

# BIGNEWS

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BUOY TO WATER  
HAPPY BUCCANEER

**BIG LIFT**

Radarweg 36  
1042 AA Amsterdam - NL

P.O. Box 2599  
1000 CN Amsterdam - NL


t. +31 (0) 20 - 448 83 00  
f. +31 (0) 20 - 448 83 33

info@bigliftshipping.com  
www.bigliftshipping.com

Member of the Spliethoff Group SH.04.12.4500

**BIG LIFT**  
KEY IN HEAVY LIFT





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# INTRODUCTION

Dear Reader,

I trust this new edition of the BigNews will keep you interested until the very last page. The new look and feel was received well and we got many positive comments from our customers.

This issue will give you some more insights in the use of the flyjib on the Happy Buccaneer in its first project. We were very proud to be the first heavy lift company to use the flyjib in an installation project. This also offers a good opportunity to highlight the Happy Buccaneer, she is still an icon in heavy lift shipping. One of the very challenging projects she performed was the unloading of a 101 metre long shiploader, which required high precision installation.

The Happy D-s performed an impressive project by moving four shipments of topside modules using their open sailing capabilities, and the Happy Dover shipped an offshore buoy on her tank top.

It is always with great pride that we present our projects in BigNews. The commitment of crew and office staff, commercial, operations, engineering to fleet management, we all try to find a smart and safe solution for the transport challenges our customers offer us. I think, looking at the projects presented in this issue, we have again shown that your challenges are in safe hands at BigLift.

I look forward to meeting you all on the OTC in Houston.

**Arne Hubregtse**  
Managing Director





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# BIGLIFT AND THE FLYJIB

## 02

**BIGLIFT WAS EXTENSIVELY INVOLVED IN SHIPPING COMPONENTS FOR A RESOURCES COMPANY’S IRON ORE EXPANSION PROJECT AT PORT HEDLAND. FOR THE LOADING OUT OF IRON ORE, FOUR NEW SHIPPING BERTHS WERE CONSTRUCTED. THIS RESULTED IN BIGLIFT’S HAPPY BUCCANEER CARRYING THE TRANSFER AND WHARF DECK MODULES FOR ALL FOUR BERTHS, TOGETHER WITH FOUR COMPLETE SHIPLoadERS AND TRIPPER CARS (ONE SET FOR EACH BERTH).**

In May 2010, the FAST - Fluor SKM Iron Ore Joint Venture, sought tenders for the delivery of two shuttle truss sections (each approx. 310 mt) and two transfer stations (each approx. 200 mt). Although this weight lies well within the Happy Buccaneer’s

700 mt crane capacity, the extraordinary outreach and lifting height, required to land the modules onto their required positions on the wharf, exceeded the ship’s capabilities.

BigLift proposed the addition of a 17 metre long flyjib to one of the Happy Buccaneer’s cranes. This would provide the 35 metre outreach and extra lifting height that was required. This proposal was accepted and the design and construction of the flyjib, as well as the transport and lifting methodology was negotiated and agreed with the actual job taking place in January 2012.

Installation and load testing of the new flyjib took place at Victoria Quay in Fremantle harbour with the loading taking place at the Australian Marine Complex, Henderson.

The Happy Buccaneer then sailed to Port Hedland to complete the discharge.

The discharge itself only took two days – one day for the transfer station modules, and the other for the two truss modules. For the positioning of the trusses, an outreach of 35 metres and a hook height of 52 metres was required. All modules were installed within the required tolerances.

Cyclone Heidi made an unscheduled appearance in the middle of the operation, resulting in all ships having to leave the port prior to the cyclone arriving. The Happy Buccaneer had an uncomfortable two days riding out the cyclone off Port Hedland, prior to returning to port to complete the discharge of the two shuttle trusses which remained on board throughout.





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GOODBYE CAPTAIN  
FRANS PISCAER!



THIS YEAR, ONE OF OUR DEDICATED MASTERS OF M.V. HAPPY BUCCANEER WILL RETIRE.

Frans started his maritime career in 1970 with the Dutch shipowner KNSM – which later became part of Nedlloyd – serving as apprentice, 3rd, 2nd and Chief Officer on general cargo and heavy lift vessels.

