

BIGNEWS

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86 ASC TO NORFOLK



INTRODUCTION

Dear Reader,

We are pleased to introduce BigNews 31 to you.

As is our custom, in this issue we will show you some of what has kept us busy in the past months and mention some special skills and smart solutions that we have invented.

In January, we welcomed the MC-Class vessels into the BigLift fleet. After the demise of BigRoll Shipping, the two heavy lift Module Carriers BigLift Barentsz and BigLift Baffin have joined our geared vessels and are now adding a number of useful features to our capabilities.

The articles in this magazine highlight a wide range of different projects, from wind farm components to Automated Stacking Cranes and from ship unloaders to ITS templates for offshore oil and gas production. We moved two loop reactors from Poland to the US and a jack-up platform for the building of a new, offshore, highway for Reunion. In short, there is never a dull moment.

On the home-front we explain the whys and wherefores of our 'inter office internships' for officers that we have been organising for a couple of years now, and which form part of our on-going ambition to be a continuous learning organisation on all fronts.

Of course, the magazine contains only a fraction of all that we do. Nevertheless, we are certain that we can only be successful in our projects if we can keep cooperation and communication running between all parties concerned. The clients and their supervising teams, our technical teams and our own checks and balances are all there for open and early communication on all fronts, be they technical, commercial, operations or safety related. The mixture is key to a safe and efficient shipment solution.

I wish you much pleasure in reading our 31st issue of BigNews!

Arne Hubregtse
Managing Director

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01 | MC-CLASS VESSELS EMBRACED IN THE BIGLIFT HEAVY LIFT FLEET



Since January 1, the two BigLift-owned MC-Class vessels have been part of the BigLift fleet and are now sailing under the names BigLift Barentsz and BigLift Baffin. BigLift is confident that the combination of module carriers and heavy lift vessels will offer the market a wide range of solutions to the transportation challenges our customers are facing.

BIGLIFT ...



BigLift Barentsz bunkering in Singapore

Piet Sinke, Maasmond Maritime ©

By adding the two wide deck carriers to the BigLift fleet, BigLift's heavy transport capabilities have grown significantly in terms of module size handling, load carrying ability, shipping optimisation and project efficiency.

New livery

In the first months of this year both vessels were transformed into the BigLift 'house style' and we must admit that their new livery fits them well. After her transformation last January BigLift Baffin transported parts for Heerema Marine Contractor's new generation Semi-Submersible Crane Vessel (SSCV) Sleipnir. Meanwhile, BigLift Barentsz recently started a shipment of large RTGs and an STC crane for Mombasa.

Sleipnir Project

BigLift Baffin transported several crane parts for the new SSCV Sleipnir from the Huisman fabrication yard in Xiamen, China. Sleipnir is being built and assembled at the Sembcorp Marine Shipyard in Singapore. In two voyages BigLift Baffin transported two luffing frames (measuring 35*33*36 metres and weighing 1,170 mt), two crane booms (measuring 146*28*19 metres and weighing 1,465 mt) and several crane blocks, with weights varying from 70 to 245 mt. All the crane parts were loaded and discharged with the Lift-on/Lift-off (LoLo) method with the aid of Huisman Fabrication Yard's Sky Hook in Xiamen and a floating crane in Singapore.

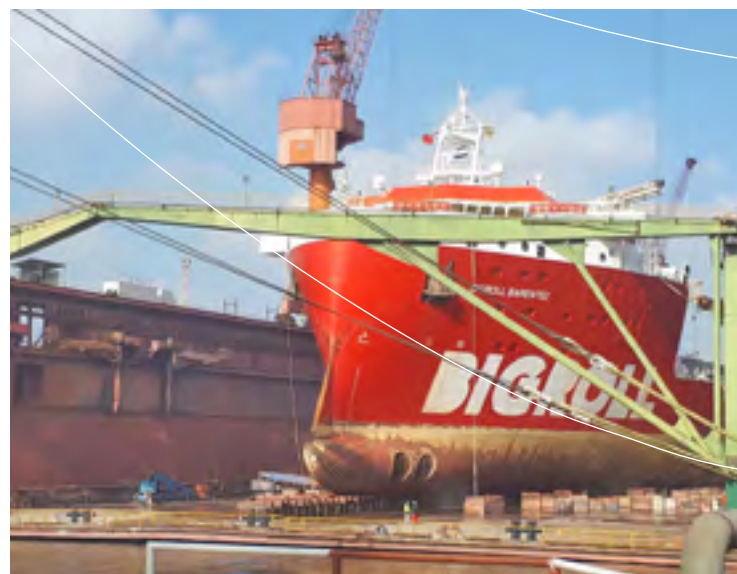
Mombasa Project

By using its ro-ro capability, BigLift Barentsz, in the meantime, had loaded eight (16 wheeled) RTGs and a large STS container crane at the MES Oita factory, in Oita, Japan. All the cranes are destined for Berth 21 of the Mombasa Container Terminal in Kenya.

