

CURRICULUM VITAE

STEFAN HESSE



PERSONAL DETAILS

SURNAME : Hesse

FIRST NAMES : Stefan

DATE OF BIRTH : 14 January 1971

ID : 7101145183082

PASSPORT : European Union – German, South African

MARITAL STATUS : Married

DEPENDANTS : None

LANGUAGES : Afrikaans/English/German

RESIDENCE : 37 Scholtz Street
Die Wingerd
Somerset West
7130
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DRIVER'S LICENCE : Code 08

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EDUCATION

HIGHEST STANDARD : Grade 12 1988
OTHER QUALIFICATIONS: N5 – Atlantis Technical College
TRADE : TOOL, JIG and DIE-MAKER
QUALIFIED OLIFANTSFONTEIN
PERIOD: 1989 - 1992

EMPLOYMENT PROFILE

COMPANY : Atlantis Diesel Engines
DURATION : 1989 -1992
POSITION HELD : Apprenticeship

COMPANY : Stellenbosch University
DURATION : 1992 - 1993
POSITION HELD : Studied BSc Geology
Stopped studies because of lack of funds.

COMPANY : CREO International
DURATION : 1994 - 1996
POSITION HELD : Toolmaker in tool room.

Working on Bridgeport and Okuma milling machines.

Worked on spark erosion machines.I was working on CNC machines, setting up of tooling and modifying tooling path parameters as needed.

REASON FOR LEAVING : Got a better offer.

COMPANY : Window Centre
DURATION : 1997 - 1999
POSITION HELD : Toolmaker/toolroom manager

Manufacturing and maintenance of jigs and dies. Overseeing that all toolroom duties are executed timeously and productively. Liasing with clients.

REASON FOR LEAVIMG : Was offered an opportunity to enter the Hydraulic field and a better salary.

COMPANY : Powerflow
DURATION : 1999 – 2002 (September)
POSITION HELD : Hydraulic workshop technician

Manufacturing of hydraulic components such as cylinder parts and pump parts. Assembling of hydraulic hoses. Fault finding on hydraulic systems

Identifying hydraulic problems and finding solutions to such problems.

Setting up of hydraulic systems and commissioning of systems.

Also included in my duties was to communicate with clients to make sure that we delivered the product ordered as to the client's specifications.

I was responsible for the people working directly under me and I had to make sure that the working environment was safe.

I had to make sure that all the equipment in the workshop was in good working order and had to maintain a stock of spares in case of breakdowns to ensure that downtime and loss of production was kept to the minimum.

Operating various earthmoving equipment like Excavators, Bulldozers, front-end loaders and articulated dump trucks.

REASON FOR LEAVING : I was offered a better salary.

COMPANY ; Team Hydraulics
DURATION : 2002 – 2007
POSITION HELD : Hydraulic Technician, Manager

General engineering ie. Working on lathes, Milling machines, spark eroders and different grinding machines. All work on Hydraulic components

Machining of hydraulic components ie. cylinders, valve-blocks.

Identifying hydraulic problems and rectifying these problems. Designing of hydraulic systems and creating drawings. Maintenance and reparations to different hydraulic pumps ie. Gear pumps and piston pumps. Maintenance and reparations to different hydraulic motors ie. Staffa, Bosch, Sauer-Danfoss, Eaton and David-Brown

Identifying the correct hoses for specific applications and assembly of these hoses. We were agents and distributor for Aeroquip hoses and products. Design and building of hydraulic systems. Liasing with clients to determine their hydraulic problems and needs and reaching solutions. Wide field of knowledge on hydraulic systems on cranes, trucks, tractors, earthmoving machines and mining sector as well as Drilling companies like Seyco Drilling.

Building structures to accommodate hydraulic components for various clients in the diamond Mining field as well as drilling companies.

General maintenance on earthmoving machines ie. lineboring, overhauling of transmissions and engines and gearboxes. Brand makes include Atlas Copco, Furukawa, Volvo, Sumitomo, Bell, Kumatsu and Catterpillar.

I am very proficient in arc, mig, tig welding and I have a good understanding of electrical and electronic systems.

REASON FOR LEAVING : I applied for a position with DBM because I wanted to enter the offshore field.

