# BIGNEWS

CORPORATE MAGAZINE | NUMBER 26 | 2015

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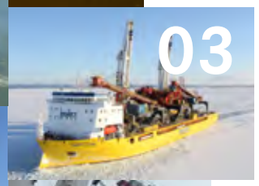
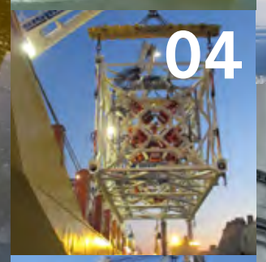
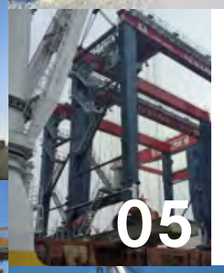
BIGLIFT
KEY IN HEAVY LIFT

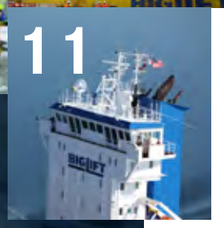












# INTRODUCTION

Dear Reader,

I am very pleased to introduce BigNews Magazine Number 26 to you.

In this issue we highlight the qualities of Happy Star, the latest addition to our fleet. Her second voyage took her literally halfway across the globe, from China to Eastern Canada and she did very well. Even in storms and ice she proved a sturdy ship and when performing her duties of loading and unloading heavy cargoes, she is a pleasure to work with.

Furthermore, you will find articles on all our ship types. We moved cargoes for offshore vessels, brought solar power components to Morocco and Happy Dynamic was the first commercial vessel ever to berth and work in the brand new port of Açu in Brazil. Happy Buccaneer is still going strong, taking mining equipment to Australia and Happy Rover sailed under the Great Belt Bridge between Denmark and Sweden with another challenging cargo of RMGs and RTGs for New York.

As you can see we can look back on many interesting projects and this year there are certainly more to come. We know our customers are always innovative and are continually trying to push the boundaries further. With our experienced crew and staff, we are ready to face new transportation challenges and carry them out in a safe and timely fashion.

**Arne Hubregtse**
Managing Director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# 02

# HAPPY STAR NAMING CEREMONY AND MAIDEN VOYAGE




**BigLift celebrated the name-giving ceremony of its new Heavy Lift Vessel Happy Star on October 28th last year. The ceremony was held at Huisman China's yard in Xiamen and was performed by Leanda Breakell, wife of Greg Breakell, Managing Director of ThyssenKrupp Industrial Solutions (Australia) Pty Ltd.**

A few days after the christening Happy Star headed to Nantong to load her first cargo – two large modules destined for the wharf of an iron ore mine in Port Hedland. Later in the year her sister vessel Happy Sky transported four more modules to the wharf.

The first module, at 33 metres long and 25 metres wide, weighed 711 mt, which included the rigging. This module was placed on the forward end of the main deck. It was a straightforward shape, in contrast to the second and much larger module, which was much more awkwardly formed. At 60 metres long and 37 metres at its widest point, it was a real challenge to get the odd-shaped piece on board.

Before the lifting operation could start, stairs and other protruding parts were removed from the base of the ship's cranes to allow the module to be manoeuvred through them. In the end, there was only half a metre to spare on both sides of the module when it was lifted aboard.

The heaviest weight moved in this operation was 1,560 mt, making it a very suitable cargo for the maiden voyage of Happy Star with her two 900 mt Heavy Lift Mast cranes. The voyage went smoothly and bodes very well for Happy Star's working life.



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# 03

# HAPPY STAR RISES TO THE CHALLENGE




**The latest proud addition to BigLift's fleet, Happy Star, was put through her paces on her second voyage. The cargo consisted of two complete ship loaders, each capable of moving 10,000 mt of iron ore per hour. Both ship loaders were transported in three main parts: the main body of 900 mt, a tripper car and a tripper tail, as well as around 130 auxiliary pieces.**

The sheer size of the cargo meant that the deck space was used to the max and beyond, with the tripper cars reaching out over the wheelhouse and more than 17 metres beyond the vessel's stern. At well over 65 metres in length, the longest tripper car was loaded with the vessel's aft crane and turned over the vessel's funnel with only centimetres to spare, to get it to its stow position. The ship loaders plus their auxiliary equipment, in total representing a staggering 120,000 cubic metres, filled the vessel's cargo spaces from top to bottom, from side to side and from forward to aft!