The RTGs measure 26.4*11*26.7 metres and weigh 144 mt a piece. The STS crane is an even more impressive structure, weighing 1,231 mt and measuring 28 metres long by 100 metres wide and 68.3 metres high. For the MC-class vessels these crane weights are still fairly easy to handle as they have ro-ro capacity for cargoes up to about 16,000 mt.

The 8 RTGs were loaded by driving them on board via a ramp, whereas the STS crane was given its own rail track to roll it on board and into stowage position.

We are proud to have embraced the MC-Class vessels in our BigLift Fleet. We would like to thank our customers and relations for their positive responses and feedback.



Piet Sinke, Maasmond Maritime ©

Repainting BigLift Barentsz



Happy River loading transition pieces in Hamriyah, AE



02 WIND FARM COMPONENTS BY SEA

BIGLIFT SHIPPING HAS THE RIGHT VESSEL FOR EVERY PROJECT

BigLift Shipping is more and more engaged in developments in the Renewable energy markets in Europe, but also in the US and Asia. Where wind turbines used to be relatively small, the new generation of turbine components – particularly monopiles – are now so heavy and large that a state-of-the-art heavy lift vessel is needed for their transportation.

BigLift has a track-record when it comes to the transportation of wind turbine related cargo such as monopiles, transition pieces, jackets, nacelles and wind blades.

Ever larger

The new generation wind turbines is increasing in size and weight and brings with it a growing need for heavy lift vessels to transport the turbine-pieces, which are also increasing in size. BigLift's Happy S-types and MC-Class Heavy transport vessels are eminently suitable for such cargoes.



Happy Sky loading nacelles in Montoir, France

In the last edition of BigNews we featured an article about three shipments of top sections for the Hywind Pilot Park – a unique, floating offshore wind project off Peterhead, Scotland, developed by Statoil. We recently finished two more wind farm related shipments and there are more in the pipeline.

Merkur wind farm

Kicking off in 2017, BigLift is executing eight voyages for the construction-ready Merkur wind farm, located in the North Sea, approximately 45 km north off the island of Borkum, Germany. The wind farm will consist of 66 wind turbines and once complete, will generate approximately

1,750 GWh annually – enough clean energy to power around 500,000 homes.

Last year the heavy lift vessel Happy Sky took on the majority of the voyages for client GE Wind, shipping the nacelles and tower sections from Montoir, France, to Eemshaven, The Netherlands.

In total 24 nacelles, weighing 400 mt a piece, were shipped in four voyages. All the pieces were loaded in single lift operations by the two 900 mt heavy lift mast cranes of the vessel, making use of a specially developed lifting frame, which was supplied by the client.

Eemshaven

Additionally, Happy Sky transported 21 tower sections from Cuxhaven, Germany, to Eemshaven in two voyages. The tower sections have a diameter of six metres and vary in length and size – the smallest was 30.7 metres long, weighing 100 mt, while the largest was 35.8 metres, weighing 165 mt. The first shipment consisted of 12 tower sections, the remaining nine went in the next voyage.

Early this year, BigLift's Happy River transported an additional 12 tower sections from Cuxhaven to Eemshaven. At the time of writing, Happy Dover is on her way to Eemshaven from Taicang, China, carrying a further 16

tower sections. More shipments for the same project are forthcoming.

East Anglia

In February, Happy River transported 12, 179 mt transition pieces for the East Anglia ONE wind farm for client Lamprell Energy Ltd. The wind farm will be located approximately 43 km off the Suffolk Coast in the southern part of the U.K. North Sea area. The project is part of the larger East Anglia Offshore Wind Zone, where 7.2GW of renewable power capacity is expected to be installed in an area of 6,000 km² off the coast of East Anglia.

Onshore construction of East Anglia ONE started in early 2017 and was followed by the offshore construction works in 2018. The wind farm is expected to generate first power in 2019 and be fully operational by 2020.

The particular challenges in this shipment were the tight stowage of the 12 transition pieces in the hold and on the deck of the vessel and the very detailed and complicated compliance to strict offshore requirements, as set out in the latest DNVGL-ST-N001 Marine Operations standards.



Happy Sky loading tower sections in Cuxhaven, Germany



Happy Buccaneer arriving in Norfolk, VA

Loading in Gdynia



03 HAPPY BUCCANEER MOVES 86 ASC

In mid-November, the Board of Commissioners of the Virginia Port Authority approved the award of contracts to Konecranes for 86 Automated Stacking Cranes (ASC).

