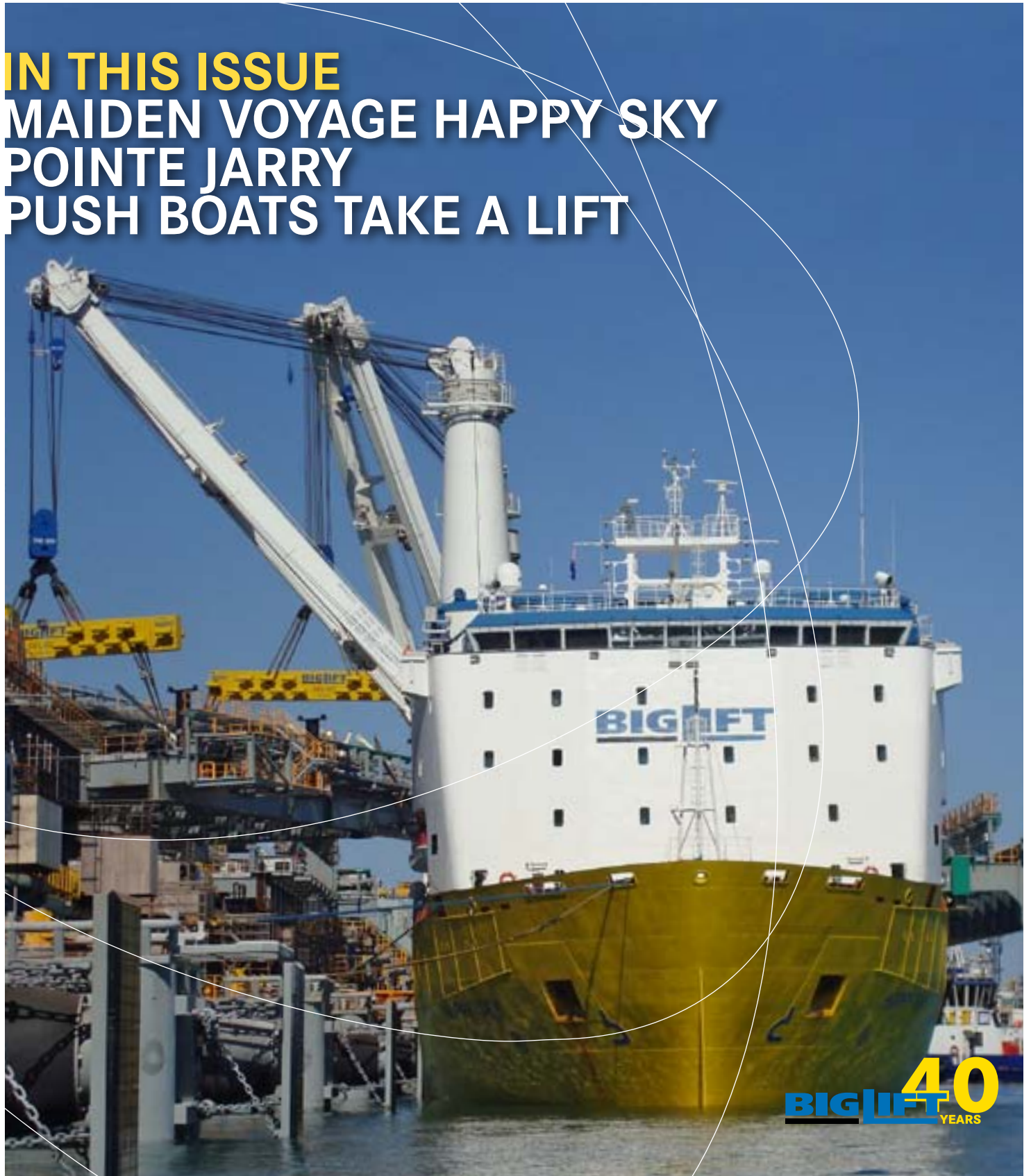


BIGNEWS

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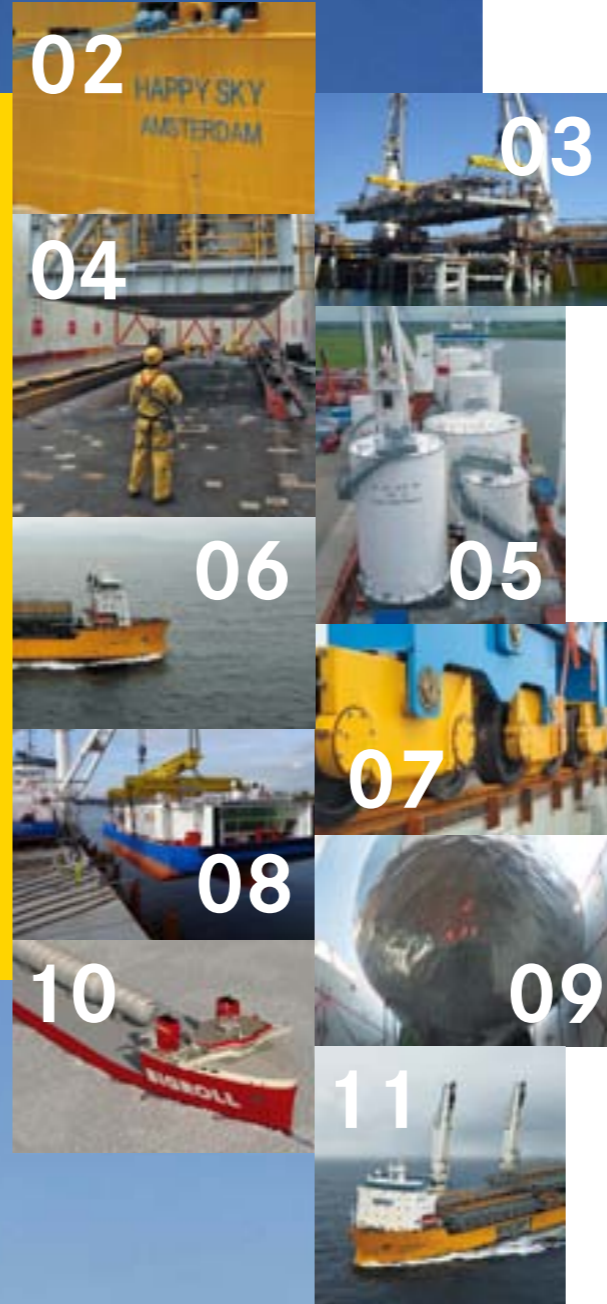
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INTRODUCTION

Dear Reader,

It is my pleasure to introduce issue number 23 of our company magazine BigNews to you.

Over the past months we have seen many interesting projects and been busy with new developments.

We are proud to present the maiden voyage of our Happy Sky. She is sailing between Shanghai, China, and Cape Lambert in Australia, carrying and installing wharf deck sections for Cape Lambert's Phase B. Furthermore, you can read about quite a few different types of cargo and the advantages of open sailing.

In this edition we highlight the 'out-sized puzzle' of transporting extremely large modules for the FPSO Cidade de Mangaratiba in Angra dos Reis, Brazil. And we feature a contract carried out by our Tra vessels to transport push-boats to Columbia and the shipments for a power station to Guadeloupe. Other interesting projects include the transportation of essential items to turn a bareboat hull into a gas tanker and the transportation of two coal unloaders to Morocco by Happy Buccaneer.

I trust you will enjoy this overview of inventive solutions our crew and staff developed to face the challenges we deal with as a heavy lift company.

Arne Hubregtse
Managing Director



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02

Happy Sky's Maiden voyage July-August 2013 by Captain Tom Gaarkeuken

After a long period of building in India, Happy Sky was finally fully operational in July, with two proud new 900 mt Huisman cranes commissioned in China over a period of about 10 weeks.

