

# CURRICULUM VITAE

Name: Paul Jason Packer

Nationality: British

Date of birth: 29<sup>th</sup> October 1967 (age: 42)

Marital status: Married (no dependents)

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Education & Qualifications:

- (1) 5 "O" Levels  
(Royal Albert & Alexandra School, Reigate - 1978 to 1984)
- (2) General Mechanics & Electrics, Ground Support Systems, Apprenticeship  
(Royal Air Force Engineering School, RAF St Athan - 1985 to 1989)
- (3) City & Guilds Level 3 Certificate in Delivery Learning to Adults  
(Distance learning - 2005 to 2006)
- (4) HSE Emergency First Aid at Work  
(Red Cross - 2007)
- (5) HNC Mechanical Engineering  
(Currently studying through Teeside University, UK)

Employment (see over):

- (1) Packer Construções Lda (March 2006 to date)
- (2) Team Air Power (Jan 2000 to March 2006)
- (3) B D Packer Construction (May 1997 to Jan 2000)
- (4) Colas Limited (Jan 1993 to May 1997)
- (5) J E Caudle & Co (Contracting) Limited (July 1989 to Aug 1991)
- (6) Royal Air Force (June 1985 to July 1989)

Interests: Diving, sailing, cycling and other outdoor activities, building custom cars

Comments: I have very serious intentions to emigrate to Australia. I have already applied to TRA for a skills assessment, which was approved on 26<sup>th</sup> July 2010 (Diesel Motor Mechanic 4211-11) and have also submitted a family sponsored 176 visa to DIAC on 2<sup>nd</sup> October 2010, together with over 40 supporting documents. However, I am keen to start work in Australia immediately, rather than having to wait 2 years for my visa to be approved and, in the circumstances, am looking for an employer to sponsor me for a 457 visa until the 176 visa is approved, so that I can commence work there this year.

## **(1) Packer Construções Lda**

### **Heavy Diesel Mechanic/Fitter/Supervisor - March 2006 to date**

This Anglo-Portuguese company based in the south of Portugal provides plant for hire to operators and clients, and for its own civil construction operations in Spain and Portugal. Among the plant fleet are: Caterpillar D6G dozers, Volvo A35 articulated dumpers, Komatsu PC450 excavators, JCB 3CX excavators, Fiat SL40B, Komatsu PC200EN excavators, Volvo L60E loaders, Lebherr LTM cranes, Manitou elevated platforms, Iveco 260EH dumpers and various compressors, generators, rollers, trenching machines and compactors. My duties include:

- Working closely with the hire department regarding availability of plant for issue to clients' sites
- Carrying out and planning efficient preventative maintenance and routine servicing of all plant and vehicles
- Repairing plant effectively and quickly to keep downtime to a minimum
- Assisting in sourcing additional plant in the event of downtime being extended due to equipment damage
- Fault finding to detect mechanical, hydraulic and pneumatic problems
- Carrying out electrical testing, for example on motors, to detect problems such as failed starting due to overcurrent trips and fuses, second stage ineffective starts, reduced motor speeds, increased motor speeds above normal operating parameters, failure of motors to synchronise and motors pulling out of synchronisation
- Supervision and mentoring of depot labourers and apprentices, developing on-job training and providing instruction to them through assessment and evaluation for the national accredited award programme
- Ensuring the training of myself and the other staff remains up to date by sharing of knowledge, to ensure plant breakdowns were kept to minimum
- Maintaining the monthly plant service logs, ensuring adequate service parts are available and controlling budgets for workshop operations
- Ensuring a safe and clean work environment and assessing potential hazards to prevent incidents and meet the requirement under Occupational Health & Safety legislation
- Establishing risk assessments and assisting in the compilation of the company's safety policy document
- Fabrication of minor fittings and fixtures, including welding, the use of lathes and cutting gear

## **(2) Team Air Power**

### **Field Service Engineer - Jan 2000 to March 2006**

Following in-house training, I attended clients' sites with the Company Director for a mentoring period. I was then employed in Ireland as a Field Service Engineer for compressed air systems. I enjoyed working independently in the field and was responsible for the service and repair of a large range of industrial compressors, associated air equipment and ancillaries. I was also an active member of the team during more complex installations, with the support of a management structure which always strived to continue development and technical knowledge. The company serviced a diverse range of industries within Europe and the Middle-East and my duties included:

- Routine servicing, PPMs, inspection and repair of the equipment, within the workshop and on site, including operations such as oil changes, belt checks, couplings, greasing bearings, changing seals, flange gaskets, pipe connections and full re-build of compressors
- Responding to breakdowns and call-outs
- Installation, commissioning and repair of compressors and associated equipment, including rotary screws (reciprocating and rotary centrifugal-driven) through electric motor, diesel and petrol
- Servicing and testing of single-phase, 3-phase, AC motors and DC motors
- Upgrading the existing maintained equipment to the newer variable speed compressors with added dryers to improve the efficiency, quality and running costs of the systems on behalf of the clients
- Providing support to customers working on the full range of compressors supplied by the company including manufacturers such as Gardner Denver, Comp Air, Atlas Copco and Howden

- Using diagnostic equipment such as endoscopes for internal inspection of compressor components and handheld computers to download and upload information from the ECU units in service, ensuring calibration, tolerances and manufacturers' parameters were maintained
- Completion of reports using paperwork, Microsoft Office products, Word and Excel to provide information to the company from the field and ensuring the company's standard operating procedures were adhered to
- Ensuring that the company's highest standards of care, professionalism and engineering standards were maintained during service visits, installations and commissioning, to meet the clients' needs
- Working in a safe manner, meeting HSE guidelines at all times, particularly in high risk situations such as working in confined spaces, at height, and with rotating equipment

### **(3) B D Packer Construction**

#### **Workshop Supervisor/Heavy Vehicle Mechanic - May 1997 to Jan 2000**

I was employed by this company, based in Kent, as the Workshop Supervisor and was responsible for the workload and co-ordination of the Service Department for three plant fitters and two field engineers. The company supplied construction hire and lifting equipment to various companies throughout the south of England on long and short-term rental. The fleet included: heavy construction plant excavators, dumpers, compressors, generators, dozers, rollers, compactors and graders from manufactures such as JCB, Komatsu, CAT, Comp Air, Gardner, Broomwade, Atlas, CASE, Biteli and Houchin. The company also had hydraulic lifting equipment consisting of cranes, gantry cranes, hoists, strops and slings of various capacity, chain hoists, winches (overhung and extending), portal and suspension cranes. My primary duties included:

- Acting as the competent person for thorough examinations and inspection of lifting equipment
- Dealing with preventative planned maintenance, routine servicing and warranty repairs
- Ensuring a flow of work through the workshop
- Arranging cover to breakdowns and on-site servicing
- Assisting the Workshop Manager in implementing statutory requirements in accordance with the Health & Safety at Work Act 1974, COSHH, MHSWR 1999 and the use of equipment regulations under PUWER 1998 and LOLER (Lifting Operations and Lifting Equipment Regulations 1998)
- Assisting the company as it moved towards ISO registration by ensuring the relevant British standards were met and adhered to
- Service and replacement of AC/DC motors, associated components and control gear
- Communicating with customers
- When workload demanded, attend site or continue in the workshop as a service engineer
- Re-building and servicing of injector pumps and nozzles
- Service, repair and re-build of engines, transmissions, braking systems, hydraulics and pneumatic components

### **(4) Colas Limited/Rovas Light & Power**

#### **Heavy Vehicle Mechanic & Mechanical Maintenance Supervisor - Jan 1993 to May 1997**

I was employed by Rovas Light & Power, based in Hampshire, as a Planned Mechanical Maintenance Supervisor but soon after I joined the company became known as Colcon Limited t/as Rovas Light & Power. In 1995 there was a further change of ownership as the company was bought out by Colas Civil Construction Limited, but my duties remained the same. I was also required to attend courses run by the Colas safety group, such as managing safety, as a competent person to carry out risk assessments, analyse and control hazards, both perceived and potential, within the working environment, such as the application of SAFER, to meet the requirements under HSE and OHS.