Two destinations

Of these cranes, 60 are due for Norfolk International Terminals (NIT) and the other 26 are destined for Virginia International Gateway (VIG). In the coming two years – up to April 2020 in fact – BigLift’s Happy Buccaneer is scheduled to deliver six or seven cranes every six weeks from Gdynia in Poland to Virginia. Happy Buccaneer can accommodate seven cranes on her deck in one go.

Regular schedule

For BigLift the main challenges lie in the delivery schedule. In order to ship such a large quantity of cranes, the schedule is tight – a sailing every six weeks – and the turnaround to have the vessel ready for the next leg is very short. This is especially the case for the two voyages where seven cranes are to be loaded, when space on board is at a premium. But Happy Buccaneer and her crew are very experienced and used to performing under such circumstances.

Largest ASC project

The agreement between Konecranes and BigLift concerns one of the largest ASC projects ever, whereby the two companies are operating as one team. Very detailed engineering and planning is key in this project.



Arriving in Norfolk

BigLift will transport to the VIG terminal 26 ASCs, which will stack 1 over 5, 8 containers wide. These cranes weigh 180.4 mt and measure 27.70*16.75*24.9 metres (l*b*h). The 60 ASCs to the NIT will stack 1 over 5, 9 containers wide and are even larger, at 186.4mt and 31.3*15.85*24.9 metres.

The first three shipments out of 26 have already been carried out and Happy Buccaneer is getting into a steady rhythm.



Ready for departure Gdynia



Happy Star loading in Kaohsiung, TW

close cooperation with IUK. The ship unloader was safely lifted on board in Kaohsiung by Happy Star's two matchless 900 mt mast cranes.

Travelling beams

For rigging the ship unloader, BigLift mobilized two 24 m lifting beams with an SWL of 850 mt each. As these beams are quite unique given their length and weight, it was rather a logistical challenge to get them in Kaohsiung in time and moving them was a real in-house exercise. One beam came to Kaohsiung by Happy Diamond from IJmuiden. The other had to be shipped from Masan and hitched a lift with Happy Delta. Both beams were ready alongside when Happy Star arrived at berth 74 in Kaohsiung.

Strong deck

Shiploaders like this are not built for the high seas. To move them halfway round the world, the counterweight and the buckets wheel construction on the boom end need to be supported in order to avoid damage by movement. The forces of these supports are lead down into the ship. This then results in large deckloads under the support points of the towers. The strength of the Happy Star's deck was a valuable asset in this project. It was quite sufficient to accommodate these forces using the standard IUK load spreader beams with small adaptations.



Discharging over conveyor belt in Onahama

04 HEAVIEST CONTINUOUS SHIP UNLOADER

Last January Happy Star successfully transported a large continuous ship unloader from Kaohsiung, Taiwan, to Onahama, Japan. This ship unloader was the heaviest Happy Star has shipped so far.

Close cooperation

With a total weight of 1,542 mt and having to lift the crane from 17 m from the ship's side, the lifting plan and sea fastening arrangement of the shipment were prepared in



Lifting 1542 mt on board in Kaohsiung, TW



Departure Kaohsiung, showing supports

Unbeatable lifting height

After a safe voyage, the ship unloader was discharged at the new terminal in Onahama, Japan. During the discharge operation the unloader had to pass over the conveyor belt system on the quay, which was achieved with sufficient clearance, again proving the capabilities of the ship's heavy lift cranes, and their unbeatable lifting heights. No other heavy lift vessel in the world is fitted with this type of heavy lift crane.

The ship unloader will be deployed the port of Onahama to unload coal and it guarantees a fast turnaround time of the vessels. The second ship unloader for the terminal will be transported by Biglift in August 2019, again by Happy Star.

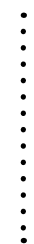


Unloader in position in Onahama, JP



'INTERNSHIPS' FOR OFFICERS IMPROVING MUTUAL UNDERSTANDING

05



In January 2015 BigLift Shipping started the so-called Internships for Masters and Chief Officers of the BigLift fleet. Spending two weeks at the office, an officer is offered a programme which gives him or her embedded experience of the way the office works. Furthermore, the officer takes part in the preparations of a transport project that he/she will be running on their vessel when they are back on board.

The project

The programme aims to increase the seafarers'

knowledge of the preamble to a shipment and to give the office staff the benefit of feedback from the fleet. Ultimately, this leads to increased mutual understanding between seafarers and office staff, thereby optimising the cooperation in the beautiful projects that we encounter in BigLift.

The program

In the first week, the officer is given a general introduction of the BigLift organization, given insight into the management plan, made aware of the organisation in the office and they meet

all the people involved. Furthermore, the officer is instructed in the operational programmes that are used for the preparation of projects, such as Semantica, Solidworks, Seasafe and Locopias. The officer attends meetings, presentations and sometimes workshops that are going on and meets with the various departments, i.e. Projects, which includes Operations, Engineering, CAD, QHSE and Cost Control, and also Legal and Commercial, in order to get more insight in the way of working. Visits are also arranged to the materials warehouse, where they are introduced

to the latest system of material tracking, as well as how to organise stores and spare parts.

