

# BIGNEWS

CORPORATE MAGAZINE | NO 22 | JULY 2013

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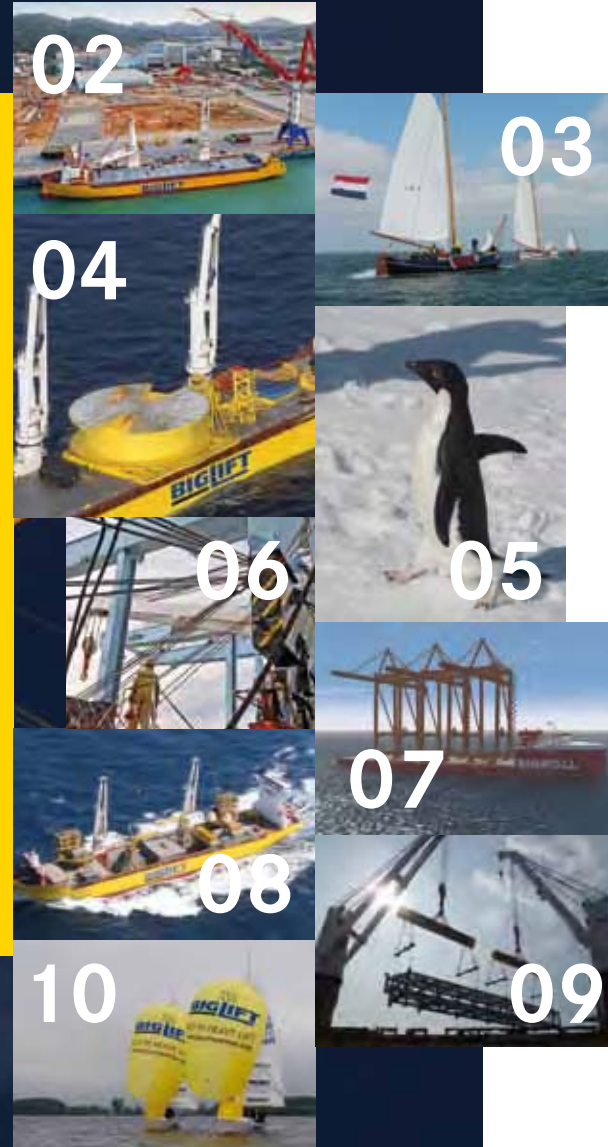
**BIGLIFT SHIPPING  
WELCOMES HAPPY SKY  
ANTARCTIC  
OPEN SAILING**



**BIGLIFT** 40  
YEARS



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## INTRODUCTION

It is with pride that I write this introduction. How many people can write about the 40th anniversary of their company in the knowledge that it has been a leading force in the heavy lift shipping industry in many ways for the last four decades.

The first Heavy Lift Mast Crane, the first heavy lift shipping pool, Happy Buccaneer, the use of the fly jib and many other examples demonstrate continuous development in the past and this pioneering spirit fuels our efforts now and into the future. This is not because we are ingenious and just like to tinker around, in our opinion it is a requirement to keep up with market demands and to support our customers in solving their heavy lift transport challenges now and for the next 40 years to come.

The second reason to be proud is the naming of Happy Sky. In mid July the first cargo was loaded on our new flagship and she has started the first of four consecutive voyages to Cape Lambert. Australia is also central for another project whereby four shipments were transported for the Queensland Curtis LNG plant. The prefabricated modules were shipped by our Happy D vessels.

In this issue we also bring you up-to-date with some of our latest projects. Happy Delta shipped gantry cranes to New York and arrived hot on the heels of Hurricane Sandy. For our Happy R vessels we obtained open sailing notation. This was immediately used for the shipment of a turret system on Happy Ranger. A further special project, adding to our Arctic experience, was the shipment of a research station that the Korean Government is building in Antarctica.

This issue again offers you a good insight into BigLifts' capabilities and I trust you will enjoy reading it.

