

CURRICULUM VITAE

Horace Mifsud

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Malta

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Date of Birth: 30th September 1971

Place of Birth: Pieta, Malta

Citizenship: Maltese

Driver's license: Current Maltese Driver's License and Libyan driver's license

Marital Status: Married

Hobbies: Scuba diving, fishing, modified cars, marine equipment, and reading.

Education: Stefano Zerafa Technical School

Qualifications:

EQF / QF-EHEA: Level 5

Further Education: Motor Vehicle Mechanic (part 1) (City & Guilds London)

Motor Vehicle Mechanic (part 2) (City & Guilds London)

Motor Vehicle Mechanic (part 3) (City & Guilds London)

Diagnostic Techniques (Transmission) (City & Guilds London)

Compressed Air Brakes (City & Guilds London)

Compressed Ignition Engines (City & Guilds London)

Fuel Injection Engines (City & Guilds London)

Battery & Charging Systems (City & Guilds London)

Electrical Auxiliaries (City & Guilds London)

Technical English (City & Guilds London)

Motor Vehicle Technology - General (City & Guilds London)

Motor Vehicle Technology - B (City & Guilds London)

Motor Vehicle Technology - A (City & Guilds London)

Motor Vehicle Technology - B (City & Guilds London)

Practical Work Assessment (City & Guilds London)

Engines (City & Guilds London)

Chassis Components (City & Guilds London)

Practical Work Assessment (City & Guilds London)

Motor Vehicle Science Maths and Drawing (City & Guilds)

Motor Vehicle Technician (Part 2) (City & Guilds London)

Motor Vehicle Technician (Part 3) (City & Guilds London)

Full Technology Certificate (Management) (City & Guilds)

Workshop Organisation & Administration (City & Guilds London)

Financial and Commercial Studies (City & Guilds London)

Legal Aspects (City & Guilds London)

Principles of Supervision (City & Guilds London)

Graphical Communication (City & Guilds London)

Computer Aided Design (ACAD)

Full Tech Certificate (City & Guilds London)

Thatchman Timings course (Estimator)

Tig / Mig Welding (MCAST)

Automobile Electronics in Engine Management - Part 1 (MCAST)

ETC:

Computer Skills

Air Conditioning & Refrigeration

Journeyman's Certificate (Motor Vehicle Fitter)

Journeyman's Certificate (Motor Vehicle Technician)

Metsec:

Computer Skills Course in Windows, Word and Excel

Business Studies (City & Guilds London)

Customer Care (Enemalta)

Others:

VRT Tester Class II (Light) (Transport Malta Authority)

VRT Tester Class III (Heavy) (Transport Malta Authority)

Recreational Diving (Advance open water & Nitrox) (PADI)

BOMBARDIER (BRP) course on Jet skis 'and ATV Barcelona 2001

BOSIET (Basic Offshore Safety Induction & Emergency Training)

Malaysia (Miri) MIST March 2015 (expire in 2019)

QHSE Rig Pass- Nabors Dubai

Genie & Forklift operator (Nabors)

Canrig Top Drive (Canrig Dubai)

Caterpillar Master Mechanic 3500series EUMI (Singapore) 2014

Hands on BOP (Singapore) 2015

Safety leadership (check 6) (Miri Sept 2015)

Working at Heights (SK Drilling)

Permit To Work (PETRONAS)

Star System ICT (SK Drilling)

Air Craft Mechanics

Part 66 Aircraft Maintenance Category 'A' Licence

Modules

M3 - Electrical Fundamentals

M6 - Digital Techniques / Electronic Instrumental Systems

M7 - Maintenance Practices

M8 - Basic Aerodynamics

M9 - Human Factors

Trepel Container Loader Maintenance course (Trepel Germany)

Introduction

I have extensive experience on heavy and light machinery and equipment. I have worked in this type of field ever since I have finished school. I also have experience in marine engineering and mechanics (this ranges from boats, yachts, Jet skis and other types of marine equipment).

I am a person who is accustomed to working on a tight and very demanding schedule's. I am a highly motivated person and strive to achieve in all that I do and in all tasks given to me.

I am a person who does not back down when the task given is difficult and will not give up until the job is done and is done perfectly. I take great pride in whatever I do and in whatever is given to me.

I give 100% when it comes to my work. I have excellent Mechanical Background and Training. I am open to always learning and gaining more experience in my field.

Employment History

Sapura Kencana Drilling (SKD)

Jan 2014 to April 2016

Chief Rig Mechanic

From when I start with SKD I was assigned in the pool where, when ever the rigs need extra help (mechanics) either to help out or for any projects going on I will go and help out. first I was assigned to T10 (tender rig) for a project while they where drilling in Thailand and after one hitch I was assigned to west manage (semi sub rig) to overhaul of there main engines Caterpillar 3600 series ,after we finished the overhaul I was assigned to T9(tender rig) in Myanmar after, miri and Malaysia as chief mechanic ,my duties as chief mechanic to look after the maintance dept which consists of two motor men and one night mechanic all of them have to report directly to me ,so we can run the maintance around 24hours a each day on both the tender and the drilling platform (rig)by doing preventive maintance ,trouble shooting and overhauling of equipment such as top drive (NOV)TDS 8 ,Drawworks (NATIONAL 1625-DE) Mud pumps (LEWCO W-1712) ,Rotary table (LEWCO L-375),offshore Cranes (Favco PC250 & 6/10K) ,Water makers (Alfa lavel),OAC Crane ,Anchor winches (Oil States SKAGIT)Main Engine Generators(Caterpillar 3516) Emergency generator(caterpillar3512)high line winches ,centrifugal pumps, life boats, FFR boat , main air compressors sull air (LS-20s) ,air dryers , Koomey unit

NABORS International

May 2011 to Dec 2013

Chief Rig Mechanic

From the very first day of working with Nabors I have been assigned in a team to refurbishing three rigs' structurally in Saudi Arabia. My duties were to overhaul and service the equipment on these rigs one at a time. The rigs are 984, 985, and 986. All of the rigs are Joystick rigs which are according to the API spec 7K. We refurbish these rigs according to the client's specifications. These rigs need to be able to do line drilling (meaning that the rig itself has to be able to be moved on a skid system. Two of the rigs that I worked on, have the power of 1500HP and the other one has the power of up to 2500HP.

