MAY /2021

TALLERES INDUSTRIALES, S.A.

24/7 SHIP REPAIRS AND MARINE SOLUTIONS

MAGAZINE 8th Edition

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WINDLASS REPAIRS

From winch drum maintenance to windlass repairs, Talleres Industriales, S.A. (TISA) mechanical division is always ready to assist whenever is required.

Wherever the service is requested, at port terminal, where units can be easily maneuvered with shore cranes, or at anchorage areas, without crane access, our technicians are well prepared to disassemble the units and service them as per customer requirements, with a high sense of creativity and efficiency.

TISA's flexible infrastructure allows reconditioning services to be carried out in shop, as well as onboard, with our portable machining tools.

3 SIMPLE QUESTIONS EVERY COMPANY SHOULD ASK THEMSELVES

From our half century history, we have learnt many lessons and we have looked deeper into ourselves to find the real purpose of our company's existence. This is not something easy to do, but it is a must. A few years ago, the core management team sat down for a few days to analyze three simple questions that seemed easy to answer, but at the end it took them time, effort, and courage to go really deep into their souls and arrive at shared, meaningful answers. These answers shape our strategy and have become our "Purpose", which remains unchanged until today. We encourage all companies, no matter the industry, no matter the size, to look deeper into their purpose, since profits and legacy will always be collateral gains.

Why we do what we do – Because we believe in the well-being and happiness of people, and we must always have a high involvement in social and environmental responsibility.

How we do it – working with a sense of urgency, effectiveness and always accomplishing what our clients and stakeholders are expecting in general.

What we do - By the way, we perform ship repair and maintenance services, as well as provide marine solutions to the maritime industry in Panama and Latin America.

HullWiper

SHINING A LIGHT ON SAFE

HULL CLEANING SOLUTIONS

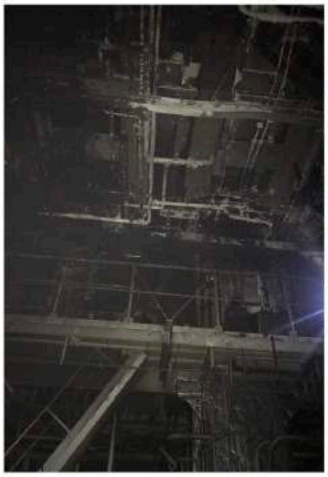
No risk

Diver-free hull cleaning that protects vessel coatings, and our delicate marine environment.

hullwiper.co

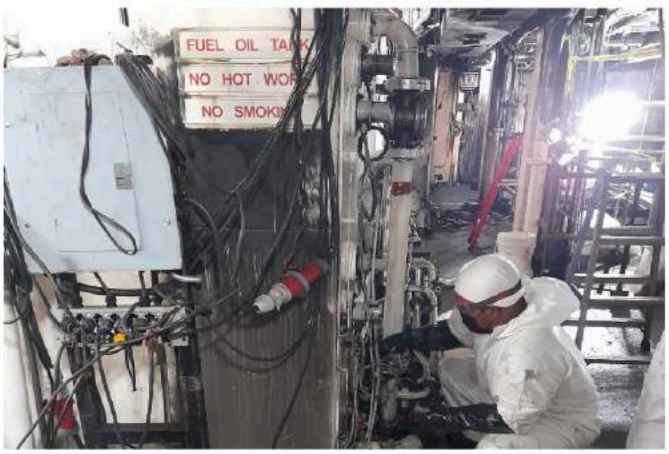
RECONSTRUCTION OF AN ENGINE ROOM

Talleres has gained even more experience in reconstructing engine rooms after fire disasters. In the last 4 years we have dealt with more than 5 cases. On this occasion, we were contacted by an insurance company to deal directly with their client; based on our previous experience, we were strongly recommended. The job included cleaning, going through welding and electrical installation, and commissioning.