I worked for the Highways Construction and Maintenance Depot, which had a contract to service the highways in the Hampshire area on behalf of the local authority and operated on a 24 hour basis. A varied choice of equipment was used from manufacturers such as Komatsu, Hitachi, JCB, CASE and Caterpillar: excavators, mobile access platforms

(cherry pickers), boom hoist lifts, rigid and articulated dumpers, dozer crawlers, rollers, breakers, asphalt planers and layers, graders, mobile cranes, compressors, site generators, transport trailers, water trucks, trenching machinery and hand operated plant. My specific duties included:

- Ensuring the equipment was in an excellent and prepared condition to meet the contract needs
- Implementing and overseeing routine and preventative maintenance
- Controlling the strip down, rebuild and repair of equipment, including engine overhauls
- Scheduling the workload and organising staff rotas
- Inspecting completed work and signing off to ensure quality control was maintained
- Carrying out risk assessments and site safety checks to ensure work complied with the New Roads and Street Work Act and investigating any non-conformity.
- Ensuring the installation of generators attached as temporary supplies for highway furniture met the correct protective levels as per the 16<sup>th</sup> edition BS7671 and BS60529
- Supervising work and training of trainee staff
- Ensuring the Depot responded to breakdowns
- Recovery of defective equipment to the Depot

**(5) J E Caudle & Co (Contracting) Limited**  
**Field Service Engineer - July 1989 to Aug 1991**

I was employed by this engineering company based in Hertfordshire as a Field Service Engineer. The company had secured a maintenance contract for the US Air Force, which included a modification and upgrade program for two US air bases located in the UK. These had armoured aircraft hangers with 40 ton hydraulic operated doors. The components in the system included actuators (hydraulic cylinders and pumps), control valves, reservoirs, accumulators (which in this case acted as shock absorbers), filters and separators, associated hydraulic tubes, hoses, couplings and seals, electronic solenoid valves, pressure relief valves, pressure regulators, sequence valves, due to the 2-stage operation of the doors and hydraulic fuses which, in the event of the operation of the explosive shear pins, would seal the hydraulic circuits. My duties were to carry out preventative maintenance and servicing, respond to emergency call-outs and implement an upgraded program to extend the life of the equipment to meet modern US Air Force standards. An example of this was the rebuilding of the directional control valves, which were modified from mechanical operation to solenoid. My tasks included:-

- Routine servicing and replacement of hydraulic rams, seals, rods and pins
- Stripping down and measuring equipment with micrometers and dial gauges to ensure they remained within tolerances before re-build
- Electrical fault finding ELV and 200/400v
- Servicing and installation of emergency explosive shear pins
- Servicing and replacement of hydraulic pumps and reservoirs
- Carrying out NDT (non-destructive testing) including ultrasonic and liquid penetrant
- On-site manufacture of hydraulic hoses
- Interpretation of hydraulic schematics and the location and identification of components for testing
- Maintenance and servicing of be-spoke mobile elevating access platforms
- Minor welding and fabrication work
- Interpreting engineering drawings and electrical wiring diagrams, confirming site measurements to drawing specifications and liaising with Director of Buildings for the US Air Force concerning modification programmes
- Working within ANSI and ASME standards framework
- Setting out and controlling materials in use, and completing company documentation
- Using associated test gear and controls, such as laser alignment
- Diagnostics and troubleshooting

## **(6) Royal Air Force**

### **General Mechanic/Senior Aircraftsman, Ground Support Systems - June 1985 to July 1989**

After completion of my apprenticeship at the Royal Air Force School of Engineering, I was posted to various RAF installations within the Heavy Engineering Department, GSE, as a General Mechanic and was deployed worldwide as part of the Rapid Reaction Force Harrier Squadron (such as Germany, Belize and Saudi Arabia). During this period I had continual training and personal development to carry out my duties and after 18 months was promoted to Senior Aircraftsman. The engineering principles and procedures practised included:-

- Engineering drawing, mathematics and mechanical science
- Heat, engines and fuels
- Electrical science and AC/DC electrics
- Information technology and communication
- Health and safety, first aid, fire-fighting and emergency response
- Maintenance equipment, policy and documentation
- Internal combustion engines and turbines
- Wheels, tyres and tubes
- Ground power units and mobile crane systems
- Pneumatic and hydraulic systems
- Mechanical gear-driven and hydraulic transmission systems
- Steering, suspension and braking systems
- Lifting equipment and air start trolleys
- Aircraft arresting and ancillary equipment
- Fuel distribution, bowsers and pumps
- Air start units (STAGS), nitrogen trolleys and de-icing units
- Cleaning, storage and gaseous equipment
- Diagnostics and troubleshooting
- Maintenance methods, preventative and pre-planned scheduling and modification to extend life
- Deciding between serviceable and unserviceable components and units
- Ensuring all equipment was kept clean, lubricated, maintained and ready for immediate detachment