Arne Hubregtse  
Managing Director





# BIGLIFT SHIPPING WELCOMES HAPPY SKY

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## 02



On June 25 BigLift Shipping celebrated the christening of its new Heavy Lift Vessel Happy Sky. The ceremony took place at Huisman China's new quay in Zhangzhou, China. Happy Sky was officially named by Ms Erni Bartel, partner of Joop Roodenburg, the Chief Executive Officer of Huisman. Huisman and BigLift Shipping share a long history together in the design of heavy lift cranes and handling equipment. Furthermore, Huisman has been an esteemed customer of BigLift for many years. It was a double celebration because at the same time as the naming ceremony, Huisman China also inaugurated its new 380 m long quay and the 2,400 mt travelling quay side crane 'Sky Hook'.

### BigLift's new flagship

Happy Sky is the latest addition to BigLift Shipping's fleet of Heavy Lift Vessels. She was built by Larsen & Toubro in India and features two 900 mt Heavy Lift Mast Cranes built at Huisman China's new yard.

In a response to market demand, the crane pedestals are now 4 m higher than in the original plans, giving the vessel a lifting height unrivalled in the global fleet of Heavy Lift vessels. Happy Sky is 155 m long and has 18,680 tdwt. The vessel's length and the forward position of her superstructure offer a single, large cargo hold and a wide, open deck area. She has folding hatch covers, a large poop deck and cargo rails which make the vessel's full deck area available for cargo stowage. Happy Sky's tween deck is adjustable in height and she is allowed to sail with open weather deck hatches at a draught of up to 7.5 m. Furthermore, she has Finnish/Swedish 1A Ice Class notation. During sea trials Happy Sky achieved a service speed of 17 kn. The first voyage will take her to Australia for the Cape Lambert Port B, Phase B project.

Happy Sky is the first of two Happy S Class vessels to be added to the BigLift fleet. Happy Star will follow early in 2014.

With Happy Sky, BigLift's fleet consists of 14 state-of-the-art vessels with lifting capacities up to 1,800 mt.

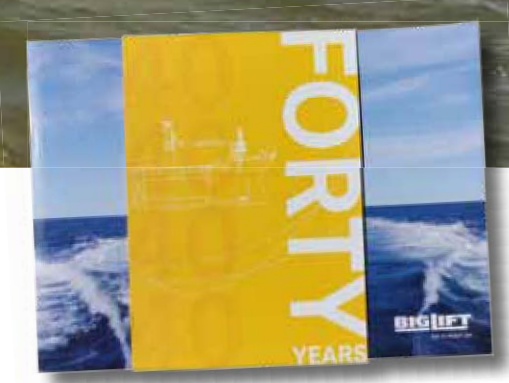




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# 03 BIGLIFT SHIPPING CELEBRATES ITS 40TH ANNIVERSARY



This year BigLift Shipping celebrates its 40-year jubilee. Since the start – in 1973 as Mammoet Shipping - the company has often been a forerunner in heavy lift developments, introducing pioneering heavy lift vessels, equipment and techniques. The company has played a key role in heavy lift pools with several respected partners and has handled many challenging shipments. BigLift thanks all its clients and partners for 40 wonderful years and is looking forward to the years to come.

In 1973 BigLift Shipping started out as Mammoet Shipping, the sea leg of Mammoet Transport. In 2000 Mammoet Shipping became a full subsidiary of Spliethoff and

changed its name to BigLift Shipping B.V. Looking at the early days, great shifts have been seen in the transportation of cargoes; from single piece voyages to complete projects, from 250 mt lifting capacity to the enormous 1,800 mt nowadays and from single derricks to Heavy Lift Mast Cranes with fly jibs. However, all these developments were only possible through the dedication, entrepreneurship, creativity and persistence of the people who work within the BigLift organisation.

As one of the world's leading heavy lift shipping companies, specialised in the worldwide ocean transportation of heavy lift and project cargoes, BigLift Shipping has

always transformed, innovated and adjusted the company and the fleet to meet the client's requirements. This ability has taken BigLift to a leading position in the heavy lift market and this approach will continue in the future: to be able to adapt continuously to a changing environment in order to serve the client in the best possible way. To celebrate this occasion a special Jubilee Book was published, which covers the history and development of Mammoet Shipping and BigLift Shipping over the last four decades. The book is based on the personal stories of people from the present day and from the very first hour. It is illustrated with pictures of the old and new end available to anyone interested.