The guidelines we follow on these jobs are the those written by Germanischer Lloyd Aktiengesellschaft in 1998.

For cleaning jobs, we usually divide them into three phases: 1. Decontamination (Chemical solution) 2. Wiping with Alkaline Solution 3. Final Cleaning. Phase 1 includes deep cleaning with a special chemical solution to remove all oily residues, soot, and other solutions that were left after the disaster.



Then we use an alkaline solution to neutralize the previous one, usually by wiping with rags. Finally, we manually clean all the debris; this phase concludes on the last day, since there will always be debris from other jobs taking place in the Engine Room. To ensure proper cleaning we take Chlorides and HCl samples before and after the cleaning is completed. These samples are analyzed by an authorized laboratory and the results are always sent to all parties involved. This job is currently under way, and we shall keep you posted on its progress on the next editions

BREAKING NEWS

The Weather Channel Welcomes New Series "Deep Water Salvage" featuring Talleres Industriales

RENOWNED FILMS

The Weather Channel

This new action-packed series follows some of the world's best marine construction firms including Talleres Industriales from Panama as they battle against the effects of extreme weather to perform their task.

www.talleresindustriales.com talleresindustriales -shiprepairs @talleres_industriales

Deep Water Salvage is co-produced for The Weather Channel by Saloon Media, a Blue Ant Studios company, with UK-based Renowned Films

WHO IS WHO IN OUR TEAM

Tomás Lisandro
Project Manager
Lifeboat and Load Test Service Technician
Expertise: Lifeboat Servicing, Mechanical, Structural Repairs, Load testing, Crane Inspector

Angel Martínez
Project Supervisor
Electrical & Lifeboat Service technician
Expertise: Marine Electrical Repairs, Lifeboat Servicing, Deckma Technician, Mechanical Jobs, Load Testing, Crane Inspector

Eric Arosemena
Project Supervisor
Steel & Lifeboat Service technician
Expertise: Structural Repairs, Lifeboat Servicing, Mechanical Repairs, Load Testing

Eliecer Benjamín
Project Supervisor
Steel & Lifeboat Service technician
Expertise: Structural Repairs, Lifeboat Servicing, Mechanical Repairs, Load Testing

TALLERES' STRATEGIC PARTNER IN COLOMBIA - CSS

TALLERES INDUSTRIALES S.A.

CSS-SAS
CARGO AND SAFETY AT SEA SERVICES SAS
www.csssas.com.co

Cargo and Safety at Sea Services - Safety & Efficiency: two words, one commitment

CSS is one of Talleres Group subsidiaries outside Panama. CSS is a certified company in Colombia, entitled to inspect Life Saving Appliances (LSA). CSS performs LSA inspections according to SOLAS Regulation III 20.3.2 and IMO MSC.1/ Circular 1206.Rev1. After January 2020 we follow the MSC 402. for the five-year inspection services. We also perform "overload tests" for davits, life/rescue boats, and release hooks, using certified water bags and load cells.

CSS-SAS is a "safety at sea concerned" Colombian company that offers load testing for cranes and davits and provides lifeboat inspections and commissioning services onboard. The use of certified loading equipment and trained personnel is the best warranty for accident prevention. Through crew training we seek that lifeboat and davit operations will not be hazardous. Our contribution to the maritime community is the commitment to provide top quality services every time we visit a customer.

HELPING TO BUILD THE FUTURE OF THE TOURISM INDUSTRY WITH OUR SISTER COMPANY CANAL BARGES & CRANES

Talleres, along with its subsidiary company Canal Barge & Cranes (CB&C), provided 7 deck barges, of different sizes and capacities, to assist China Harbour Engineering Co. with the dredging and construction of one of the biggest cruise terminals in Latin America. The Amador Cruise terminal, located on Perico Island of the Amador Causeway in Panama City, Panama, will be the first cruise terminal on the Pacific coast of Panama.

