

# HAPPY BUCCANEER

LIFTING HEAVY  
CARGO FOR  
WORLDWIDE  
TRANSPORT



**BIGLIFT**



HAPPY S-TYPE  
 HAPPY BUCCANEER  
 HAPPY D-TYPE  
 HAPPY R-TYPE  
 TRA-TYPE



# HAPPY BUCCANEER

## HATCH OPENINGS AND ALLOWABLE LOADS

### HATCH OPENINGS

Weather deck	110.5 x 20.6 m
Tween deck	67.0 x 20.0 m

### ALLOWABLE LOADS

Weather deck hatch covers	15.0 t/m <sup>2</sup>
Tween deck hatch covers	15.0 t/m <sup>2</sup>
Tank top	15.0 t/m <sup>2</sup>

### FLOOR SPACE

Weather deck	3,067 m <sup>2</sup>
Tween deck	2,275 m <sup>2</sup>
Tank top	1,344 m <sup>2</sup>

## CRANES

2 x 700 mt SWL

**COMBINABLE**  
1400 mt

**TROLLEY**  
25 mt SWL

## PRINCIPAL DIMENSIONS

Length overall	145.89 m
Length p.p.	134.00 m
Breadth moulded	28.30 m
Breadth extreme	28.43 m

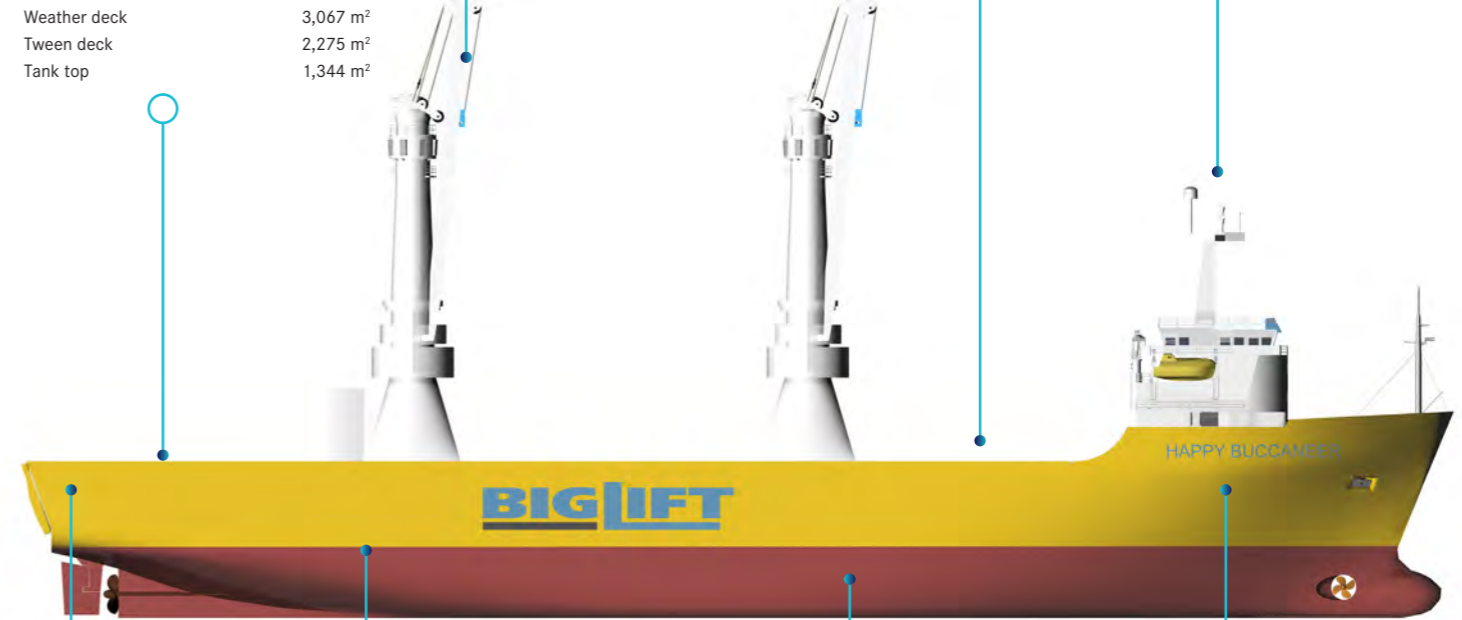
Summer draft	8.24 m
Draft open sailing	7.02 m