Happy Star's ballasting capabilities proved to be excellent. The ship loaders' 900 mt main bodies were loaded – and again discharged – in only 90 minutes. The outreach and lifting height of the mighty cranes were put to the test by the tripper cars for which they required the maximum capabilities.

Before all these heavy items were handled, the large, single hold had been filled up with approximately 550 metres of conveyor sections and a tripper tail. As the tail was taller than the hold height, one part of the main deck was raised to create an elevated position to allow this large item to be safely transported below deck.

Within 10 days, all the cargo was safely loaded, stowed and secured for the long sea voyage from Nansha, China. The voyage to Quebec, Canada, took the vessel across the vast Pacific Ocean, squeezing through the locks of the Panama Canal and sailing North along the North American shores into the ice fields in the Gulf of St. Lawrence.

While bad weather along the way in the Atlantic tested her seakeeping ability, the last part of the voyage tried her ice-breaking potential. Happy Star passed both tests with flying colours. She proved steady in rough winds and considerable waves and ploughed her way through ice of up to a metre thick thereby maintaining considerable speed on the last stretches to Sept Isles in Canada. Other ships even followed in her track to make use of her wake in the ice.

Once safely berthed alongside the discharge quay, the weather challenged the vessel and her crew one more time. In extreme winter conditions, with temperatures below -20 degrees C during the day, and even sustaining a snow storm with winds of up to 100 km/hr, the dedication of the crew combined with Happy Star's outstanding capabilities enabled the cargo to be discharged swiftly and in line with our customers' requirements.

The entire project proves that a true Star is born: a tough, versatile and unique working platform that sets new levels for BigLift to deliver our clients' cargoes safely and efficiently.

For a film of the cargo being loaded, see www.youtube.com/user/BigliftShippingBV.

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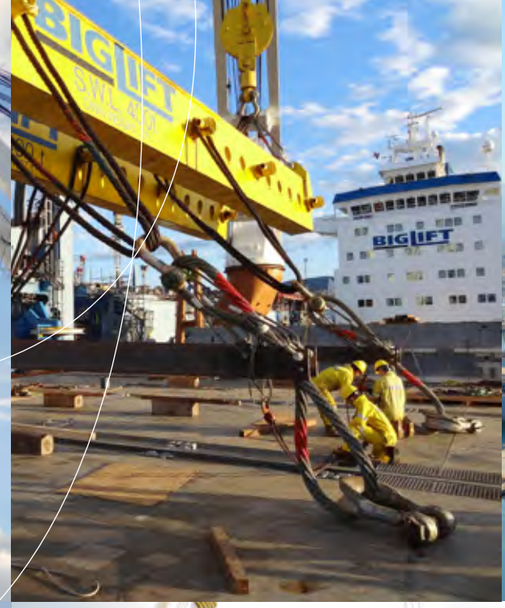



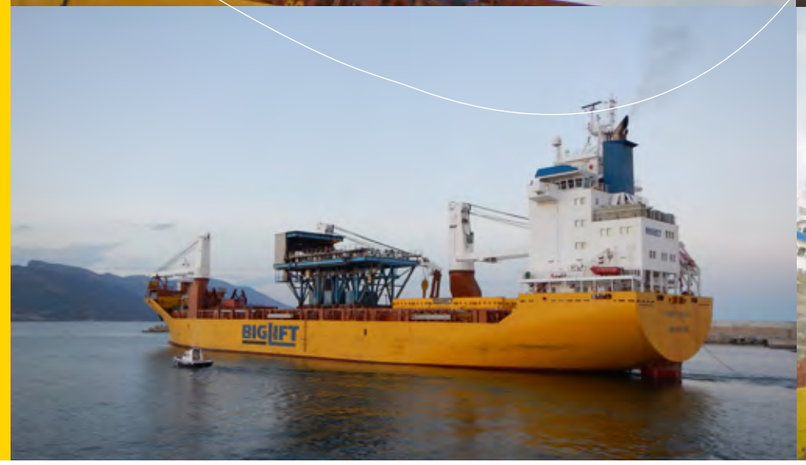




# 04 SAIPEM 7000 EQUIPPED FOR SOUTH STREAM

**Saipem, with its huge Saipem 7000 vessel, was awarded the installation work for the South Stream Gas Pipeline Project in the Black Sea. Saipem 7000 is one of the biggest Semi-Submersible Crane Vessels in the world. With a lift capacity of 2*7000 mt she is a record holder in heavy lifting with a 12,150 mt lift performed in the Mediterranean Sea. BigLift was contracted by Saipem to muster the necessary equipment for the South Stream project.**

The Saipem 7000 was mobilised in Palermo and BigLift scheduled five shipments with three different vessels. This required coordination between various Saipem and BigLift offices in Europe. Everything was skilfully handled by BigLift's new setup where work is shared between the Amsterdam headquarters and the Steinkirchen office in northern Germany. It was the first major contract to show the quality of the combination and the set-up proved very successful.