In the second week the officer becomes involved in the projects themselves, preferably one that they will be executing. This includes the preparation of stowage and rigging plans, stability and lashing calculations and also shipping manuals, all in co-operation with the project team handling that particular project. Additionally, the officer is given the opportunity to calculate some enquiries in the tender phase for the commercial department.

Proven success

After two years we can conclude that the programme has been a success. So far, 25 Masters and Chief Officers have taken the internship and it has proved very popular with both the participants and the colleagues in the office.

Paul van Lith, Captain at BigLift Shipping, said he has obtained better insight in BigLift's way of working. He learned to operate the programs, planned and calculated different types of cargo, made stowage, rigging, weight, capacity and lashing plans, and calculated shear plates, sling forces and stopper forces. Furthermore, by achieving a better understanding of the process, he appreciated the added value of a strong Engineering and Operations department more, particularly when it comes to the calculation of forces and strengths of cargoes, decks and lashing equipment.

Sjaak Vermunt, Chief Officer on the BigLift fleet, was another 'trainee'. He found the workshops on engineering and contracts that he attended during his internship very interesting; various subjects passed the rostrum that he can use in his daily practice. Besides this, he had to take a closer look at the structures and composition of the organisation, which taught him a lot.

Michiel van Mondfrans, Director Projects Department, looks at the training project from the shore-side and is also enthusiastic. He comments: "By sharing experience, knowledge and skills we can rise above our own level and become better in our job."

BigLift expects to welcome many more Captains and Chief Officers in the office for an internship so we can keep learning from one another and continue to be a learning organisation. We stand together!



Paul van Lith, Captain BigLift Shipping: "These two weeks gave me a very good understanding of the processes and preparations done at the office before a vessel is prepared. I really appreciate that all office personnel were motivated to explain and involve me in all processes. I had a good time and fully understand the reasons for this initiative to invite all captains and chief officers to the Office."



Sjaak Vermunt, Chief Officer BigLift Shipping: "Before I started this training I had already heard things about it and my expectations were high. Yet, these expectations were surpassed! I got a better insight in the work that is done by the colleagues in the office, whereby our mutual understanding has grown. I recently started a course in Project Based Working in order to increase my knowledge. Now that I have experienced what it is like to work this way in the office, I am confident that my choice for this training course is the right one."



BigLift was awarded a contract for the transportation of an Integrated Template Structure (ITS) and a HOST Template plus additional cargo from TechnipFMC Norway. The cargo, destined for the Statoil-operated Visund Nord field in Norway, was transported from Agility's Tønsberg yard to NorSea Tananger base, both in Norway.



Arriving at Tananger NO for discharge

06 TRANSPORTING FOR VISUND NORD

Draught restrictions

As a result of the draught restrictions at the Agility berth in Tønsberg three 3.5 metre Yokohama fenders had to be placed between Happy Delta and the quay. Nevertheless, the outreach of Happy Delta's 400 mt cranes made her the perfect vessel to safely load the 283 mt ITS Template from the storage area in Tønsberg. The ITS measured 29.35*16.97*22.13 metres, whereas the HOST template was 10,00*5,50*5,80 metres and weighed 71.50 mt. Some "smaller" items belonged to this shipment, being two 14,83*11,00*4,50 metre Nearby Protection Structures (NPS) and four 6,10*6,58*0,35 metre XMT hatches (roof covers).

Visund field

Visund is an oil and gas field 22 kilometers north-east of the Gullfaks field in the Tampen area of the Norwegian North Sea. Developed with a floating production, drilling and quarters platform, the field came on stream in 1999. Visund Nord is located 10 kilometers from the Visund A platform. The field started producing in November 2013 and its volumes have been estimated at around 29 million barrels of oil equivalent.