In June of this year, BigLift's worldwide representatives and the Dutch staff celebrated the 40 year milestone in the Netherlands. Quite appropriately, the celebration mainly took place on the water, racing a number of traditional Dutch sailing ships against each other. In the evening the party was joined by active and retired officers and staff for further celebrations. The crews of the fleet will have their own celebrations on board.



# HAPPY ROVER LOADS 2,600 MT CAROUSEL – THE HEAVIEST IN BIGLIFT’S HISTORY

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## 04

Happy Rover loaded an empty carousel and accessories at ERS Equipment in Schiedam, the Netherlands, for the Liwan Deepwater EPCI project in China. The company Saipem is responsible for the mobilisation of a flexible pipeline in the Liwan Deepwater Field and awarded the contract to BigLift.

The carousel itself weighs 535 mt and is 25 m in diameter. It was loaded in two parts by the Matador 3 of Bonne & Mees and assembled with Happy Rover’s own cranes.

The carousel includes the whole system of overboarding chute, deck arch and spooling tower and was fully tested in Schiedam so that it was ready to spool up 48 km of umbilical cable at the Aker Solutions yard in Moss, Norway.

At Moss, Happy Rover’s cranes lifted the umbilical head on top of the carousel rooftop. Then the transpooling procedure could begin. Fully loaded, with 48 km of umbilical spooled on, the carousel weighs about 2,600 mt and is the heaviest carousel shipped by BigLift Shipping to date.

After completion of the transpooling operation in Moss Happy Rover sailed to Shekou, China. There, the 48 km umbilical was spooled onto Saipem’s vessel Normand Cutter, which will subsequently install the umbilical onto the seabed.





# BIGLIFT GOES ANTARCTIC

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## 05

With the rise in activities in remote and freezing cold areas such as the Polar regions, BigLift is well-prepared to meet client demands for operating in the challenging and subzero temperatures of (ant) Arctica.

Last September, BigLift was awarded a contract in Korea to transport a research station from Pyongtaek, Korea, to Terra Nova Bay, Antarctica, where the Korean government is setting up the “Jang Bogo Antarctic Research Station” The station was built in Korea and then carried to the South Pole in parts.

As the Antarctic region consists mainly of snow, ice, icebergs and rocks – and exciting wildlife – all the supporting equipment had to be brought to the area together with the station. So, the cargo eventually included a

tug and some barges, living quarters, building materials such as concrete and panels, trucks, cranes, excavators and even a helicopter. Part of this cargo was conveniently stowed in containers, but other items were shipped as break bulk.

The sheer volume of cargo – approx. 35,000 frt – required a large ship. In close cooperation with BigLift’s partner and parent company Spliethoff, BigLift could arrange the biggest Ice Class-approved vessel in the Spliethoff Group, Suomigracht. This vessel has an overall length of 186 m, is nearly 23,000 mt dwt and is equipped with three cranes of 120 mt capacity each, combinable to 240 mt.

Suomigracht not only has a very large cargo intake, she is also equipped with ample crane capacity and Finnish Ice Class 1A. This vessel is designed for cold climates, as are

most vessels in the BigLift fleet. The ship’s capabilities aside, it goes without saying that the Antarctic’s vulnerable environmental conditions require the utmost attention and care to ensure clean and safe working.

Loading in Korea began in the first half of November 2012 in order to reach Terra Nova Bay in mid-December, which is the start of the Antarctic summer. Terra Nova Bay is located on the edge of the Antarctic mainland and has direct access to the Southern Ocean but is completely frozen over well into summer. It goes without saying that the Antarctic region lacks any infrastructure. There are no facilities, so no regular ports, stevedoring or bunker supplies etc. so this presents a real challenge.