Happy Dragon performed the first shipment from Trieste to Palermo in Italy, lifting a 430 mt cable reel, a storage winch of 270 mt, a winch container of 443 mt, a 380 mt sliding platform and 90 mt spooler on board. On arrival at Saipem 7000 its crane took away the cargo pieces to place them directly on board. In the same operation Happy Dragon received a 40 metre long lifting beam from the Saipem 7000 and took it to Arbatax, on the island of Sardinia, for remodification at Saipem's own yard.

Meanwhile, in Arbatax, Happy Delta loaded two bevelling platforms of 277 mt and 374 mt and grillage, which were brought to Palermo. She then sailed to Trieste to load the 462 mt A-frame. Technically, this was the greatest challenge. BigLift's engineers had to find a way to achieve a 90 degrees lift on the lifting eyes of the A-frame, which were located inside the frame itself. With the A-Frame's dimensions of 31.67*14.80*27.80 metres and its weight of 462 mt, the engineers had to fully exploit their knowledge and experience. Ultimately, the lifting arrangement required both of BigLift's 24 metre spreader beams and the lift was carried out to the satisfaction of Saipem and its underwriters.

Later in the project the Saipem 7000 was remobilised to Bourgas for further modifications and BigLift's Transporter delivered the flute system, which she had loaded in Porto Marghera, Italy.

All in all, this was an exciting and complex contract with many technical and logistical challenges.

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# 05

# RMGS & RTGS FROM GDYNIA TO NEW YORK





**Konecranes contracted BigLift to transport two Rail Mounted Gantry Cranes (RMGs) and two Rubber Tired Gantry Cranes (RTGs) from Gdynia in Poland to New York, U.S.A.**

Specially made for Global Container Terminals, New York, the cranes were a completely new type. When the first contact was initially made with BigLift the cranes were still in the design phase. After a year of planning, engineering and building, Happy Rover transported the cargo in November 2014.
Due to the height and foot print of the RMGs the cranes presented BigLift with a number of challenges concerning their lifting, seafastening and skidding. However, close cooperation with Konecranes from the early stages of the design phase resulted in a mutually approved solution for handling and securing the four cranes, which proved successful.

The RMGs were loaded in tandem lift operations. They were landed on rails mounted on the ship's deck and skidded forward and aft respectively. For this, the RMGs moved under their own power and because of their height their booms had to travel over the ship's cranes.

When the two RMGs were positioned fore and aft, a small space was left for the two RTGs destined for the same terminal. They too were loaded by the ship's own cranes, which took precision handling as space was extremely tight by then.
In New York, both RTGs were discharged first in order to free the RMGs. These were then discharged directly onto rails. Another four months of installation work took place at the terminal before the RMGs were operational. Yet again, Konecranes and BigLift worked together on a shipment where inventiveness and close cooperation were the key to success.

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# 06

# THE AUSTRALIA CONNECTION




**Over the years, Happy Buccaneer has brought more heavy cargoes to Australia than any other vessel in the world's heavy lift fleet. In fact, she has been transporting harbour cranes and wharf decks for almost three decades!**

At the end of May 2014, she called in at Hay Point to discharge a new ship loader at the HPX3 coal loading berth, which was then under construction. This was actually the fourth ship loader of a similar type that she has delivered recently. With a 26*26 metre footprint and a height of 50 metres, the 1290 mt crane is an impressive machine in itself. But Happy Buccaneer, despite her years, is still the vessel to handle such cargoes.

Just a couple of months later she was back with wharf decks for Port Hedland, again showing her valuable contribution to many projects involving the further development of the mining industry. Seemingly effortlessly lifting and placing the decks onto their pile structures, Happy Buccaneer did what she was designed for – handling heavy cargoes.

Although 2014 is Happy Buccaneer's 30th year in service there are no immediate plans to retire her. She is well maintained and very capable and continues to be one of the most effective heavy lift ships worldwide.