## REGISTRATION

The Netherlands

## CLASS

LRS X100A1 XLMC UMS strengthened for heavy cargoes



## RAMP

Position	stern
Dimensions	20.3 x 7.6 m
Capacity	2,500 mt

## MAIN ENGINE

Hitachi Sulzer	2 sets 3840 kW
Bowthruster	750 kW
Service speed	14.75 kn at draft 6.00 m

## CAPACITY

Lower hold	7,517 m <sup>3</sup>
Tween deck	12,391 m <sup>3</sup>

## DEADWEIGHT

At Summer (sea water) draft  
13,740 mton inc. tween deck hatch covers, pillars

Happy Buccaneer has been one of a kind since she came into operation. She has set the industry standard for a long time. With her 2 x 700 mt Huisman crane capacity, 1400 mt combined, and her large stability she is able to utilize her full crane capacity in outreach and lifting height. The latter is still unrivalled today in the worldwide heavy lift fleet. Happy Buccaneer also offers ro-ro capacity up to 2500 mt by using the ramp and the tween deck.

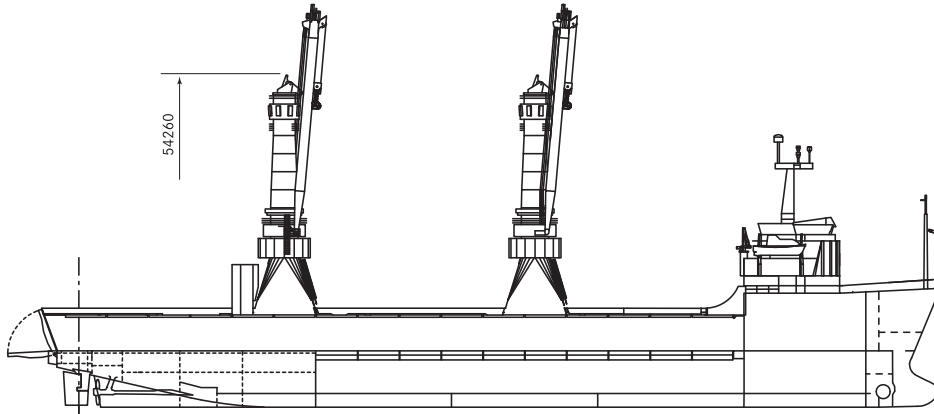
Like most of the vessels of the BigLift fleet Happy Buccaneer is able to lift cargo up to full combined crane capacity without using a stability pontoon. This greatly increases safety and reliability of such critical operations.

With an impressive track record in heavy lift and special projects as offshore modules, cranes, turrets and power plant parts Happy Buccaneer has proven herself many