With the assistance of Korean ice breaking vessel Araon, Suomigracht sailed into the ice and moored directly alongside a large ice

shelf. This shelf was strong enough to hold the cargo discharged by the ship’s cranes directly onto the ice whereby the crew acted as stevedores.

The first cargo unloaded was the trucks and mobile cranes in order to be able to transport all the other cargo from Suomigracht onto the mainland.

Despite the icy environment, with good planning and sufficient rest for the crew the discharge operations could continue 24/7 because it never gets dark in the summer at these Southern latitudes. However, there were, of course, breaks for Christmas and New Year’s Day.

As the summer progressed, the ice shelf slowly disintegrated so that the trucks could no longer reach the vessel to drive the cargo

to the mainland. This was why two barges and a tug had been brought in as part of the equipment. Once the ice had melted, the barges were used to carry the rest of the cargo off Suomigracht.

Suomigracht was on standby until the first half of March 2013, when the Antarctic summer ends. The building rubble and leftover materials of the plant equipment were put on board and taken back to Korea.

The research station is expected to become operational in 2014 and is designed to last for at least 25 years.





# HAPPY DELTA MANAGES SAFE PASSAGE TO NEW YORK DESPITE HURRICANE SANDY AND SNOWSTORM TOM

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Happy Delta moved four 315 mt gantry cranes from Gdynia in Poland to New York, USA, in November last year. Two of the cranes were for NY Sanitation Brooklyn, the other two were to be installed at the Sanitation Terminal near La Guardia Airport.

The cranes were quite complicated structures and margins for loading and stowage were small. While preparing for the loading operations, engineering and 3D simulations had already shown where difficulties could be expected. Various constructions were removed from the cranes, but even then space was sometimes only a matter of centimetres! An impressive pattern of load spreaders had been laid out on the ship's weather deck before the first crane was lifted off the quay. Because of the gantries' height – 26 m – the stability of both vessel and gantry cranes had been meticulously calculated beforehand.

The voyage had its trials too. Just as Happy Delta set out into the North Atlantic, it became clear that Hurricane Sandy, a storm of exceptional ferocity, was on its way to the East Coast of America. At the same time, a hefty

snowstorm named Tom developed behind Happy Delta. So, chased by the one storm and looking ahead towards the other, the crew was challenged to find a route that would keep the vessel outside of the really bad weather.

In the event, Happy Delta arrived only a few days after Sandy had wreaked havoc in New York. The city was flooded, electricity was cut off, fuel was nowhere to be had and all ports were closed as machines and cranes had been rendered useless. The initial idea to have Happy Delta wait at anchorage was not feasible, as snowstorm Tom was still on its way. Fortunately, a safe place could be arranged at a dry dock in New Jersey to weather out the snowstorm, which arrived the next morning. Otherwise she would have had to sail south to avoid the storm.

Then, a place had to be found where Happy Delta could transfer the cranes onto a barge. The initial plan had been to ship the two cranes for Sanitation at La Guardia by barge. But with most ports out of operation, all four cranes were now transhipped by barge. After a difficult search, carried out together with the

port agent and assisted by subcontractors and authorities, a car terminal in New Jersey was found where Happy Delta could unload the cranes. All in all, it took two weeks before the last container crane, accompanied by a lot of cheering, was landed onto the barge – a great relief for all concerned.





# BIGLIFT ROLLS ON WITH NEW MC CLASS

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## Specifications MC Class

Length over all:	169 m
Width over all:	42 m
Hull depth:	12 m
Design draught:	5.5 m
Deadweight (max):	22,500 mt
Ballast capacity:	12,000 m <sup>3</sup> /hr
Free deck space:	125 x 42 m
Deck strength:	20 ton/m <sup>2</sup>

DP 2  
Finnish/Swedish Ice Class 1A  
Service speed 13 knots

## 07

As the next step in the development of its service portfolio BigLift decided to develop a module carrier for the transportation of ultra large and heavy modular cargoes. Based on the market trend that modules are becoming larger, seeing that a number of Arctic projects are under development and new, very large offshore installation vessels are presently coming into operation, two module carriers of 173 m long, 42 m wide, 22,500 mt dwt, with Finnish/Swedish 1A Ice Class and equipped with DP2 were developed.