In 1984, he joined Mammoet Shipping – Mammoet Transport/Nedlloyd – as Chief Officer on m.v. Happy Rider, followed by a vast number of Mammoet Shipping, Spliethoff and BigLift vessels and in 1998 he became a Master.  
We thank him for all the good work and wish him a very happy retirement.



03

HAPPY BUCCANEER  
STILL GOING STRONG

ship moored transverse on the river, both anchor chains tied up together, bow thruster running and a tug pushing continuously to keep the ship in the correct position. Under a very tight schedule, the crew worked in two teams around the clock and everyone was glad when it was all over and the Happy Buccaneer was moored against the quay again, ready to be cleaned up and prepared for the next voyage.

Over the years, the demand for shipping heavier items grew and in 2006 the cranes were upgraded from 550 mt to 700 mt SWL each. After this upgrade the ship picked up a cargo in her homeport Amsterdam for the first time ever and then sailed to Asia and Australia where she was geared up for various projects. Australia especially, has been a regular customer with the placing of wharf decks and dolphins, moving in shiploaders and unloaders, desalination plants and mining equipment.

To resolve the problem of how to lift wharf decks, the Synchoist was developed. Wharf decks must be lifted in an almost perfect horizontal position in order to fit in the seekers of the deck below. The Synchoist was developed as part of the lifting arrangement, enabling the load to be

adjusted hydraulically, with the full weight of the load in the crane, until the deck is correctly positioned.

Happy Buccaneer recently transported the “great-grandson” version of her own cranes – a 5,000 mt SWL mast crane for an offshore installation vessel. Several large pressure vessels for new refineries should also be mentioned. Each project was unique and they were all performed in close communication with clients and suppliers.

The latest challenge was the positioning of two pieces of more than 300 mt at a distance of 35 metres, which had to fit exactly on top of other modules and piles. For this particular project, a flyjib was designed to extend the length of the crane jib by a further 17 metres.

These projects show that BigLift definitely does not shy away from challenges and is constantly looking for innovative solutions. Happy Buccaneer embodies years of experience but also our spirit of innovation.

**Frans Piscaer**  
Master Happy Buccaneer

THE HAPPY BUCCANEER; THERE WILL NOT BE MANY IN THE HEAVY LIFT BUSINESS WHO HAVE NOT HEARD OF HER. BUT AFTER ALL THESE YEARS, WHAT IS IT THAT MAKES THIS SHIP SO SPECIAL?

She was designed by Mammoet Shipping (now BigLift) in collaboration with Nedlloyd and Huisman and built in Japan by Hitachi Zosen in 1984. Some significant features are the two heavy lift mast cranes, the possibility to sail with open upper deck hatches, a ro-ro ramp with a capacity of 2,500 mt and all this propelled by two main engines and twin screws.

Within a few years of entering service, the market saw the potential of the Happy

Buccaneer and the heavier and larger cargo projects began to present themselves. A vast array of projects have sailed in her over the years, and here we outline just a small selection.

A great variety of container cranes have been transported, fully erect or in parts. When in parts, the bogies, legs, landside boom with machinery housing and seaside boom are assembled by the ship’s cranes at the destination as a “do-it-yourself” kit. The high rotation point and the length of the jib of Happy Buccaneer’s cranes are practically always sufficient to lift the combined land and seaside boom onto the legs. In a rare, extreme case it is sometimes necessary to replace the crane hooks with an

even shorter connection (the so-called “klotzgloben”). Other projects involving port cranes have seen the Happy Buccaneer move cranes from old to new ports, from one pier to another and sometimes the crane has even been secured against the ship’s hull in order to pass the boom over the tower of the harbour master and thereafter, under a bridge.

A transport of smaller container cranes from Koper to Bangkok was quite unforgettable. The cranes were loaded via the ramp and were discharged in Bangkok with the





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# GUARA M23 PROJECT ON HAPPY D VESSELS

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FOR THE GUARA M23 PROJECT, BIGLIFT WAS CONTRACTED FOR FOUR VOYAGES TO CARRY OFFSHORE MODULES FROM CHINA AND THAILAND TO BRAZIL. MODEC/TOYO OFFSHORE PRODUCTION SYSTEMS WERE WORKING WITH PETROBRAS TO SUPPLY A TANKER AND EQUIP IT FOR OIL STORAGE, HANDLING AND GAS CLEANING. THIS MEANT THAT ACCOMMODATION UNITS, MOORING SYSTEMS, PRODUCTION UNITS, OIL STORAGE AND OFFLOADING FACILITIES HAD TO BE INSTALLED ON A CONVERTED TANKER.