Immediately after commissioning the cranes and a final inclination test, the beautifully designed new vessel was put into action and proceeded from Zhangzhou to Nantong, where she took on board her 14 tweendeck hatches. Happy Sky then sailed the small stretch from Nantong to the ZPMC berth in Shanghai where her maiden voyage started.

The loading of three so-called wharf modules, weighing between 780 mt and 990 mt and one

Mooring Dolphin, all with destination Cape Lambert in Australia, went smoothly with the Crew, BigLift superintendents and clients all satisfied with the whole operation. Before the first module could be loaded on deck, a complex system of load spreading had to be laid out. It consisted of 11 tweendeck hatches and a whole bunch of pillars and other prefab load spreader beams in three vertical layers. The preparations on deck, as well as the loading, were recorded with a GoPro time-lapse camera and a film is now available on the BigLift website.

During loading of the first cargo item – the 220 mt Dolphin – the speed of the main hoist took most people by surprise.

After completion of the loading, it was time for a 'maiden voyage party'. The superintendents took all the crew who were free out on shore

for the evening. We started with dinner in a private round room with a huge, round table with a turning platform. We really felt like the famous knights. After a lovely dinner the Happy Sky group went on for a nice cold beer and later that night, loud fireworks also added to the atmosphere of the well-deserved first cargo party.