These module carriers, called the MC Class, form a logical extension of the existing fleet, as modules are becoming more voluminous rather than heavy (the existing fleet can lift them, but not stow them) and the MC Class can be combined with the existing fleet in large projects. One of the advantages is that the MC Class vessels will often be involved in an earlier project phase than the heavy lift vessels and/or Gracht-tonnage.

The MC Class is designed with a focus on high ballasting capacity, to reduce load and discharge times and subsequent risks; for low fuel consumption, high service speed and favourable seakeeping behaviour which results in lower acceleration forces on the cargo. Its high service speed is reflected in the hull design and propulsion configuration which ensures a reliable and fast transit time.

At 125 m long and 42 m wide, the deck is completely flush so that it can be used over the full length and beam for loading, discharging and stowage. The deck is built up on a uniform grid of bulkheads and web frames, with line loads up to 200 to 375 mt/m and it has a deck strength of 20 mt/m<sup>2</sup>. The vessels will be loaded by ro-ro (SPMTs) or by skidding. Load capacity over the stern is 10,000 mt, or 15,000 mt over the side. Ballast capacity, which is used for fore/aft trim during loading and tidal compensation simultaneously, is an impressive 12,000 m<sup>3</sup>/hour.

## BigRoll Shipping

During the design process BigLift and RollDock - who also had the intention to move in this direction - decided to join forces to design, build and operate the MC Class and they formed the joint company BigRoll. Both companies have a strong reputation in the Heavy Lift market and had already cooperated before in large projects. Furthermore, the fleets of Rolldock (two vessels with lo-lo/ro-ro and flo-flo capacity and two under construction) and BigLift are complementary. By working together, resources, knowledge and experience are combined in the commercial, technical and operational field, creating a high quality Module Carrier shipowner and operator right from the start.

BigRoll is targeting the offshore and onshore oil and gas, renewables and power generation markets, as well as container cranes and shipyards. With the unique capabilities of a Module Carrier - Ice Class and DP - offshore



and Arctic developments will be focal points. Currently, the design of the MC Class is in the basic design phase and a final investment decision for two vessels is made. These vessels will be the main assets of BigRoll, but BigRoll will also look into chartering Module Carriers in various projects.

More information on BigRoll can be found on the website: [www.bigrollshipping.com](http://www.bigrollshipping.com)



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# 08 HAPPY RANGER'S FIRST OPEN SAILING VOYAGE

Happy Ranger loaded a Marine Well Containment System (MWCS) for Bluewater Engineering Company. This system was designed and constructed by Bluewater on behalf of Marine Well Containment Company, a consortium of oil and gas majors operating in the Gulf of Mexico. The MWCS is specifically designed to capture hydrocarbons from a damaged well without significantly increasing the well head pressure, thus avoiding further damage to the well's integrity.

Happy Ranger carried 2 sets of MWC systems, each set containing a 130 mt buoy, a 405 mt outrigger, the turntable of 285 mt and an 8mt staircase. The tallest structure was the outrigger, with a height of 22.11 m and a base of 27.6 m long.

In order to create maximum protection during the sea voyage, most of the MWCS was stowed under deck. The two outriggers were placed opposite each other on the tank top, which left a narrow gap of only 30 cm between them! The tween deck hatch covers could be employed as cost effective solutions to support the two outrigger structures. With their height of over 22 m this was the first time the Happy R-types' recently issued certificate for open sailing could be put to good use.

The two turntables were the only parts that were loaded on the weather deck. However, they had a very small base, standing on four narrow legs. This would put too much pressure on the weather deck. Therefore, the ship's own pillars were laid down and used as load

spreaders. Furthermore, to compensate for the narrow base, a forest of uplift cables was then attached to avoid uplift during the sea voyage.

With all these narrow margins involved, the operation for the lifting and positioning was computer simulated beforehand, especially for the outriggers, to make sure that everything could be loaded, stowed and fitted within the ship's characteristics and crane radii.