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07





# REPLACING SHIP LOADERS IN PORT HEDLAND

**BigLift was awarded the transportation and delivery of two new ship loaders for the Nelson Point Berth and the removal of two old ones from the largest bulk port in the world, Port Hedland.**

The two new ship loaders, SL1 and SL2, were manufactured in Zhangzhou China by ThyssenKrupp. SL1 was shipped in June and SL2 followed in October last year.
In both operations Happy Sky loaded the ship loader on the forward part of her upper deck and placed a tripper car on her aft deck.

These were deliveries with a twist. Once the new ship loader had been landed on the quay in Port Hedland, Happy Sky directly started loading the 40-year-old ship loader that was already there. As the old loader was destined to be scrapped it could be taken apart in large chunks. Several components such as the tripper tail, tripper head and equipment platforms were lifted and loaded separately. Then, with the old ship loader stowed on board, Happy Sky moved approximately 500 metres forward to the port's general berth No. 2 for the discharge. During the unloading operation, the client received all the pieces on trailers and moved the retired loader out to the scrap yard.

The main challenge in the removal of the old ship loader was the discharge of the main frame. This single hook lift was critical due to tidal restrictions and the required outreach.

However, the close cooperation of all parties enabled the team to counter the many challenges. Everything went very well and both replacements were successfully completed.

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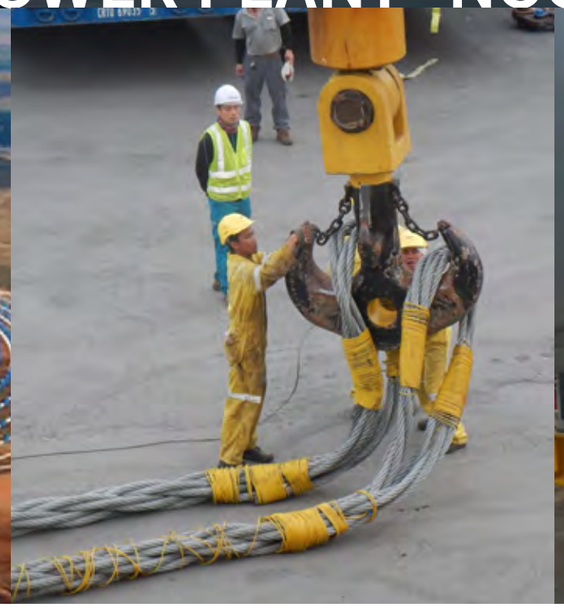
08



# SOLAR POWER PLANT “NOOR 1”



**BigLift was contracted by Messrs Vapores Suardiaz Norte for the transportation of the first thermo-solar power plant “NOOR 1” for the Quarzazate Park in Morocco, last July.**

Expected to be operational this year, the capacity of the concentrated solar power plant is estimated at 160 MW.

Over a period of six months, BigLift transported around 10,000 freight tons of cargo to Nador from Poland, Germany and Spain. Happy D type, Happy R type and Tra type vessels were mobilised for the project which included six interchangers of 362 mt per unit. Apart from the transportation, BigLift’s engineering department also assisted in the designs of the cradles for the main heavy items.

Technically, the thermal-solar power plant works by collecting the heat of the sun in heated molten salt, which super heats water into vapour, which in turn spins turbines. NOOR 1 is the first phase of the project and thermal power plants NOOR 2 (200 MW) and NOOR 3 (150 MW) are already signed and expected to be operational in 2017.

Ultimately, Morocco wishes to produce 2,000 megawatts of solar energy by 2020. Welcome to the world of renewable energy!

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# 09






# FIRST CALL FOR AÇU SUPERPORT

**Happy Dynamic became the first commercial vessel to enter Brazil's new super port on Friday, November 14, 2014. The brand new port is being dredged and constructed North East of Rio de Janeiro.**

She received a warm welcome on arrival. Upon entering the new port, she was accompanied by three tugboats and two pilots. Photographers viewed the spectacle from the shore and cameras filmed from a drone above the ship. She moored at T2, an onshore terminal, which is being developed in an excavated dock of 6.5 km long and 330 metres wide. This is only a part of the enormous new industrial complex, the size of Manhattan.

Happy Dynamic brought a partly assembled port crane into Açu from Penglai, China for National Oilwell Varco (NOV). This crane will handle reels once Açu is operational. The crane boom and auxiliary parts were loaded below deck and the pedestal was lifted on board with Happy Dynamic's forward crane. Thereafter, she loaded the slewing platform in a tandem lift operation and placed it on rails on deck so that the platform could be skidded aft to its required stowage position.
At Açu, Happy Dynamic was instrumental in assembling the crane, while unloading the parts. The pedestal was carefully positioned on a set ring of bolts on the quay and the slewing platform was mounted on top of the pedestal. Finally, the loading boom was discharged and Happy Dynamic left the port of Açu as the first visitor ever.