I also service and overhaul other equipment including the top drive (NOV model HPT 500, HPS 750) drawworks (model JC50D) with Eaton twin disc brake, an auxiliary EDS braking system, NOV iron roughneck, and rotary tables.

I also refurbish and service Caterpillar engines (3516 and 3406) , Mud pumps (model L1500S) , crown blocks and sheaves, BOP trolley cranes , Air compressors (Sullair LS 150) main raiders and air winches(Ingersoll-Rand) , BOP Closing system (KOOMEY) manufacturer (CAP) .

I have also with my time here I have built a system called volumetric tripping system on the annular of the BOP (never used before with Nabors) I have also modified and overhauled hydraulic pumps and hydraulic systems, air systems , water cooling systems, refurbishing mud agitators and shale shakers .

I have also attended courses in Dubai, Saudi and Iraq recently, these are QHSE rig pass, First Aid, Managing Safety, Operating Genie man lift and Fork lift & Canrig top drive maintenance.

ADWOC (Arab Drilling & Work over Company) 'Libya'

April 2008 to February 2011

Chief Field Rig Mechanic

My responsibilities at ADWOC was as a Chief Rig Mechanic. I would deal with every day mechanical problems that would occur. I was fully responsible for the maintenance on the rig. My duties were that of preventive maintenance on all of the equipment on site. I would deal with break downs of the equipment these included National oil triplex mud pumps, Varco top drive (TDS 11SA),National oil drawworks (110 UBE) 3000 hp, Hydraulic equipment and HPU , forklifts (Caterpillar 950G,966) , bulldozers (D8) , Kenworths , centrifugal pumps , caterpillar generators (399, 3416, 3512B, 3412, 3406 , 3456), air compressors , (Sullair rotary screw type and lister piston type compressors) mobile cranes(Terex and Grove), pick up's ,crew buses (Toyota and Mercedes), upgrading and modifications of equipment as instructed by the maintenance co-ordinator or maintenance manager ,any repairs on camps both the main and the mini camp, keeping all the inspections and maintenance history and preventive maintenance data up to date of all the equipment on the rig site, this included ordering of parts and maintaining the mechanic stores well equipped and with the availability of parts . I would also guide my rig mechanics and staff into the daily service of problems and breakdowns of the rig, dealing and the co- ordination of the entire maintenance schedule with the rig manager. My reason for leaving this position was that civil war broke out in the country.

Service Air Globe Ground

March 2005 to March 2008

Technical Supervisor

Leading my subordinates both mechanical and electrical and co coordinating the day to day maintenance of the company airport equipment this included pick-ups , high container loaders, coaches, driven stairs , APU (turbine engines to start aircraft engines) ambulifts , catering trucks , portable water browsers , sewage browsers, weighing systems both at the cargo section and the travelling lounge and at the company premise. I would also coordinate the preventive maintenance on the equipment with other department, ordering parts both locally and overseas. I also would update the history service on each of the equipment for ISO.

UCIM Co Ltd

April 2003 to March 2005

Body Shop Manager and Estimator

The daily running of the body shop for the company. The company are local agents for Fiat, Hyundai, IVECO, ALFA, and Ferrari. I had the tasks of planning and coordinating the work shop repairing accidents and damaged vehicles and all the activities with the other departments within the company such as the parts, mechanics and insurance companies. I would also coordinate and do estimates both for company clients and insurance surveyors, coordinating all the activities such as parts before any job would begin. I would also oversee the work load of the workshop myself and see all the necessary paper work is done well such as billing for clients and insurance companies

MIS (Manufacturing & Industrial Services Ltd)

September 2002 to April 2003

Heavy Plant Maintenance Manager

Maintaining the smooth running of the maintenance dept. I would also hold interviews for potential employees. The ordering of parts locally (Malta) and from abroad. The Company imported all types of heavy and light machinery, equipment and vehicles to be fully overhauled and refurbished in Malta and then to be re-exported to Libya during the time of embargo.

KINDS Auto Sales Ltd

December 2001 to August 2002

Estimator and Service Advisor (Body Shop Manager)

I was fully in charge of the daily running of the company's garage they were the local agents for Damliar Chrysler (Mercedes), Renaults and Smart cars on the Maltese island .I would also prepare estimates on accident damaged vehicles and on vehicles that would be booked in to the garage for repairs. I would also co ordinate with insurance companies regarding these vehicles and oversee that all the paper work is done correctly such as vehicles history and billings.

Enemalta

1989 to 2001

Senior Technician

I started for Enemalta as an apprentice and worked my way up to Senior Technician. I was with the company for over 12 years. I would conduct repairs of the company's vehicles from light to heavy vehicles this included fuel bowers to trucks and trailers. The last 6 years with the company I was stationed at the Malta International Airport. I was responsible for maintaining the refuelling equipment for the air craft's on bowers and for the bulk installations