

“P-G” Lundin

I was born inland Sweden, far away from the ocean. From the start in life I had the adventure in the blood.

My grow up on the 50:th was happy together with parents and a brother and sister.

Sport was my passion and I tried a lot of different kinds. Football, hockey and wrestling were favorites and later also handball and music (played the trombone).

The school was normal I suppose. My marks could have been better, but who had time for school in competition with sport?

My parents allowed me to try shipping after the first 10 years at school and at an age of 16 I “sailed” for the first time. First and only time at an old “steamer” called Bifrost at 3000 T.D.W. The future was than easy to decide. I started as an officer apprentice at Brostroms, the main ship owner in Sweden at the time. Three years later I was ready for the school again for education to ships officer.

During the school time I took employment as handball coach in the town and also acted as leader for the pupil-association on the navigation school.

Later on as Officer at Brostroms, cargo ships Those where “old fashion” general cargo ships, between 6000 – 12000 ton T.D.W. mostly traveling on the Far East and the Mediterranean Sea and the Atlantic Ocean. Rounded Cape of Good Hope 17 times.

However, the offshore industry was a big attraction and become officer and later Captain on ocean going tugs with salvage/towing company Neptun was irresistible.

I joined Neptun when they where just to build two 180 TBP tugs and with my ocean going experience I soon got the master position in the those tugs. At the time, we towed all over the world such as Japan, Arabic Gulf, North Sea and the Carabien.

Salvage operations were another part that came into picture at this time.

The company re-flagged one of the Sheerlegs cranes back to Swedish and I had the opportunity to be one of the Masters. And with the crane, even more involved with the offshore industry. The company had at this time huge contracts to perform topside mating operations such as Statfjord A-C (40000 ton decks). When the inquiry came to do the Gullfaks deck mating (A and C 42000 resp. 50000 ton) as Marine Manager, I took up the challenge.

The work went well and I was ”hooked on” this industry forever. Sinse I have done several mating and float over operations not only in Norway but also in Nigeria and Canada.

Anchor handling and associated AHTS are other parts I involved myself in. New safer ideas are of need and I am doing my best to “upgrade” procedures and equipment.

Today, after 25 years in this business and a lot of experience, I am still working with heavy lifts, procedures and offshore installations of all sorts, all over the world, booth from contractor and client point of view, and still think this is the best I can do.