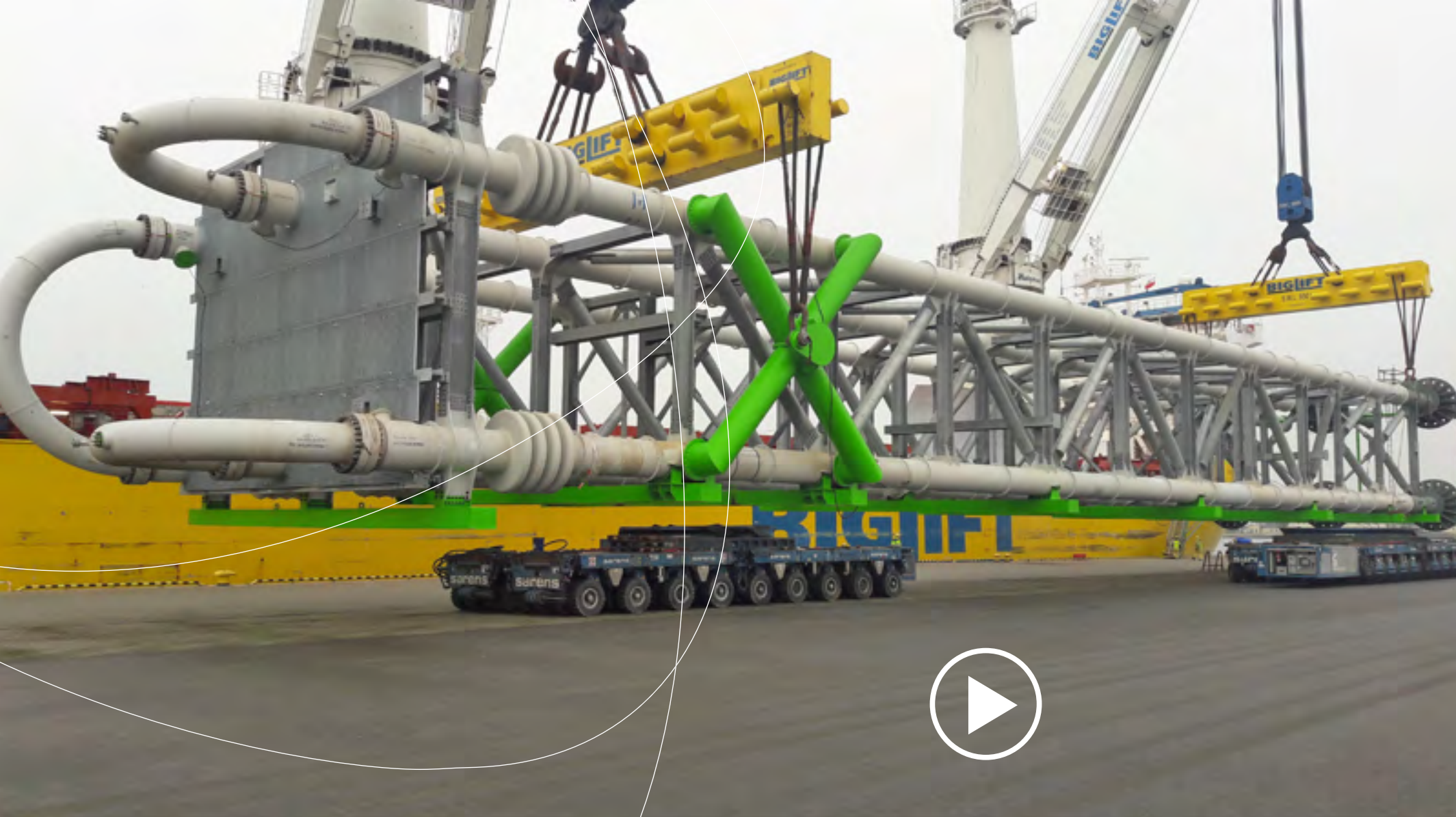
Extension

Mid 2017, Statoil awarded TechnipFMC an extension to its ongoing Engineering, Procurement and Construction (EPC) contract in the Visund field. The EPC project covers the provision of subsea equipment including the template structure, manifold and two subsea trees plus the wellheads and modifications of control systems to the Visund Nord Improved Oil Recovery project, whereas the extension includes installation of the template structure and manifolds, as well as delivery and installation of flowline spool and umbilical.

Discharge of ITS Template Tananger, NO



Happy Delta loading ITS Template in Tønsberg



About the project: Pennsylvania Chemicals is a world-class facility that will use ethane to produce 1.6 million tonnes of polyethylene a year. The project will involve up to 6,000 workers during its construction and is expected to employ 600 permanent employees when completed. Bechtel is the Main Works Contractor (MWC) for the construction of the facility.

What is polyethylene? Linear low-density polyethylene (LLDPE) is the primary raw material for items like flexible food packaging and

pouches, collation shrink wrap, stretch film, protective packaging, flexible tubing, sports equipment, industrial equipment, etc. etc.

High-density polyethylene (HDPE) is used to create “stiffer” products such as toys, crates, drums, shampoo bottles, milk jugs, detergent/bleach bottles and other types of housewares. bleach bottles, pails (buckets), environmental liners, paint containers, garden furniture and other types of housewares.

07 FROM POLAND TO PITTSBURG

Shell is building a new ethylene/polyethylene complex in the Ohio River Valley, north of Pittsburgh Ohio. Through Bechtel Global Logistics, BigLift's Happy Sky was contracted to ship two Loop Reactors from Gdansk to Houston. The cargo will then be carried to the project site in Ohio by barge.