Once all the challenges of limited space, lifting heights and large point loads had been tackled, a very well prepared loading operation was carried out, putting all the solutions for different issues to good use.





# BECHTEL QCLNG: LAEM CHABANG TO CURTIS ISLAND

The Queensland Curtis LNG plant, a process gas plant currently being built on Curtis Island, near Gladstone, Queensland in Australia, will eventually process and export natural gas to mainly East Asian markets.

Prefabricated modules and components arrive by barges and ocean going vessels from Laem Chabang in Thailand, from Houston in Texas and from other parts of the world. The project is in the hands of Bechtel U.S.A. working from Houston, Texas, so this meant that BigLift's Houston office became instrumental in booking the contract with Bechtel.

In October 2012, Bechtel awarded the contract to BigLift. However, the two companies had already been working together for about a year to devise the best plan for shipping the modules to Curtis Island.

The first load of modules and components from Thailand were shipped in November. Therefore this meant that the preparation for this first shipment had to be completed in a very short time. To speed up the preparations, one of BigLift's cargo superintendents visited the site in Thailand for a technical meeting and cargo inspection. This direct contact and close cooperation between Bechtel, BigLift and the Marine Warranty Surveyor (insurance) made it possible to sort out the technical challenges very efficiently. The modules' design and sensitivity meant that they had to be lifted by up to 12 points, and only vertical lifting slings were allowed. Some of BigLift's specialised lifting gear was mobilised very quickly so that the first shipment could be handled safely and efficiently just two weeks after the contract had been signed!

However, there were further challenges at the unloading facility. As the Curtis Island project is newly built in an area with no infrastructure, Bechtel had to build a special dock to receive the modules. Due to the lie of the land, the dock has a rather shallow draught and Loa restrictions.

In all, 34 large modules had to be transported from Laem Chabang to Curtis Island. This took four full loads on BigLift's large Happy D-type vessels, in November 2012 and January, March and April this year. Modules measured from 22 m to 51 m long and 17 modules were over 30 m. The cargo included modules of 38x11x18 m of 223 mt, 51x8x13 m weighing 168 mt and some long and thin modules of 46x2x2 m weighing 301 mt. Additionally, two large Power Control Buildings, which had their own special challenges due to the required lift points, came from Houston.

With cargo volumes filling up the entire vessel from tanktop to weather deck, and the modules being different shapes and weights, BigLift had to come up with some very creative stowage arrangements. All modules required their own lifting arrangements, and some double handling of modules could not be avoided in order to position them in their allotted spaces on board the vessel.

To speed up proceedings, the lifting arrangements were adapted for the next load and the vessel was often prepared for the next day of loading during the dark, so that lifting could continue at daybreak. For safety reasons, these heavy and large modules were only handled in daylight.

A lot of cooperation and coordination was required to carry out load outs in Thailand efficiently. Barges for the project were loaded at the same time as the BigLift vessels, and this required optimised land transport logistics on a continuous basis. Thanks to the commitment and cooperative spirit of all parties involved we were able to load and secure the modules plus some additional last minute cargoes safely and efficiently.





**Bauke van Gent**

After studying Business Administration in Amsterdam, Bauke worked at MRC Transmark, where he was responsible for setting up the ground plan for a new distribution centre in Atyrau, Kazakhstan. Thereafter, he joined the Fairstar team in Rotterdam as Sales Representative for the European Region and analyst of business opportunities for emerging regions like Russia and East Africa. Bauke then moved to Red Box Energy Services, where he researched the offshore accommodation market. At BigLift's Commercial Department Bauke will be working within the European region and for BigRoll.

**René Wisseloo**

René started his career as an apprentice with the Spliethoff Group in 2000. He has sailed on many BigLift and Spliethoff vessels in the past as a 3rd, 2nd and Chief Officer. On March 15, 2013 he joined the Operations Department as a Project Manager. He is very motivated to use his seafaring knowledge and experience, which he has built up over the past 13 years, in the office and on the vessels.