REFERENCE : Karl Hesse
POSITION : Owner
CONTACT : 0027739523892

COMPANY : De Beers Marine
DURATION : Aug 2007 – June 2008
POSITION HELD : Hydraulic technician

Key responsibility is to keep all hydraulic systems and components in good working condition according to system specs. I was stationed on DBM vessel, Peace in Africa off the west coast of South Africa. Here I worked on all the hydraulic systems on the ship as well as on the subsea crawler. I was in charge of the oil filtering system, making sure that old and used oil was cleaned for re-use.

Equipment included hydraulic pumps, motors, cylinders, hoses, valve blocks, PLC etc. These included brand names such as Bosch, Rexroth, Hydrodine, Eaton and Sauer Danfoss etc. I had to work closely with the drawings of the hydraulic and electrical systems as it is complicated systems and preciseness and time efficiency was of the utmost importance for production. I was responsible for all maintenance on the cranes onboard the vessel and was also responsible for the periodic maintenance, fault finding and repairs on the hydraulic components of the Sub sea crawler. These components included the tracks, thrusters, hydraulic boom cylinders and all other hydraulic components.

REFERENCE : Pat Fountain/Tom van der Belt
POSITION : Technical Superintendent
CONTACT : 0027840115653
0027216587805
pia.techsupt@debeersgroup.com

COMPANY : De Beers Marine
DURATION : June 2008 – February 2010
POSITION HELD : Sub Sea Crawler Pilot Technician

Principle duties are to effectively deploy and operate the crawler mining system with the objective to achieve an ultimate balance between high mining rates and efficient cleaning and to maintain optimal mining tool availability, which requires regular inspection and maintenance routines.

Other duties included assisting the hydraulic tech, electricians and electronic tech during the weekly servicing of the dredging tool.

REFERENCE : Pat Fountain/Tom van der Belt
POSITION : Technical Superintendent
CONTACT : 0027840115653
0027216587805
pia.techsupt@debeersgroup.com

COMPANY: : Self employed
DURATION : March 2010 – May 2011
DESCRIPTION : I was doing precision engineering
In the hydraulic field for clients in the Mining industry and farming and

transport as well as earthmoving industry. I also did maintenance on hydraulic components, from hoses to pumps, motors and cylinders and also do maintenance work on transmissions and engines. I was also responsible for managing the business financially and to liaise with clients to assess their needs and requirements and to get to an efficient solution that will benefit the client and his project.

COMPANY : Ensco PLC
DURATION : June 2011- 2014

I have done an offshore survival course, and do have an offshore medical certificate.

I was initially employed by Ensco as a Hydraulic Engineer , on Ensco 5001 (Pride South Pacific). I was responsible for all hydraulic systems on the rig. These systems are used on the drillfloor , winches and cranes. I have knowledge and experience on Hydralift stabbing baskets, Manipulator arms, BJ racking arms, Iron roughneck, Topdrive, HPU ringmain, and National and Liebherr cranes. I also have experience with the elevators on The drill floor, such as Blohm & Voss elevators.

I have been offered a position as a Subsea Engineer Trainee and I have been trained as a Subsea Engineer on the Ensco Semi-sub E5001. Duties included: Primarily to maintain the Subsea BOP, which was a Cameron TL BOP stack, 18-3/4" 15,000 psi WP with Hydril Annulars.

I have been involved with numerous Between Well Maintenance periods on the stack.

Besides the Cameron stacks, I have also got experience and exposure to NOV/Shaeffer and Hydril stacks, as we were moved to the newer generation rigs when needed for BWM periods.

I have ample experience on the MRT's, including resealing of pistons, change out of MRT's, wire change out and calibrating of the MRT's. I have experience in pressure testing the BOP and Choke manifold as well as function testing the BOP.

Further experience in overhauling upper and lower annulars, change out of RAM pistons and seals. Duties also dictate the periodic overhaul of the telescopic joint annulars as well as the maintenance of the diverter. I have also experience in calibrating the Drill String Compensator.

I have experience in working with the Clover high pressure testing unit. I have experience in using PETU for testing the POD's

Other duties include the control of the MUX reels and other equipment during retrieving and running operations of the risers and Stack/LMRP. More duties include the upkeep of the BOP fluid mixing unit and the HPU unit for the diverter unit.

As a subsea engineer, I am also responsible for maintaining files and records of all Subsea Equipment. I have experience in working on the POD's and servicing/rebuild of solenoid valves etc. I also have responsibility to upkeep the CMC and associated equipment, ie the HPU. Furthermore am I responsible for the smooth operation of the high pressure compressors utilized for the CMC and MRT's. As a Subsea Engineer, I am responsible for

keeping work instructions up to date and complying with Policies and Procedures. I find being a Subsea Engineer to be exciting, interesting and fulfilling.