This 200 million plus dollar project is being built by a consortium of two companies China Harbour Engineering Co (CHEC) and the Belgium company Jan De Nul. Our deck barges were used 24/7 for different tasks during the critical construction phase of the project. From dredging, pilling, transporting equipment, and main components to the terminal, Talleres' and CB&C's barges were all over the project.

The Amador Cruise Terminal is expected to boost Panama's maritime business, while also diversifying the tourism sector, by serving as a gateway for cruising. We shall keep investing and providing marine solutions to our industry as part of our strategy and purpose.

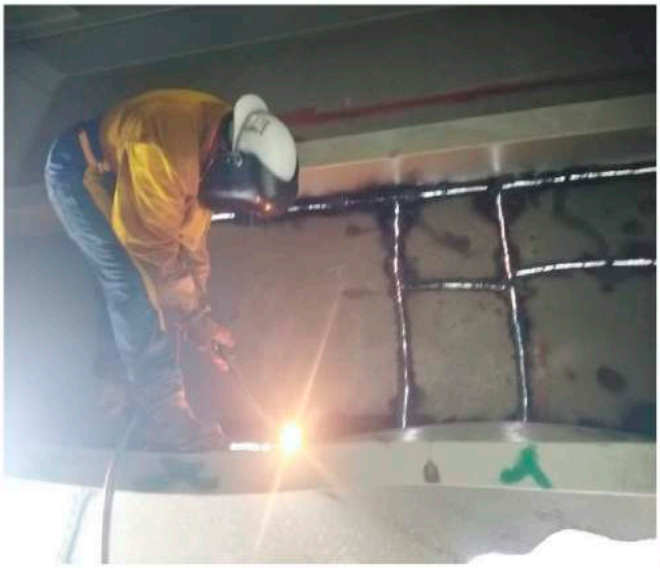
TALLERES, PROUD MEMBER OF THE AMERICAN SOCIETY FOR NONDESTRUCTIVE TESTING IN PANAMA

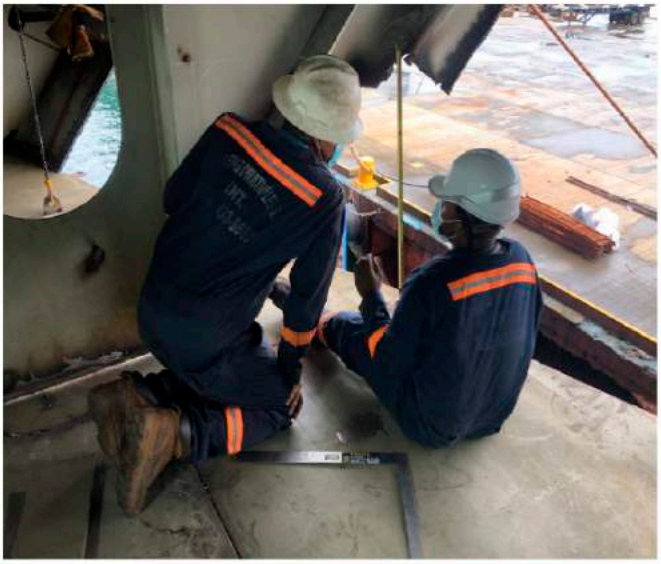
THE AMERICAN SOCIETY FOR NONDESTRUCTIVE TESTING®

The American Society for Nondestructive Testing, Inc. (ASNT) is the world's largest technical society for nondestructive testing (NDT) professionals. Through the organization and membership, ASNT provides a forum for exchange of NDT technical information; NDT educational materials and programs; and standards and services for the qualification and certification of NDT personnel. ASNT promotes the discipline of NDT as a profession and facilitates NDT research and technology applications. Talleres feels proud to be part of the ASNT network in the Panama Canal area, to guarantee the development and network of our personnel.