**Michiel van Mondfrans**

Recently Michiel was appointed Manager/Coordinator of the Fleetco Department which arranges all the necessary connections between the vessels, the ports they work in, the Commercial Department and the clients.

SPONSORING  
WATER SPORT TALENT

BigLift Shipping happily contributes to the development of sailing and rowing talent.

Since 2008, BigLift has been sponsoring several water sports teams in the Netherlands. BigLift sponsors three J22 student teams of DSWZ Broach, the competitive sailing team of Delft University of Technology, and the sloop rowing team MASROVA in Amsterdam.

**Sailing**

Water and technique are the binding elements between BigLift Shipping and the sport of sailing. Additionally, ambition and team spirit are vital both within our company and for the sailors of Broach. Thanks to this sponsorship, the Delft students can pursue their sporting ambitions in the competitive J22 Class.

The three sailboats of the BigLift Shipping/TU Delft team are easily recognisable by the yellow genoas and the boats and main sails display BigLift's corporate logos. Two of the three J22s sail under the names Happy Sky

and Happy Star, being named after BigLift's two new heavy lift vessels. The third boat is called Happy Future representing a bright future, which is what we expect from the team's talented and motivated students.

**Sloop rowing**

BigLift is also the sponsor of the sloop rowing team MASROVA. After a request from one of BigLift's Chief Officers, we agreed to sponsoring his Amsterdam-based sloop rowing team. MASROVA started life being the rowing club of the Maritime Academy in Amsterdam. The sloop, Remex Liberus ("Free Rower"), was the instruction vessel of the Academy but in the students' free time it was also taken out for trips along the Amsterdam canals. In 1986 Remex Liberus entered the first ever Canal Sloop Race in Amsterdam. She then started her career as an official racing sloop and the MASROVA team has been training enthusiastically on the Amsterdam canals ever since. Every year, they take part in the official summer racing calendar in the Netherlands.

EXHIBITIONS &  
CONFERENCES:

Meet BigLift Shipping at

**Offshore Europe 2013**  
**Aberdeen**  
**3 – 6 September**  
**Stand 1AA38**

**BreakBulk Americas 2013**  
**New Orleans**  
**25 – 26 September**  
**Booth #407**



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HAPPY STAR

DELIVERY Q1 2014



length o.a.	156.00 m	registration Netherlands
length p.p.	147.60 m	2 cranes each 900 mt
breadth mld	29.00 m	class LLOYD'S ✕100A1
deadweight	20,000 mt	Finnish Ice class 1A
under deck	20.150 cbm	Open sailing
on deck	3.400 sqm	

HAPPY SKY

YEAR BUILT 2013



length o.a.	154.80 m	registration Netherlands
length p.p.	145.20 m	2 cranes each 900 mt
breadth mld	26.50 m	class LLOYD'S ✕100A1
deadweight	18,680 mt	Finnish Ice class 1A
under deck	20.500 cbm	Open sailing
on deck	3.250 sqm	

HAPPY BUCCANEER

YEAR BUILT 1984



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

HAPPY DELTA  
HAPPY DIAMOND  
HAPPY DOVER  
HAPPY DRAGON  
HAPPY DYNAMIC

YEAR BUILT 2011



length o.a.	156.93 m	registration Netherlands
length p.p.	147,75 m	2 cranes each 400 mt
breadth mld	25.60 m	1 crane 120 mt
deadweight	17,518 mt	class LLOYD'S ✕100A1 LA
under deck	20,892 cbm	Finnish Ice class 1A
on deck	2,736 sqm	Open sailing

HAPPY RIVER  
HAPPY ROVER  
HAPPY RANGER

YEAR BUILT 1997/1998



length o.a.	138.00 m	registration Netherlands
length p.p.	127.14 m	2 cranes each 400 mt
breadth mld	22.88 m	class LLOYD'S ✕100A1
deadweight	15,634 mt	Finnish Ice class 1A
under deck	17,863 cbm	Great Lakes fitted
on deck	2,450 sqm	Open sailing

TRACER  
TRANSPORTER  
TRAMPER  
TRAVELLER

YEAR BUILT 1999 / 2000



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





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