Tandem lift

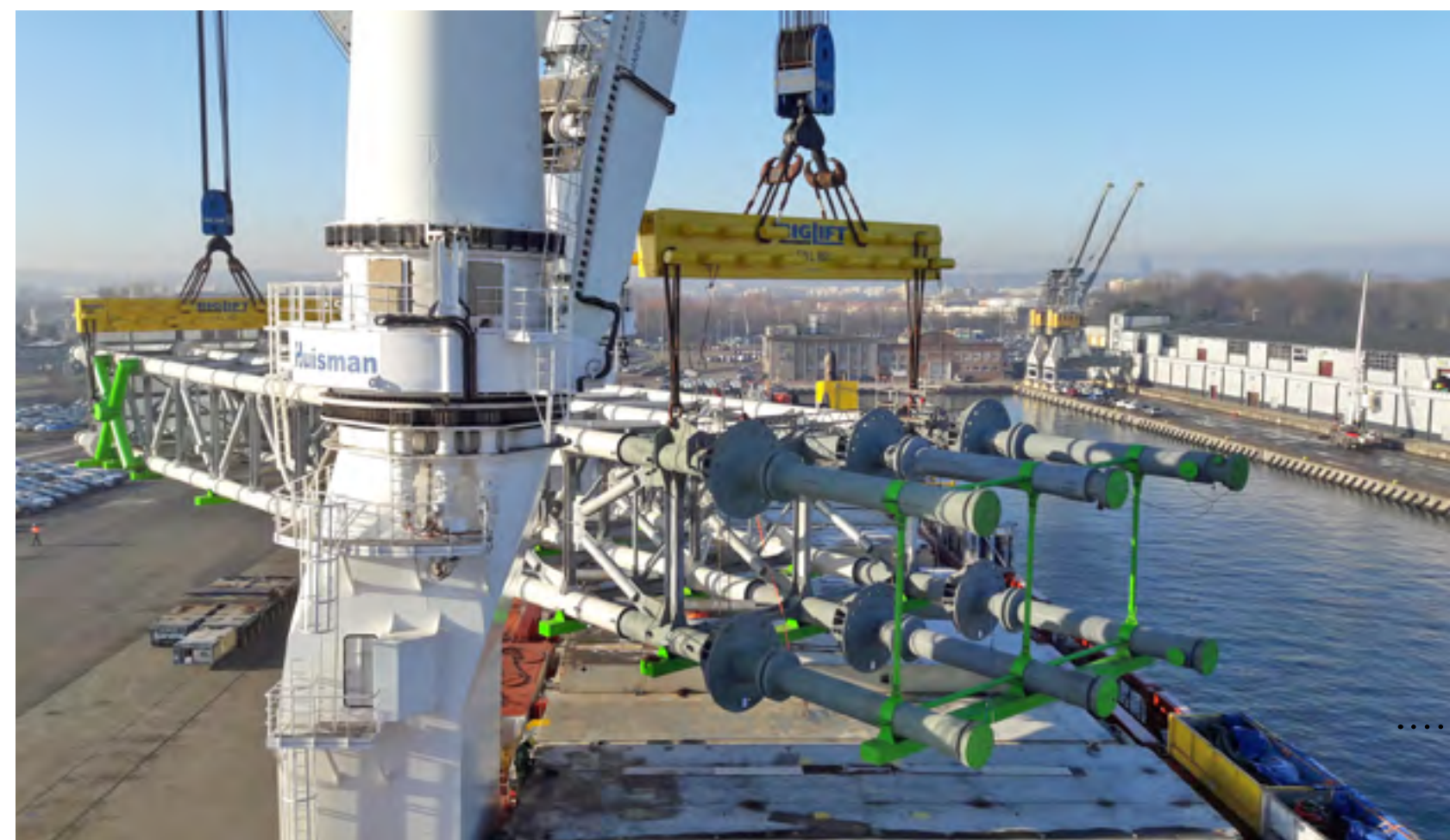
In Gdansk, Happy Sky loaded the first Loop Reactor in her lower hold. With dimensions of 73.92*13*5.5 metres and weighing abt. 682mt, this long and valuable piece of equipment needed to be lifted in tandem lift. Because an outreach of 25 m was required, Happy Sky had to moor crane-side to the quay and lift the reactor through her