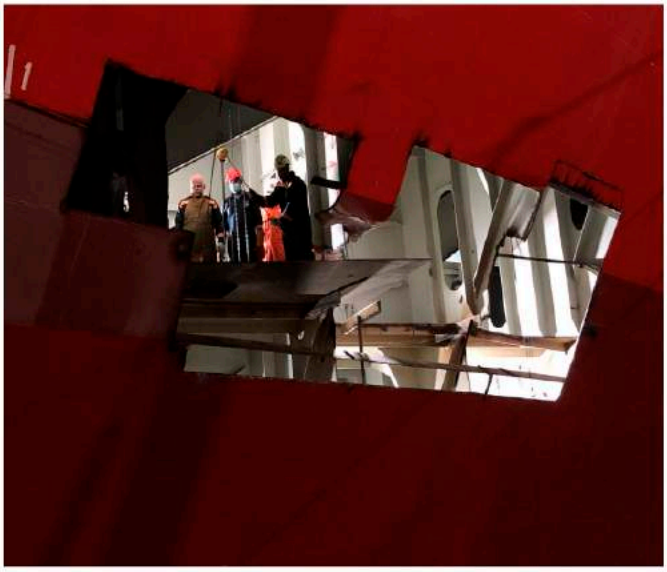
COLLISION DURING BERTHING MANEUVERS AT THE PORT OF CRISTOBAL

On a typical family Sunday, a 71,475-ton container ship suffered a collision during berthing maneuvers at the port of Cristobal, at the Atlantic entrance of the Panama Canal. The Neo-Panamax vessel hit the berthing structure, causing serious damage to the ship and the terminal facilities.

