

JAN ELIASSON

Ekebrogatan 14
Postcode: 26,537, Åstorp, Sweden

Work Phone: 00 [46] 418-437726
Phone: Cell: 00 [46] 706-322054

E-mail address: janne@mammamita.se
Homepage: <http://janne.mammamita.se>

SUMMARY

Experienced, proactive processor shipyard production planner and manager, with knowledge of all steel fabrication and assembly processes required for a wide range of ship types and sizes. Very computer literate and familiar with use of multiple software tools to produce the fabrication information and manage the production process.

Familiar with the technical and quality requirements of classification societies and shipowners. Able to work as owner shipbuilding/steelwork supervisor on newbuilding, conversion and repair projects

EXPERIENCE

Production Planner, Landskrona Shipyard AB, Sweden

2006 to 2009

Responsible for manufacturing the hull surfaces, producing burning information for cutting machines, end cutting details for profiles and bending and rolling of this material at various production and assembly stations.

- Using Microsoft Office. AutoCAD Light 2009, Sketchup, Procut, Procut nest and database MultiPlus to produce and manage the data
- Using materials and production control system (MPS)
- Assisted and reported to the Production Manager
- Passed training courses in supervision, and acted as production supervisor
- Vessel hulls produced in this time included *Midnattssol* and *Trollfjord* (Norwegian coastal ferries), *Ikarus* (200m fast monohull ferry), *Pasiphae* (fast monohull ferry) and offshore vessels *Olympic Champion*, *Bibby Topaz*, *Geowave Volantis* and *Endeavour*

Operator, AB Carlsson & Moller, Sweden

2005 to 2006

Machining of plastics. Sawing, planing and milling in accordance with drawings

Various Construction Industry employment, Sweden

2003 to 2005

Duties included engine driving, truck driving, sorting, excavator operation works on storm water, surface coatings, asphalt, wells and curbstone projects

Bruces Shipyard AB, Landskrona, Sweden

1996 to 2002

Various tasks with increasing responsibility in the production process of this steel hull building shipyard. Vessel hulls produced during this period included *The World* (cruise ship), *Carthage* (180m ferry), *Hellenic Spirit* (204m fast monohull ferry)

- Steelwork Production Planner May 2002 to Dec 2002
- Calculation of timeframes Planning and allocating the manufacture of frame sections by ship drawing
 - Making 2 axis cutting programs using Procut and ACLT2000. AutoCAD Light software
- Steelwork Foreman May 2001 to May 2002
- Management of timesheets, planning of working hours such as day shift or two/three shifts as needed, operating shipyard planning procedure
- Hull Dimensional Control 1998 to 1999
- Measurement and documentation of ship sections, using theodolite, 3-axis laser, levelling instruments
 - Documentation was made with isometric drawings.
- Steel parts fabrication 1996 to 1998
- Making steel components which were subsequently mounted to the ship hulls
 - Started at the frame bending station, and moved to the NC controlled burning machines
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Performance

As the focal information arrived to Landskrona shipyard with about 200-300 A4 sketches of the same. Dwg file (Autodesk formats), we were forced to print them by moving the print box manually between each sketch to print them. Each vessel consists of 50-100 such of these files. On my own initiative, I built up a diesel macro and made AutoCAD to perform this action by itself.

The materials lists and positioning lists arrived at so small format that they were difficult to read out in the workshop. I solved the problem by building an Excel macro in Visual Basic so that the lists had a more readable format.

Weights of materials and shapes were calculated after the weights in price lists, because the dimensions varied greatly, this was a time consuming job. Microsoft Visual Studio became my tool and I built a mass measurement program for this.

When the production rate increased, it proved that we saved a whole employment because of my initiative when we were not compelled to hire more personal.

Since the shipyard were suspended over a four year period had computing power and software ended up well behind. Although knowledge of these digital tools, including our highly skilled personnel in the shipbuilding industry was lagging behind.

I contacted the management about this problem and was told to compile the tools and computing power needed to perform our work properly.

A decent upgrade of computers and software were completed. After it was instructed and I humbly all the staff how to use these programs when I did a bit of a mentor for other staff.

Wanting to improve the design and development is close to my heart and led again to save the new recruitment and the company had a larger retention of its otherwise other skilled personnel.

PERSONAL INFORMATION

Date of birth: 1970-05-08

Languages - Swedish (native speaker), English (very good), Danish (good), Norwegian (good), Russian (beginner)

EDUCATION

Högberg School Ludvika, Sweden
Upper secondary education



Bibby Topaz, offshore vessel, 2006



196m apartment, cruiser *The World*, 2002