BigLift’s part in this project was the shipment of a total of 110,000 cbm, including some 12,000 mt of modules from Tianjin, China (one trip) and Laem Chabang, Thailand (three voyages) to Angra dos Reis in Brazil. The heaviest lift was 640 mt and three more shipments with lighter equipment were carried out by regular liner services.

The most intriguing aspect of this operation was that most of the modules were too high for the cargo holds but placing all heavies on deck would create a stability problem. However, the Happy D-class vessels have a special feature; they can sail with open hatches, an option that makes the vessels very versatile. For this project three of the four trips were performed in open sailing mode. Every voyage requires a

shipping manual to be made. This manual describes activities and job-related responsibilities, stability, handling instructions, strength and stability calculations, load spreading, rigging plans, lifting simulations and seafastening plans. Around 160 drawings were eventually made for this project.

For the first voyage Happy Dragon loaded in Tianjin, China. The cargo consisted of one module, which could be stowed in the hold, and eight so-called pancakes, which had to be loaded on deck because of their width. A pancake forms the connection for two or three modules of 300 mt to 500 mt each. Once delivered to the yard in Brazil, modules will be placed on the pancakes and interconnecting constructions, piping and cables can be completed. In this way

units, complete and tested, are placed on the FPSO, minimising yard time for the tanker. The pancakes all measured some 30 x 20 x 4 metres and had to be lifted vertically from the lifting lugs. Pancakes were stacked up to three high; they had to be in line with each other to ensure that the strong points were lined up with similar points on the module below. Very careful lashing was also required as the vessel passed South Africa in the winter season.

Loading took place at a roll-on/roll-off jetty with two access roads. Modules could not always be delivered under the crane because the jetty was too narrow for the trailers to bring the cargo in the most advantageous position. To that end, the vessel needed to be shifted up and down the quay to be able to load the different modules.

For the second voyage, the modules were more manageable and required no stacking or skidding. From now on, due to the modules’ height, the vessels sailed with open hatches. After loading, the deck looked almost empty from the outside. In fact, the ship can hold more heavy items this way than when having to load the modules high on deck.

The third and fourth voyages required the loading of similar modules, which were heavier and required skidding once on board to bring the modules in their stowage positions. Clearances between the various modules were very tight, sometimes less than 1 metre in total over the whole width of the hold. Therefore, all the seafastening had to be installed underneath and on the inside of the modules.

A tough job: requiring many hands and lots of crawling under the cargo.

The cargoes were unloaded at the Brasfels yard in Angra dos Reis, Brazil. All heavies were discharged on barges and moved off towards the building-site.

All in all, an interesting project prepared by a dedicated team in the office and executed in an excellent fashion by the ships’ crews with the support of a number of BigLift’s port captains. Thanks to all involved.

Paul van der Esch  
Project Manager



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BERT DUIJZER, DIRECTOR OF CONCORDIA SEA SERVICE, SET DOWN HIS IMPRESSIONS ON THE NEW WAY FOR CONCORDIA OF EXPORTING INLAND BARGES. CONCORDIA SEA SERVICE ORGANISES WORLDWIDE SALE, COMPLETION, TRANSPORTATION AND ACQUISITION OF VESSELS FOR INLAND WATERWAYS.



# INLAND VESSELS TO SENEGAL

Concordia Sea Service, together with Danser Container Line, recently finalised the contracts with OMVS for the delivery of two inland vessels, m.v. Invotis and m.v. Mira Sanro, to start a new life in Africa. And after two years of preparation, the delivery of the two vessels to Senegal eventually became a reality.

We had been looking for a heavy lift ship with sufficient lifting capacity for quite some time. In early January, Nepa Shipping in Amsterdam brought us into contact with BigLift. The first talks went well and after a meeting all the pieces fell into place. A heavy lift vessel would be passing through Rotterdam end-January, loading for Australia. A short stop on the way in Africa proved to be no problem! Thursday, January 26, was the day of loading. Even before breakfast, everybody was busy. The previous owners and their families came to have a look, for today was the day that their home and livelihood for many years would start on a journey to embark on a completely new life on the other side of the world.