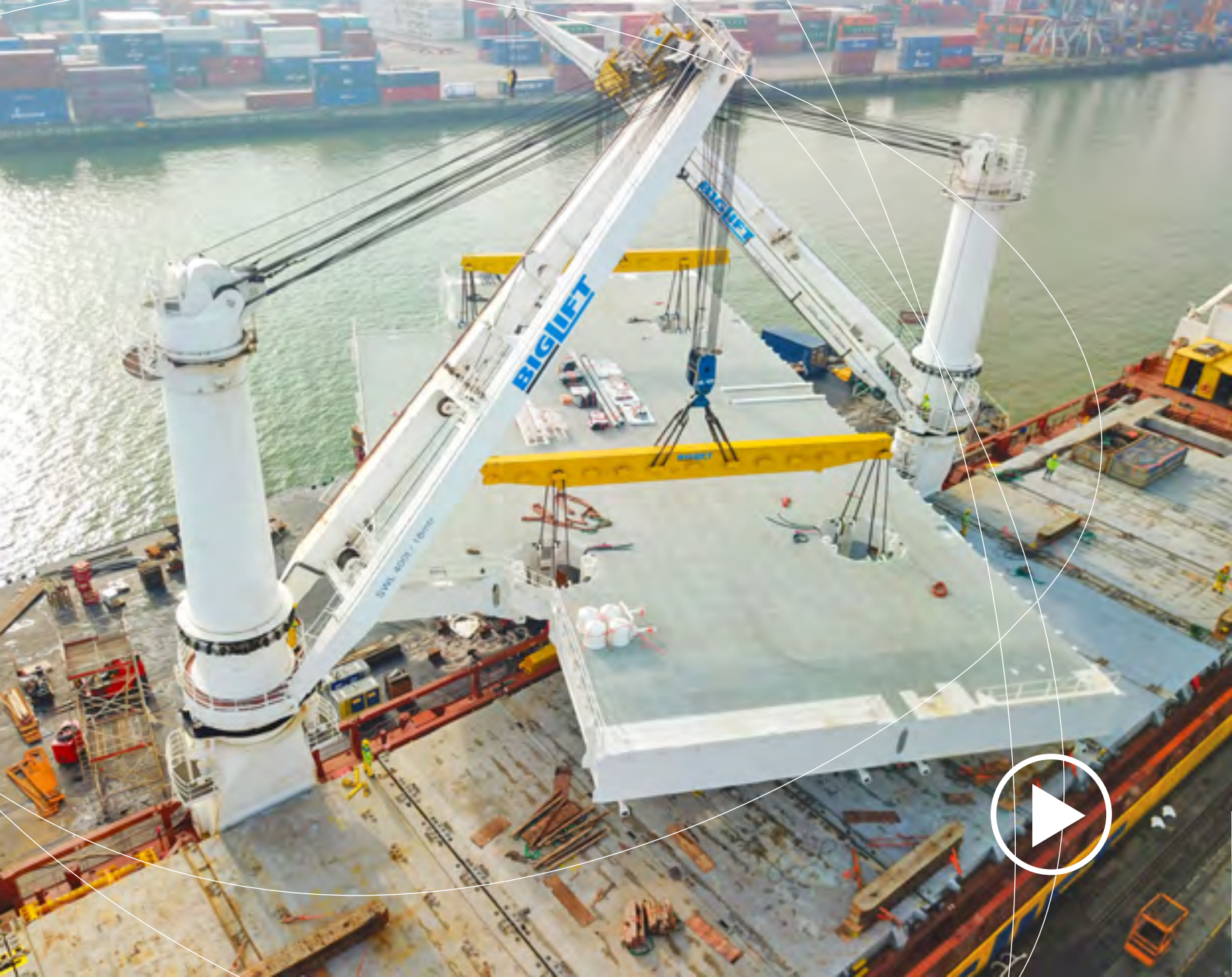
cranes to be able to land the reactor safely in its place of stowage.

The tweendecks were fitted and additional cargo was put on top and after closing the weather deck, the second Loop Reactor could be lifted in place..

Challenges

There were many challenges connected with this cargo, mostly caused by short leadtimes. Of course, in the end all the pieces were safely taken on board and after the wintry sea crossing, successfully delivered in Houston, where the Reactors and auxiliary cargo were discharged onto barges.





had a long voyage ahead of her; she would be sailing from Rotterdam to Reunion via the Cape of Good Hope and afterwards to Australia.

Best solution

This was a contract where all the disciplines of our project department and vessel management threw their technical insight on the table in order to arrive at the best solution.

Offshore highway

This Jack-up platform was designed by our client Enerpac and will be used to submerge large concrete skirts from the quay level to a designated water depth. Once submerged, a specially designed barge will then float over and lift off the concrete skirts to position them on the foundations of a new offshore highway 'Route du Littoral' which is currently under construction in Reunion.



08

ENERPAC JACK-UP PLATFORM

Last February/March Happy Rover carried a Jack-up platform from Rotterdam to Reunion Island for our client Enerpac. The Jack-up consists of a platform of 515 mt and 4 telescopic legs of 72 mt each. The legs were dismantled from the platform and stowed separately to be installed again upon unloading in Reunion.