I have been employed as a Subsea Engineer on the DS2, a DP Drillship and located in Angola. I was transferred to this vessel in October 2013.

Due to the current market and the fact that Ensco has cold-stacked several rigs, including the DS2, I, as part of the vessel crew, were given notice of termination of contract.

COMPANY	:	Protea Maritime Connection
DURATION	:	July 2015 – Dec 2016
DESCRIPTION	:	Second Engineer

I have been responsible for all mechanical and hydraulic systems onboard the backhoe dredger, Mimar Sinan. I was also responsible for the maintenance schedules and ordering of spare parts. All this being done to ensure efficient utilization of the equipment while adhering and promoting safe work ethics and practices, keeping in mind the QHSE policies of the company.

Daily duties included pre-tour meetings, job planning, servicing of all mechanical and hydraulic equipment as per service intervals

Mechanical equipment included all pumps, valves and tooling and hydraulic equipment included all deck hydraulics, ie. Cranes, back-up hpu and all valves and associated hydraulic equipment. I was also responsible for the daily maintenance on the two main engines used for the main HPU and I was also responsible for the Auxiliary engines used for generating electricity for the dredging pontoon.

Hydraulic duties also included the periodic maintenance as per service intervals of the main hydraulic power packs for the hydraulic backhoe used for dredging.

Other duties as Second Engineer included reporting of tasks and ordering parts on AMOS as well as mentoring junior crew members.

I am well versed with Amos, SAP and Maximo for reporting and pulling up maintenance schedules and ordering of spare parts.

COMPANY	:	Protea Maritime Connection
DURATION	:	June 2017– December 2021
POSITION	:	Chief Engineer

I have been working on the Vessel NP289, a multi-purpose barge as well as the NP459s.

This vessels belong to Neptune Marine Services. I was responsible for all systems onboard. This include all Hydraulic, mechanical, electrical, electronic systems and accurate record keeping of admin work onboard.

I was also in charge of bunkering operations onboard and the timeous ordering of fuel, water and other consumables like lube oil and coolant liquids.

I have also gained experience in operating the winches used to move the vessel during cable lay operations.

Having being involved in and working on two of the jack-up barges of the company, I gained valuable experience as jacking engineer in jacking and lowering of the barge and determining and establishing preload for the legs /spuds and maintaining the stability and effectiveness of the barge within the design criteria of the barge and has worked closely with the designers of the jacking mechanism and software. I was also responsible for the maintenance of the mechanical and electrical components on the barge.

COMPANY: : KOOLE BV
DURATION : Jan 2023 – Jan 2024
DESCRIPTION : Chief Barge Engineer/Barge Master

In this role I have been responsible for all systems onboard the Barge “FJORD”

This is a vessel that has been converted from a self propelled ship to a barge. The Fjord is a semi-submersible heavy-lift barge of 159m x 41m and gross tonnage of 19984 T.

I have been responsible for all the systems on this vessel and included Power supply, hydraulics, electrical and electronic systems. I have also had the responsibility of keeping all the certificates in date as well as maintaining adequate spares and keeping an inventory of crytical spares for the smooth operation of the vessel.

COMPANY: : KOOLE BV
DURATION : Jan 2024 – Current
DESCRIPTION : Chief Barge Engineer/Barge Master

I have been employed as a Barge Master and Chief Engineer on the Multi-purpose accommodation vessel, “K10031”

This is a barge of 100 m x 31 m and have accommodation for 120 people. I am responsible for the following duties:

Smooth operation of all systems on the vessel and this include power generation, electrical system, hydraulics, mooring systems as well as all refrigeration units and HVAC system.

Keeping all documentation in date

Maintaining the maintenance program or Ships Maintenance System “Marad”

Ensuring adequate crytical spares are onboard.

Maintaining the accommodation units.

Maintaining all safety systems onboard and this includes fire fighting system,lifeboats and liferafts and all safety associated equipment.

Delegation of duties to the crew

Liasing and communicating with client reps onboard during projects.

I am a person with very good ethical values and I am practicing a healthy lifestyle. I do not smoke and drink and participate in various hobbies like boat fishing, archery, cycling, sailing and adventure motorbiking.

I believe that I can make a positive contribution to any employer and will always give my best effort.

Signature:

A handwritten signature in black ink, appearing to be 'S. K. S.', written over a horizontal line.

Date:

28 January 2025