The lifting arrangements were prepared early in the morning and the slings were mounted. Just after lunch the first vessel was ready for lifting. A diver checked that everything was all right in the water and that the slings were positioned exactly on the beams. After an okay from all parties, lifting commenced. Within two hours, the first ship stood on the weather deck of the Happy Dynamic.

As this was Happy Dynamic's maiden call to Rotterdam, there was a lot of fuss and excitement. The cook had a hard time, as he had to feed all these extra people because of course, everybody liked to stay on board for lunch.

Late that same afternoon, the second vessel was positioned on the weather deck hatches. Seafastening could commence. Beams and wires were placed and lashed so the ship could sail safely.

The Concordia Sea Service people and Happy Dynamic's crew did a last check together to make sure the inland vessels were ready for the journey.

In the course of the afternoon a yacht was also brought alongside which was taken on board.

The next morning everything was ready and the Happy Dynamic moved away from the RHB quay in Rotterdam to start the journey to Saint Louis, Senegal. Already on that same afternoon, the first ETA messages came in. Arrival off the coast of Saint Louis would be on the evening of the Saturday 4th, or thereabouts. On Friday, Ad Schroot, Sebastiaan van der Meer and myself flew to Dakar to drive to Saint Louis by car.

Upon arrival at the anchorage, indeed on the afternoon of the 4th, the crew already had a good idea of the sea conditions. The next morning we were ferried to Happy Dynamic for a chat. We had further talks on board about whether the discharge would take place off the coast. The weather news indicated that the best moment would be in the afternoon, but in reality, matters looked quite different. Together with Captain Van Vuuren, we came to the conclusion that it would be better to sail on to Dakar and discharge there. Back on shore, the input

of the Captain and some photographic material helped me to convince the ultimate owners of the two inland vessels that it would be better to sail on to Dakar. So, later that evening, Happy Dynamic upped anchor and moved on to Dakar, where she arrived at the pilot station the next morning. There was some waiting but at about 1600 hrs Happy Dynamic made fast along the quay.

After all the papers had been cleared, discharge could start. Many hands make light work as the saying goes, so together with my fellow travellers we lent a hand to the crew on deck. The result was that m.v. Mira Sanro already floated in African waters at about 2200 hrs. The second lift was postponed to the next morning. The cranes were put to bed and we journeyed to the hotel. It had been a long day.

Wednesday morning at 0600 hrs, everybody was back on deck to get the second vessel ready for discharge. It was ready to go even before breakfast, and at 1000 hrs m.v. Invotis touched back into the water. There were still a few hours cleaning up to take care of, but the job was finished within the

set time frame. At the end of the day we flew back to the Netherlands and Happy Dynamic continued her voyage.

As the client, we are very positive about further cooperation with BigLift. In the past we have moved many vessels by barge and on vessels without any lifting capacity. Fully geared tonnage was a completely new experience for us, and a very good one.

We very much enjoyed the open communication, hospitality, care and professionalism.

We wish to thank everyone at BigLift, especially Captain Van Vuuren and his crew, for all the work and care taken.

**Bert Duijzer**  
Concordia Sea Service



# BIGLIFT TRANSPORTS MOBILE HARBOUR CRANES ALL OVER THE GLOBE

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OVER THE DECADES, THE SHIPS IN THE BIGLIFT FLEET HAVE TRANSPORTED A CONSIDERABLE NUMBER OF MOBILE HARBOUR CRANES ALL OVER THE WORLD.

Two of the latest shipments were moved with the Traveller, which carried two Gottwald G HMK 4406 cranes from Antwerp, Belgium, to Lagos, Nigeria. Meanwhile, her sister vessel m.v. Tracer shipped two Liebherr LHM-600 mobile harbour cranes from Rostock, Germany, to St. Petersburg, Russia.

Every type of crane and every shipment has its own challenges. For instance, stowage on deck of a Tra-type vessel is rather tight and the harbour cranes' weights often mean that there is close to full use of the

capacity and outreach of these vessels' heavy lift cranes. The cranes now loaded in Antwerp and Rostock were brand new. On the other hand, BigLift also moves many used mobile cranes, sometimes across continents and sometimes just inside the port to another berth.

Recently, Happy River took a Liebherr LHM-400 from Huelva to Seville in Spain. After delivery of this crane in Seville, Happy River was immediately set to work - still within the port - moving another Liebherr, an LHM-250.