Within limits

The platform itself has a length of 53.4 m and is 28.6 m wide, which made it a challenging lift for our Happy Rover. This was a typical lift where we

stayed just within the limits of the crane capacity, counter ballast (both PS and SB) and stability. Besides this, there was only limited space on each side of the platform when it was turned between the cranes. Thanks to one of our CAD engineers who came up with the brilliant idea to rig both cranes slightly off-centre, we managed to give ourselves a bit more room to play with.

Bunker planning

In addition to the technical part, we had to keep a steady eye on the bunker planning as the vessel



09 BAHR ESSALAM PROJECT



Happy Ranger arriving Newcastle upon Tyne

During the autumn of 2017, Technip FMC (UK) awarded BigLift a contract for the Bahr Essalam Project in Libya. The scope comprised loading reels with flexible pipe and subsea equipment out of Norway. Subsequently, a serious volume of ancillaries was loaded in Newcastle upon Tyne and Sunderland to serve the Bahr Essalam mobilisation and demobilisation activities from Valetta, Malta.

Inspections

The short time between booking and commencement of the project – mid-October 2017 and early November 2017 respectively – made this another interesting project for BigLift. For instance, vessel CMID inspections had to be arranged and aligned at short notice. Due to the vast experience of BigLift for these kinds of

scopes and because it is used to working with major offshore contractors, this made the vessel acceptance process a mere “tick in the box”.

Preparations

On the other hand, BigLift hit the ground running with the technical preparations and thanks to very good communication and coordination



Loading auxiliaries in Newcastle

between the project teams on both sides, the project was off to a good start. Furthermore, this cooperation led to the smooth resolution of all the challenges and changes that were faced throughout the execution of the scope. For instance, by using BigLift’s standard load spreaders we could assist the project in strengthening the receiving quay area, which saved the project a lot of re-enforcement work.

Flexibility

As in many other large offshore projects that BigLift has been involved in over the years, BigLift represented only a very small part of a much larger scope. The BigLift crews and the office organisation have become very accustomed to keeping a cooperative, flexible and practical attitude to last minute changes.

At this point, we are looking back on a very successful project from an operational, technical and safety perspective. BigLift is proud to have been awarded and successfully completed yet another challenging scope with their valued Clients Technip FMC, and we look forward to many more to come.



Loading reel in Newcastle

10 SHORT NEWS



MORE MERKUR

Happy Dover was photographed in the North Sea on her way to Eemshaven, in the Netherlands, just before we went to press. She is carrying 16 tower sections for the Merkur project, which is described in article 2 in this edition. In Taicang, China, all the cargo was meticulously stowed, with tweendecks being used as transitional supports and requiring open sailing in some sections of the vessel.



HUISMAN VLS FOR SUAPE

Happy Star loaded a Vertical Laying System (VLS) at the quayside of Huisman Equipment, Schiedam, in the Netherlands. Huisman manufactured the laying tower, which has a weight of 1200 mt, for the Offshore Construction Vessel "Skandi Olinda" which is being fabricated in Suape, Brazil.

After a fortnight's sailing, Happy Star will moor directly alongside Skandi Olinda, and use her own heavy lift cranes to up-end the VLS and install it on Skandi Olinda directly. In order to guarantee a successful installation and upending, the tower was tilted 33 degrees prior to loading.

Happy Star will also install the two Knuckle Boom Cranes, also fabricated by Huisman, on Skandi Olinda.

EXHIBITIONS & CONFERENCES

Offshore Technology Conference
Houston: 30 April - 3 March, booth # 1525

Breakbulk Europe
Bremen: 29 - 31 May, stand 1009

Breakbulk Americas
Houston: 2 - 5 October, booth # 815

Offshore Energy
Amsterdam: 23 - 24 October, stand 1600



NEW STAFF

Wout van der Zwan has joined the BigLift Commercial Department as Director Business Development. Wout started his career as a seaman, working through the ranks at Jumbo Shipping until he was a Master and well versed in heavy lift shipping. After a sailing career of 20 years he moved to the office and became Technical Director of Jumbo Shipping, where he was responsible for the heavy lift performance of the vessels and coordinator between several departments and the owners. In that period he was instrumental in setting up Jumbo Offshore. In 2006 he separated from Jumbo and founded RollGroup, building up that company as the CEO until the end of 2017.



**HAPPY STAR
HAPPY SUN**

YEAR BUILT 2014 / EXPECTED 2019



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	18,374 mt	Finnish Ice class 1A
under deck	20,535 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	17,775 mt	Finnish Ice class 1A
under deck	20,561 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

**BIGLIFT BARENTSZ
BIGLIFT BAFFIN**

YEAR BUILT 2016



length o.a.	173.00 m	registration Netherlands
length p.p.	162.80 m	class LLOYD'S ✕100A1
breadth mld	42.00 m	deck space 125*42 m
deadweight	20,675 mt	
immersion	> 5m < 9.5m draft	
on deck	5,250 sqm	

**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**

YEAR BUILT 1999



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	

FLEET INFO

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