a Panamax Bulk Carrier on October 9th, 2023, to perform deck and hull cleaning from an oil spill onboard. The team attended the vessel in the outer sector at Pacific Balboa Anchorage at 1900hrs. The vessel had existent FO oily residue on the deck on the portside & starboard side, as well as the cross deck in front of the superstructure and between cargo holds #4 & #5. The oily residue was also present on the hull flat sides on the port & starboard sides, as well as the drainpipes on the deck.



After the initial inspection with the Chief Officer and work documents signed by the Master, the team started on the starboard side deck area and worked our way down to the aft. The same procedure was performed on the port side using Sea Clean industrial degreaser and 100% cotton rags were used to remove the heavy oily residue, followed by a wipe-down with clean rags of all deck areas.



The flat side of the hulls and drains were cleaned by a team using a suspended scaffold with a dry-rag method. This procedure was a very light saturation of degreaser on the rags, followed by a strong wipe-down. This was to prevent any oily residue or degreaser from dripping down to the seawater.

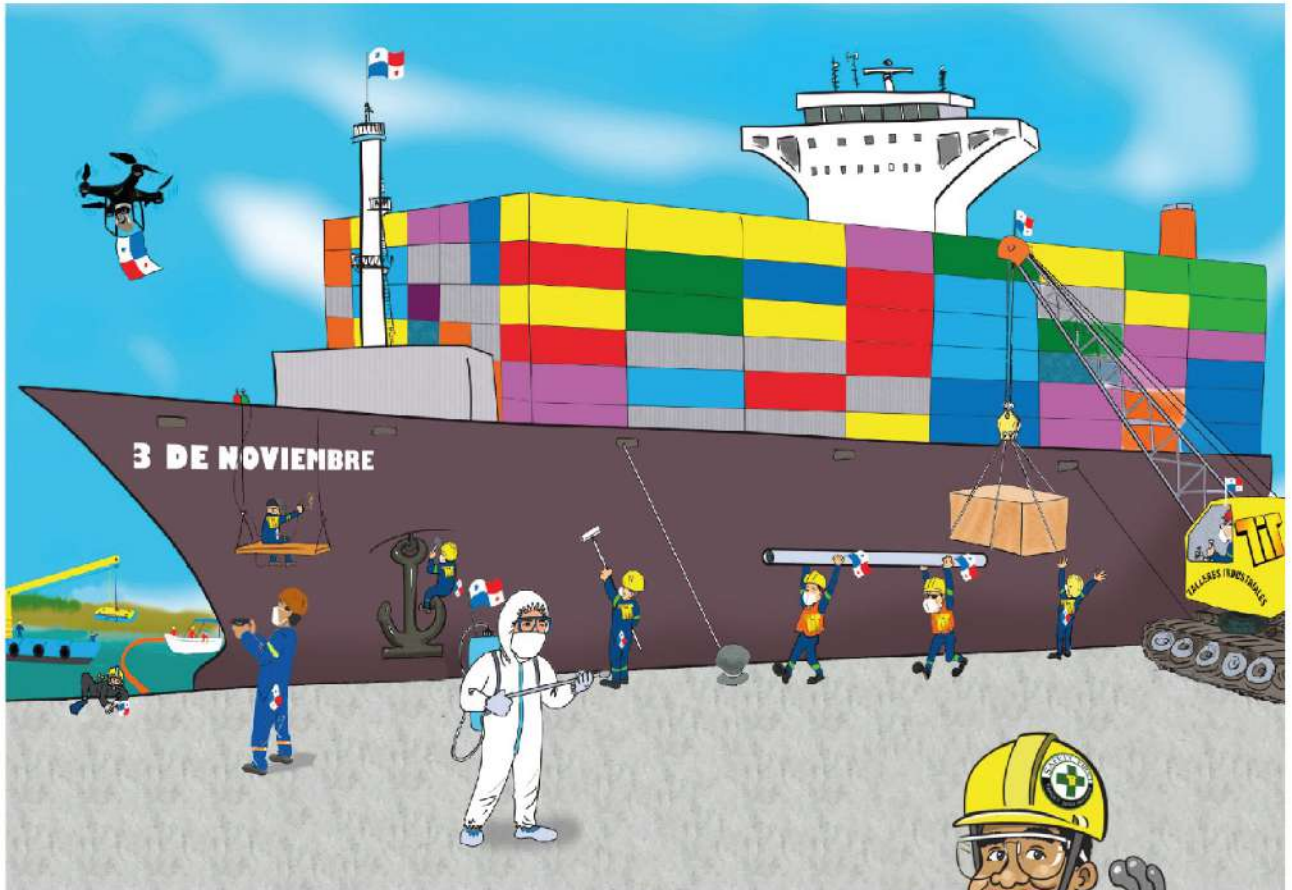


The job continued with three more shifts until the 11th of October, 2023. The job was completed on the morning of October 11th, 2023. We asked the Master to please inspect the completed job personally, and to document the cleaning. The job was satisfactory and accepted by the Master. We are available 24/7 to attend any emergencies and give peace of mind to our clients.





WE WORK TO MAKE PANAMA GREAT



**PROUDLY PANAMANIAN, OUR
COUNTRY DRIVES THE WORLD
ECONOMY!**



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