Whereas the lifting capacity and deck space on Happy R-type vessels is ample for shipping mobile cranes, there may be other challenges looming over the weather deck where the height of the

cargo becomes critical.

For the Liebherr LHM-400 from Huelva, Happy River had to pass under some power cables. There was so little space left between the cables and the top of the harbour crane on board, that the Port of Seville had to lower the water table in the port and switch off the power cables when Happy River entered the harbour. The next obstacle to negotiate happened during the "in-port" shifting of the Liebherr LHM-250. The ship and the crane had to pass a local bridge with a restricted height.

Here BigLift's solution was to ship the crane inside the ship's hold and sail with her hatches open, so that sufficient clearance was created and the bridge could be passed safely.

As you can see, no shipment is ever the same.



**BIGLIFT**  
KEY IN HEAVY LIFT



# A BUOY TO WATER

**BIGLIFT SHIPPING TRANSPORTED THE SUBMERGED TURRET PRODUCTION (STP) BUOY FROM BATAM, INDONESIA, TO RIO DE JANEIRO FOR OUR CLIENT WELLSTREAM.**

The OGX Waimea field, located in the Campos Basin offshore Brazil, has water depths ranging from 120 to 140 metres. The 705 mt buoy will be used as a single mooring point for a Floating, Production, Storage and Offloading (FPSO) unit.

In good cooperation with Wellstream and its surveyors, the BigLift engineering Department calculated and designed the grillage that was needed to support the 13.5 x 13.7 metre buoy on board the Happy Dover. The irregular shape of the buoy's floor meant that the grillage had to be in three pieces.

In the end this construction weighed approximately 60 mt. The grillage was fabricated at a local factory and had to be ready for Happy Dover's arrival in Batam. Happy Dover installed the grillage construction with her own gear.

For safety reasons, BigLift had decided to transport the buoy on the tanktop, thereby utilising Happy Dover's special feature of sailing with open hatches. Even so, the buoy still looked out over the hatch coaming.

After a safe trip from Batam, Rio de Janeiro's anchorage was reached. As soon as weather conditions allowed the buoy was unloaded in the bay.

Launching a floating buoy requires special handling. Once lifted from the tanktop in a tandem lift operation with the two



400 mt SWL ship cranes, the buoy was placed into the water until it almost floated by itself. To maintain an upright position, the buoy then had to be ballasted, which was done with the assistance of two supply vessels. During the ballasting, which took several hours, the buoy was kept upright by Happy Dover's cranes.

Once ballasting was completed, the remaining weight was released and the lifting arrangement disconnected from the buoy. The buoy was then towed away to the Waimea field by two tugboats.





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## 08 LENGTH IS NOT AN ISSUE

HAPPY DELTA LIFTED A 76 METRE LONG BARGE IN THE PORT OF ANTWERP, BELGIUM, FOR EIFFE CHARTERING. THE 520 MT BARGE WAS DESTINED FOR POINTE NOIRE, CONGO.

A barge is, of course, designed to be supported over its full length. Being out of the water changes the stresses on the hull considerably. Because of its length, this barge was picked up in a 5-point lift, divided over three cranes to support it over its full length.

The lift from the water required super-coordinated team work by the three Happy Delta crane drivers. The barge was safely taken out of the water and placed on Happy Delta's weather deck.

The barge itself is an offshore training barge, equipped with a heli deck, diving basin and emergency equipment for the training of offshore personnel.



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Willem Kloet

# 09

**SAILING ON THE HAPPY BUCCANEER MEANS YOU SHIP A LOT OF REMARKABLE CARGOES. SHIPLOADERS ARE A REGULAR FEATURE AS AUSTRALIA'S BULK WHARFS HAVE EXPANDED MORE AND MORE OVER THE LAST FEW YEARS. BUT SOMETIMES THESE JOBS ARE JUST A BIT MORE SPECIAL.**

**In the Autumn of 2009, Happy Buccaneer shipped the first shiploader for the new Kooragang 8 berth in Newcastle NSW, the so-called NCIG-1-project. This shiploader was successfully discharged and placed in position by a combination of cranes and SPMTs.**