In between loading at Penglai and discharging at Açu, Happy Dynamic sailed to Mokpo, South Korea to load a 550 mt fully mounted crane for Salvador, Brazil. This crane was very wide and high, with the boom protruding 30 metres over PS and 15 metres over SB side. This crane was discharged at a new shipyard in Salvador.

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# 10 NEWSFLASH

## EXHIBITIONS & CONFERENCES

Meet us at
Breakbulk Europe
Antwerp, Belgium
from May 18 – May 21
Stand 323H4.

## HAPPY STAR TURNS TV STAR

During the whole voyage of Happy Star from Nansha, China, to Sept Isles, Canada, a film crew from the Discovery Channel was on board to film the workings of our new Heavy Lift Vessel. Editing now starts and Happy Star is expected to make its television debut in around 12 months time.


## HAPPY DRAGON SHIPS 35 YACHTS

Happy Dragon transported 35 yachts in one voyage towards the end of 2014. She loaded most of them in Genoa, Italy and then sailed to West Palm Beach, U.S.A. There she discharged some and loaded a number of others and continued her voyage to Auckland, New Zealand and then went to Newcastle, Australia. The yachts had been purchased in the Mediterranean and the U.S.A. and were delivered to their new owners in New Zealand and Australia. BigLift's sister company Sevenstar made the arrangements so that all the yachts could be transported efficiently in one shipment. The largest and heaviest yacht was a 33 metre motor yacht of 150 mt.

## FLARE BRIDGE FOR CABINDA

For the Mafumeira Sul project offshore Cabinda, Angola, Happy Sky loaded an 80 metre long living quarter bridge and a 780 mt flare bridge of 160 metres at the DSSC wharf in Yantai, China. In its stowage position the cargo overhang at the stern was more than 36 metres!

Presently, Happy Sky is on her way to Angola to deliver these cargoes. At the offshore discharge location, Heerema Marine Contractors' deepwater construction vessel Thialf will lift both bridges off the deck of Happy Sky and install them at the living quarters and the processing platforms.


## NEW AGENT FOR SE ASIA

Asian Independent Shipbrokers (AIS) became BigLift's agent for several Asian countries comprising Singapore, Malaysia, Indonesia, Thailand, Vietnam, the Philippines, Cambodia, Laos and Myanmar, from February 22nd, 2015.

Based in Singapore, AIS is part of Australian Independent Shipbrokers, which was established in Sydney in 1992 and operates offices in the major Australian cities. AIS has become a leading broking house in Australasia, specialising in heavy lift, IMO, project cargoes and bulk parcels. More information can be found at www.aisbrokers.com.au or on BigLift's website.

Our points of contact in Singapore from now on are Rajeev Singh, Ameer Ouf and Davina Shields, whom we welcome into the BigLift fold.

## GERMAN OFFICE WELCOMES NEW STAFF

Sune Thorleifsson

They say "it takes two to tango". On November 1st, 2014 Sune Thorleifsson joined Jörn Schinke in Steinkirchen. Sune has over 18 years experience in the heavy lift market, working for Coli, SAL and more recently, Combi Lift.
The Steinkirchen office will not only take care of the German and Scandinavian markets, but will also work closely with Amsterdam and BigLift's other offices on tenders and projects. As Project Director, Sune will be responsible for marketing large-scale, worldwide projects.

## HAPPY STAR

YEAR BUILT 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 | |

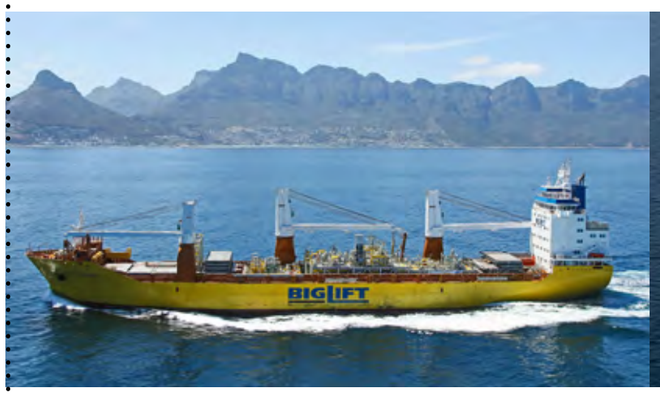
## HAPPY BUCCANEER

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. | 95.00 | 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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