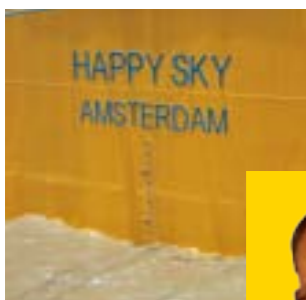
Everyone involved was happy that, at last, the vessel was starting to earn her keep after the difficult build. Departure from Shanghai was accompanied by a nice firework display from ZPMC. While we were making loose from the quay, the letters ZPMC were appearing on the quay side in fire crackers! Now the vessel sailed on its first route for about 10 days through the Taiwan Strait, west of Luzon, through Philippine and Indonesian waters and then she entered the Indian Ocean via the Lombok Strait.

Near Manila an aerial photo shoot had been arranged by our Amsterdam PR Department, through the Spliethoff Manila office. Unfortunately, it was raining cats and dogs throughout the shoot. Our radar screen was completely yellow when the clutter was closed off. We tried to find a dry spot and communicated with Mr. Agmata from the Manila office. After about 2 hours we finally succeeded in finding an opening in the dark and grey sky. The helicopter found us quickly and took pictures from all angles. As you can see from the photos, the vessel and her first cargo are shown off very nicely.

Soon after this, the weather became really nice. Passing the equator gave us a good opportunity to baptise three new crew members into the realm of King Neptune. Of course, a barbecue with music in the evening was organised to close the event in style.

After 10 days the coast of the Australian outback came into sight. We carefully manoeuvred to the discharge berth through an abundance of marine life. We saw many whales, dolphins, sea turtles and mantas.

Unloading the wharf decks went really smoothly, the weather was nothing less than perfect. A virtually flat sea, sunny skies and pleasant temperatures meant the Cape Lambert call was a complete success. And so the first cargo left Happy Sky in good condition and the maiden voyage ended; client happy, crew happy and BigLift happy.



BIGLIFT AND RIO TINTO CAPE LAMBERT PORT B, PHASE A AND B PROJECT

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03

BigLift Shipping has played an important role in the transportation and installation of wharf modules for Rio Tinto over a number of years. We commenced our involvement in shipping wharf decks for Rio Tinto in 2005 with the Parker Point Expansion project (2 berths), followed by the Cape Lambert 80mtpa expansion (2 berths) and culminating in Cape Lambert Port B Phase A (2 berths) and Phase B (2 berths) .

The Cape Lambert Port B facility began exporting its first iron ore in August this year, and construction on Phase B is continuing as we go to press. Whilst we enjoyed the relative 'peace and quiet' of the construction of the Phase A berths, it becomes a more challenging operation for all concerned when we have to cope with two 'live' operating berths

immediately astern of the Phase B berths. As a result of the Phase A berths becoming operational, there is the added complexity of large Cape-size bulk carriers coming and going, as well as an active shiploader and conveyor system.

On completion of its scope on the Port B project, scheduled for the end of this year, BigLift will have carried 34 dolphins and 20 wharf modules over 15 separate shipments. Our Happy D Class vessels (2 x 400 mt cranes) carried the majority of Dolphins, Happy Buccaneer (2 x 700 mt cranes) carried the Phase A wharf modules and Happy Sky (2 x 900 mt cranes) is in the process of carrying the wharf modules for Phase B. For the newly delivered Happy Sky these Phase B wharf modules were her first cargo.

Additionally, BigLift has been involved in carrying the port area stackers, reclaimers and ship loaders for this project, involving another six complete shipments.

This project would not have been the success it is without the superb cooperation of Rio Tinto, Sinclair Knight Merz, John Holland and the BigLift Crew, Engineering and Operational teams. We have faced a number of challenges due to the extreme weights and sizes of the modules involved and the weather conditions at the port but with the typical Australian 'Can Do' attitude all have been solved in a safe, expedient manner.

When finished, this will be BigLift's 16th completed modularised berth construction for the mining industry in Western Australia and we are proud to have helped contribute to the Australian economy in such a significant way.



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04 FPSO MODULES TO ANGRA DOS REIS

Happy Dynamic and Happy Dragon recently shipped nine FPSO modules from Singapore to Angra dos Reis, Brazil, for our client MTOPS. The nine modules will be part of the FPSO Cidade de Mangaratiba MV24.