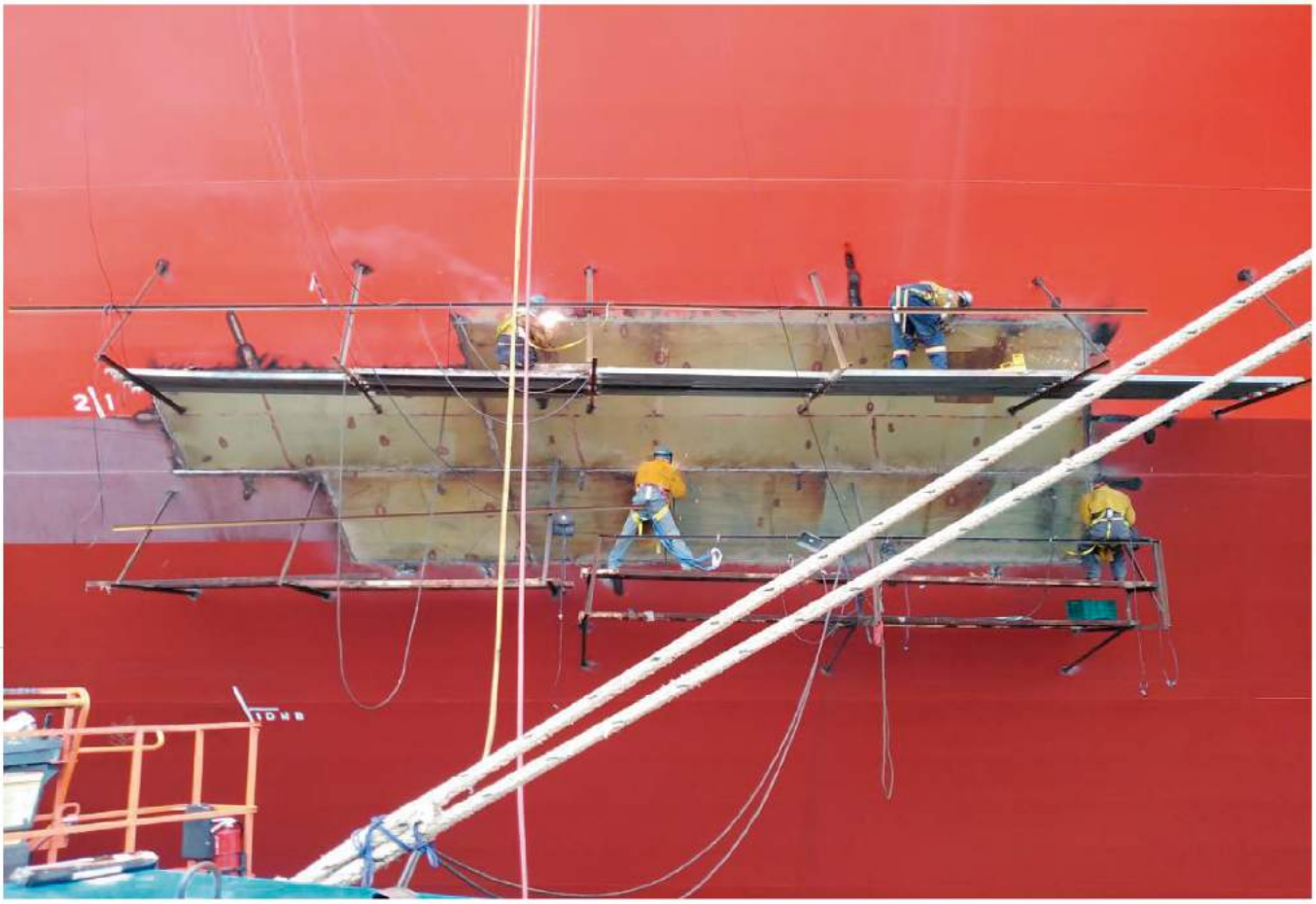


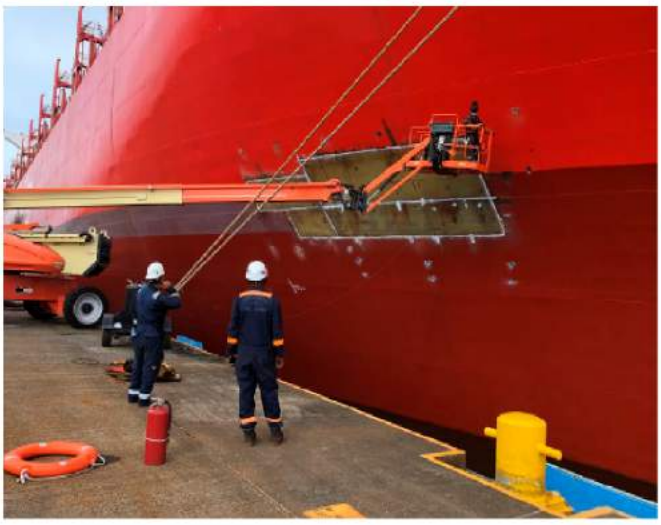


The vessel breached the hull of the No. 1 Deep Water Ballast Tank. The length of rupture was approximately 5 meters, with a deformation measuring a width of almost 3 meters. Just minutes after the accident we got in contact with the ship's superintendent in Europe and were instructed to board immediately to come up with a repair plan on an urgent basis, since the vessel had a critical schedule to keep during this pandemic.



After evaluating the extension of the damage, an agreement was reached to perform permanent repairs involving approximately 10 tons of steel. The process entangled prefabricating steel elements at our workshop. Once the new steel structures arrived at the vessel, we performed the fitting, production welding, and NDT & inspection of the welds. The latter was done on the shell plate and internal structures, including the side longitudinal frames and stringers.





The job was performed within the given tight window, during bad rainy weather, to the satisfaction of the attending P&I and ABS class surveyor, and applying the highest level of COVID-19 safety protocols.

TALLERES OPENS A NEW SHIP TO SHIP TRANSFER DIVISION

We have two STS approved support boats fully equipped and audited to support the operations.

Talleres Industriales, S.A. always improving and innovating has recently opened their new STS division together with the approved license from the Panama Maritime Authority to perform ship-to-ship lightering operations at Cristobal and Balboa anchorage.

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