And then last Autumn, 2011, the Happy Buccaneer was assigned to bring the second Masan-built shiploader to Kooragang 9 (NCIG-2). Although this shiploader was slightly smaller, the operation was to be more spectacular because the major lift would be carried out by only the ship's cranes. The Sandvik-designed shiploader consisted of four main pieces: a bridge with a 760 mt

boom, a tripper car of 250 mt and two 100 mt portals. The tripper car and landside portal could only be placed in their final positions by shore cranes. The seaside portal and the bridge were to be positioned by Happy Buccaneer's own cranes. The most difficult item of this cargo was the bridge, because it had to be placed at a large outreach on top of 10 metre high portals. These portals were placed almost 50 metres apart, with the landside portal almost 60 metres from the ship's side. Furthermore, the bridge had to be fixed to the portals with large steel pins with a tolerance of less than 0.1 mm. But having said that, this was not the main issue for the successful discharge of this cargo.

The main challenge was that the bridge had to be discharged with the boom fully shuttled out to bring the Centre of Gravity (CoG) as near as possible to the Happy Buccaneer. This meant, that the whole lift had a staggering length of 101 metres, with the lifting points only 3 metres away from the CoG. A quick calculation shows that there was some 47 metres of cargo on either side of the lifting points.

We were joking that if a seagull landed on the one tip, the bridge would move down considerably on that side. Calculations by the BigLift Engineering Department showed that this was not such a strange thought after all. A one mt chain tackle pulling one end could simply bring it

down by 0.5 metres, causing a major load difference in the lifting grommets. WLLs (Working Load Limit) could easily be "overpulled" by just a small chain block. So, the utmost care had to be taken during positioning. "There was no room for error", as they say on Discovery Channel.

First the tripper and landside portal were discharged onto the shore. The vessel needed to position the 32 metre long seaside portal directly in the rails with tolerances of 1 mm. As this had to be exactly upright, everything was checked by laser outlining. Then the bridge had to be turned by 90 degrees on deck, while the boom was still shuttled in. With a length of 73 metres it fitted just between the cranes while turning. Sandvik's operators then shuttled out the boom step by step to its full length of 101 metres. Newcastle Port Authorities limited vessel traffic near the Happy Buccaneer as the cargo was now hanging over the portside by 45 metres.

### Synchoist system

Lifting started the next morning at 0500 hrs. With BigLift's sophisticated Synchoist system fitted in one side of the lifting arrangement, the length of the gear was adjusted by 250mt hydraulic cylinders, millimetre by millimetre, to obtain a stable lift with the desired height difference between the connection points.

Around 0730 hrs we were airborne with a height difference of 400 laser-checked millimetres on the connecting points. With the cargo hanging in the cranes, Happy Buccaneer was shifted 25 metres forward to line up the bridge with the portals. After shifting, the cargo was moved out and at around 1130 hrs the bridge was roughly in position. The wind picked up and the lift started to swing on the extreme ends. But one man standing on top of the landside

portal could easily keep the whole thing in position, just as BigLift's Engineering Department had calculated.

At noon, the first landside pin was in, with seven more pins to go. The cook made sandwiches and the crew were having lunch on deck behind the crane operator's desk or on top of the portals, while operations were continuing. Around 1800 hrs all pins were in. And at 1845 hrs the cargo was finally unhooked. It had been a long day but another cargo was safely discharged and constructed to the client's satisfaction.

The next day, Sandvik was immediately able to shuttle the boom, which was still reaching out over Happy Buccaneer's deck, back in. They then drove the shiploader away from our vessel. Two more days of discharging all kinds of smaller items and clearing the deck lay ahead of us.

### Nobbys Head

As a reward for expanding Newcastle's coal export facilities, the harbour master, who was about to retire, chose to pilot Happy Buccaneer once more for his last voyage. So four tugs – two of them spraying water screens, two pilot boats – one brand new – a pilot helicopter and a dredging vessel rainbowing were escorting us out. On Nobbys Head a bagpiper played and the wife of the harbour master and senior pilots hailed him, and us, goodbye.

Another remarkable trip...

### Willem Kloet

Chief Officer m.v. Happy Buccaneer



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## CONFERENCES AND SHOWS

There are several chances to meet BigLift Shipping in the next six months, as we will be attending several conferences. We would welcome the chance to meet you and helping you with any questions you may have.