This FPSO is currently being converted from a VLCC at Keppel's BrasFELS yard in Angra dos Reis. It will be operated in the Cernambi South Field at a water depth of 2,220 m and will be capable of processing 150,000 barrels of oil per day, 280 million standard cubic feet of gas per day and will have storage capacity of 1.6 million barrels of total fluids. BigLift's 150 m Happy D-Class ships look like dinghies next to the enormous FPSO!

The modules were built in Batam, Indonesia and Singapore and were delivered by barges alongside BigLift's heavy lift vessels in Singapore's Jurong port.

Six of the modules had to be loaded in a tandem lift operation. To be able to transport the almost 30,000 cbm of modules, of 320 mt to 520 mt, with only two vessels, BigLift designed two skid lanes in Happy Dynamic's lower hold to skid two modules to the forward part of the hold. The two skid lanes were built by the vessel's crew, using our standard equipment such as load-spreading pillars and UNP profiles.

Both vessels sailed in open top configuration which made it possible to stow some of the high modules on the tanktop. Positioning them there, has the advantage of increased stability during lifting, keeping the cargoes Centre of Gravity near to the ship's, resulting in less acceleration forces during the voyage, and protecting the cargo from wind and waves.



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05 POINTE JARRY'S NEW POWER STATION

French energy company EDF is building a new power station at Pointe Jarry on the island of Guadeloupe, for which practically all materials and equipment have to be imported.

For the Pointe Jarry station, 12 MAN diesel engines, 18 storage tanks and a large volume of general cargo was shipped to the island. Between February and July, BigLift's vessels carried diesel engines and storage tanks to the island from St. Nazaire, Antwerp and Terneuzen, in France, Belgium and the Netherlands respectively. Furthermore, last year a lot of general and project cargo for the

plant was shipped by Spliethoff vessels. Door-to-door transportation of the engines and most of the construction materials fell under the scope of SDV Projects in Hamburg, which in turn hired BigLift for the sea leg. Traveller, Tracer and Transporter neatly delivered three engines each in a tight schedule with fixed dates.

A separate part of the same project was the storage tanks for fuel and water. They were contracted in close cooperation with Spliethoff and Mammoet Transport and were shipped by BigLift's Happy Diamond. The tanks ranged in size from 8 m high by 5 m diam. to 18 m high

and 14 m diam. Happy Diamond could load 11 tanks under deck and put the remainder of the cargo on her weather deck. The little space left over was for another cargo.

The Pointe Jarry power station is being built on the site of the previous power station, which closed in 1999. The plant is built to modern environmental standards and will be able to provide the islanders with sufficient power during peak demands.

06 | HAPPY SKY EN ROUTE

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TWO COAL SHIP UNLOADERS TO MOROCCO



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BigLift's Happy Buccaneer was contracted by Cargotec – Siwertell to transport two coal ship unloaders from Qidong, China to Jorf Lasfar, Morocco; a long voyage of almost 13,000 nm, around the Cape of Good Hope. The ship unloaders were required for the expansion project of the Jorf Lasfar Energy Company. They each weighed approximately 1,000 mt, were built at Rainbow Heavy Machinery in Nantong and the assembly and

loadout took place at their sister company Rainbow Offshore. The ship unloaders had been completely finished, commissioned and tested before Happy Buccaneer arrived. But to allow the machines to pass between Happy Buccaneer's heavy lift cranes, part of the unloaders' aft end needed to be taken off and remounted at the jetty in Jorf Lasfar. When Happy Buccaneer arrived in Qidong, both cranes were already waiting on the loadout jetty.

After loading some accessory items and small equipment in the hold, the deck was prepared to receive the first ship unloader. Though loadout took place at the end of April, we experienced four seasons in one week; one day we walked ashore in shorts, the next we had rain, hail and strong cold winds and then the first lift took place under very wet circumstances. When the unloader was landed on the rail track on deck, electric power was connected and it

was driven aft over a distance of 20 m to make space for the second ship unloader. Once in its stowage position the crew had a challenge when they had to attach just over 100 lashing wires to the machine to secure it for the sea voyage. The long boom and vertical arm were secured by means of a very large push-pull brace. After the first ship unloader had been partly secured and the deck layout had been rearranged, the second unloader could be loaded and landed

directly in its designated stowage position on deck. Again 100 lashing wires had to be installed and the vertical arm brace was attached and welded to the deck. The balancing of the large boom was arranged by large concrete counterweights weighing 260 mt per machine. These counterweights were taken off for the duration of the sea voyage. BigLift controlled all the logistics surrounding the loading, lashing, welding the sea fastenings and other workflow.

The seavoyage went smoothly, in a nonstop stretch from Singapore to Las Palmas, where bunkers were taken in. On arrival in Jorf Lasfar, we faced the challenge that local authorities were not used to receiving such big machines and BigLift had to utilise its experience to convince the receiver that they could be discharged safely. The subsequent discharge operation went as planned and the cranes were landed on their rails on the quay in Jorf Lasfar.



PUSH BOATS TAKE A LIFT

In co-operation with Liburnia Maritime who acted for the final receivers, BigLift Shipping transported seven push boats from Amsterdam and IJmuiden, the Netherlands, to Barranquilla, Colombia. The push boats were transported in four shipments, three of which were on a Tra-type vessel. Of the seven units, four measured 34.0 x 11.5 x 13.0 m and were 340 mt each and three were slightly smaller at 29.5 x 11.2 x 10.4 m and 260 mt each.

Traveller was first to load and ship two of the larger pushboats. Her sister Tracer loaded a large and a small one and Happy Diamond berthed in IJmuiden to load the remaining larger unit. Then Traveller came back for the two smaller push boats. Once delivered at Barranquilla, the barges will push ore laden barges from the Colombian interior to the sea

ports on behalf of the Impala Latin America mines.

The situation at Barranquilla required some clever operational thinking. As the port is situated on a river, vessels face a strong and variable river current. For the discharge operations, BigLift had to make special arrangements to create a safe situation to land the push-boats in the water. In cooperation with the receivers, a large push-barge was placed between the vessel and the shore, to act as a spacer barge and to create some lee from the current. Two further boats were on standby to assist in keeping the discharged push-boat in place and assist with the removal of the lifting gear. Thus, through the close cooperation with the receivers, all operations were performed smoothly and safely.

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GAS & HEAT – A REGULAR CLIENT

Ever since 2006, BigLift's Tra-type vessels have been shipping and installing gas tanks and deck sections for construction company Gas & Heat of Leghorn, Italy.

The gas tanks are shipped in sets of two, together with the accompanying deck section. The tanks have long been more or less the same size, at 28 m long, with a width or diameter of 11 m and weighing around the 260 mt mark. However, Gas & Heat builds larger tanks as well. At 44.5 m long, and with a diameter of 13 m and a height of 16 m, these

gas containers take up considerably more space and weigh 500 mt.

The Tra-type vessels are eminently suitable to ship the smaller tanks on deck, with the deck sections carried below. During the 11th voyage for Gas & Heat, the much larger Happy Diamond took the biggest tanks and placed one complete set – tank and deck section – in her hold, while the other set was carried on her weather deck.

At Beziktas shipyard, Turkey, Happy Diamond moored alongside the hull of the gas tanker

and lifted the gas tank on board. The tank fits very tightly inside the gas carrier, and the operation requires great precision. Subsequently, the deck section is installed.

The whole operation to fit out a gas tanker with its two tanks and deck sections usually takes about three days. Incredibly, in just days, a bare hull transforms into an operational gas tanker, nearly ready to sail away.

10 NEWSFLASH

BIGROLL ORDERS TWO MC CLASS VESSELS

BigRoll, the joint company of BigLift and Rolldock, has ordered two MC Class Module Carriers at COSCO Dalian Shipyard Co. Ltd. Delivery of the vessels is scheduled for May and August 2015, with an option for two additional vessels.

More information on these vessels can be found at www.bigrollshipping.com/mc-class



HAPPY DELTA FROM TALLINN TO COPENHAGEN

A 453 mt shipunloader constructed in Tallinn by Cargotech, was transported by Happy Delta at the end of June to the Copenhagen port of Køge Bay. The challenge was the size of the receiving port. It is outfitted for coal transport by barges and not really equipped to receive a large vessel like Happy Delta, which was the largest vessel ever to call on Køge Bay.

Assisted by two tugs and some dexterous manoeuvring through the narrow fairway, Happy Delta safely moored alongside the quay in Copenhagen. All in all, a nice project with another happy client.

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EXHIBITIONS & CONFERENCES:

Meet BigLift Shipping at

AOG 2014 Perth, Australia
February 19 – 21, 2014

BreakBulk China Shanghai
March 12 – 13, 2014

OTC Houston, U.S.A
May 5 – 8, 2014

BreakBulk Antwerp Belgium
May 12 – 15, 2014

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HAPPY STAR

DELIVERY Q2 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	



Radarweg 36
1042 AA Amsterdam - NL

P.O. Box 2599
100 CN Amsterdam - NL

t +31 [0] 20 - 448 83 00
f +31 [0] 20 - 448 83 33

info@bigliftshipping.com
www.bigliftshipping.com