**The Offshore Technology Conference (OTC)** in Houston, U.S.A., April 30 – May 3. Visit us at Stand 2627.

**Break Bulk Conference** in Antwerp, on May 22, at Stand no. 321H4.

**Offshore Northern Seas (ONS)** in Stavanger, Norway, August 28 – 30, in Hall J, block J996.

**Offshore Energy** in the RAI, Amsterdam, October 23 – 24, at Stand 205.

## M.V. ENCHANTER

After just over 100 voyages, we said goodbye to m.v. Enchanter. On December 31 she left the BigLift Shipping Pool and was redelivered to her owner Mitsui O.S.K. Lines. Her last operation for BigLift was the transportation of five RTGs from Oita, Japan, to Long Beach, U.S.A.



## TWO SHIPS AT ONE QUAY

As we are in the tramp business it is rare for our vessels to be seen in the same port. But last January, Happy Dynamic and Happy Rover met at the RHB quay in the Waalhaven in Rotterdam, the Netherlands. Happy Dynamic came to load two inland waterway vessels for Senegal, whereas the Happy Rover was there to load general cargo for the Australia.

## NEW BIGLIFT STAFF



**Hansje Dahmen-Verkade**

Hansje started working for BigLift last December and is responsible for marketing, communications and PR. Her aim is to enhance the corporate identity of BigLift and to optimise its communication means, such as the company's website which will be renewed in the coming year. Hansje thinks BigLift has a lot to be proud of and she sees it as her task to share that with the world.



**Kevin Kim, Branch Office Korea**

Kevin has vast project and heavy lift experience which he has built up over the last 15 years in leading positions with project carriers and project forwarding companies in Korea and the United Arab Emirates. Kevin increases the strength of the Korean team and will succeed the present General Manager, Charlie Nah, on January 1, 2013.



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HAPPY SKY  
HAPPY STAR

DELIVERY 2012/2013



length o.a.	154.80 m
length p.p.	145.20 m
breadth mld	26.50 m
deadweight	18,680 mt
under deck	20,500 cbm
on deck	3,250 sqm
registration Netherlands	
heavy lift gear 2 cranes each 900 mt	
class LLOYD'S X 100A1 X LMC-UMS IWS; PCWBT; NAV1	
Finnish Ice class 1A	
Open sailing	

HAPPY BUCCANEER

YEAR BUILT 1984



length o.a.	145.89 m
length p.p.	134.00 m
breadth mld	28.30 m
deadweight	13,740 mt
under deck	19,908 cbm
on deck	3,067 sqm
registration Netherlands	
heavy lift gear 2 cranes each 700 mt	
ro-ro width 20.30 m	
ramp capacity 2,500 mt	
class LLOYD'S X 100A1 X LMC-UMS	
Open sailing	

HAPPY DELTA  
HAPPY DIAMOND  
HAPPY DOVER  
HAPPY DRAGON  
HAPPY DYNAMIC

YEAR BUILT 2011



length o.a.	156.93 m
length p.p.	147.75 m
breadth mld	25.60 m
deadweight	17,518 mt
under deck	20,892 cbm
on deck	2,736 sqm
registration Netherlands	
heavy lift gear 2 cranes each 400 mt, 1 crane 120 mt	
class LLOYD'S X 100A1 LA, LI, NAV1, *IWS, X LMC, UMS, SCM with descriptive notes: PCWBT	
Finnish Ice class 1A	
Open sailing	

HAPPY RANGER  
HAPPY RIVER  
HAPPY ROVER

YEAR BUILT 1997/1998



length o.a.	138.00 m
length p.p.	127.14 m
breadth mld	22.88 m
deadweight	15,634 mt
under deck	17,863 cbm
on deck	2,450 sqm
registration Netherlands	
heavy lift gear 2 cranes each 400 mt	
class LLOYD'S X 100A1 X LMC-UMS LA LNC AA	
Finnish Ice class 1A	
Great Lakes fitted	

TRACER  
TRAMPER  
TRANSPORTER  
TRAVELLER

YEAR BUILT 2000



length o.a.	100.50 m
length p.p.	96.50 m
breadth mld	20.40 m
deadweight	8,600 mt
under deck	10,530 cbm
on deck	1,330 sqm
registration Netherlands	
heavy lift gear 2 cranes each 275 mt	
class BV 1 3/3 E	
Ice class 1C	
Great Lakes fitted	