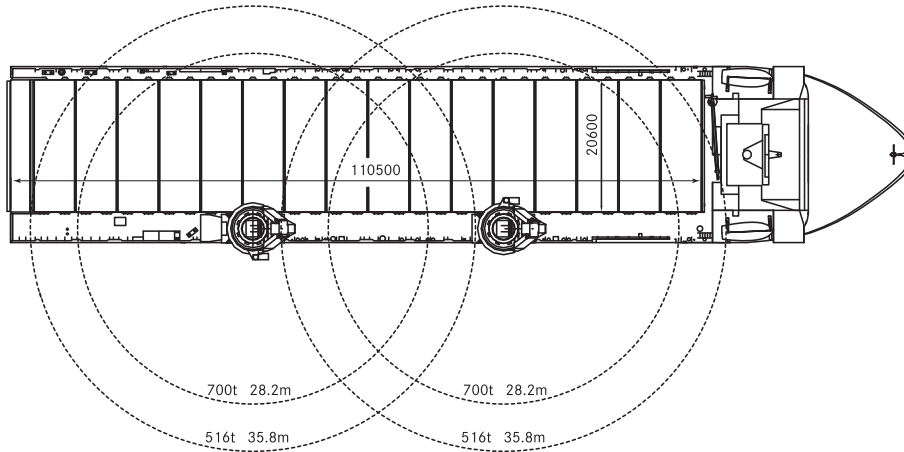
times during the installation of the biggest ship unloaders and wharf decks around the Australian waters.

Supported by BigLift's in house engineering and operations department Happy Buccaneer is still extending her capabilities while maintaining the high level of safety and reliability required.

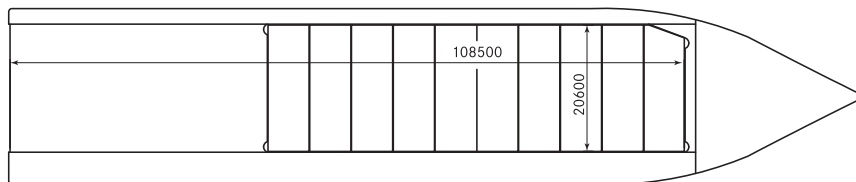
# HAPPY BUCCANEER



Side View



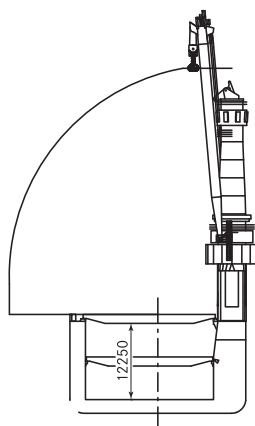
Weatherdeck



Tweendeck



Tanktop



Cross section

# HAPPY BUCCANEER

<b>Class</b>	LRS ✕ 100 A1 ✕ LMC UMS			
<b>Principal Dimensions</b>	Length overall	145.89 m		
	Length p.p.	134.00 m		
	Breadth moulded	28.30 m		
	Breadth extreme	28.43 m		
	Summer draft	8.24 m		
	Draft "open sailing"	7.02 m		
<b>Deadweight</b>	Summer (sea water)	13,740 mton		
<b>Tonnage</b>		International	Panama	Suez
	GT	16,341	16,352	16,081
	NT	4,902	13,473	12,642
<b>Capacity</b>	Lowerhold	7,517 m <sup>3</sup>		
	Tween deck	12,391 m <sup>3</sup>		
<b>Floor space</b>	Weather deck	3,067 m <sup>2</sup>		
	Tween deck	2,275 m <sup>2</sup>		
	Tank top	1,344 m <sup>2</sup>		
<b>Hatch openings</b>	Weather deck	110.5 x 20.6 m		
	Tween deck	67.0 x 20.0 m		
<b>Heights</b>	Tween deck	5.38 m		
	Lower hold	5.42 m		
	Total hold	12.25 m		
<b>Allowable loads</b>	Weather deck hatch covers	5.0 t/m <sup>2</sup>		
	with pillars	15.0 t/m <sup>2</sup>		
	Tween deck hatch covers	5.0 t/m <sup>2</sup>		
	with pillars	15.0 t/m <sup>2</sup>		
	Tank top	15.0 t/m <sup>2</sup>		
<b>Cranes</b>	Combinable	1,400 mt	SWL	
	Situated on starboard side	2 x 700 mt	SWL	
	Fitted with trolley	2 x 25 mt	SWL	
<b>Ramp</b>	Position	stern		
	Dimensions	20.3 x 7.6 m		
	Capacity	2,500 mt		
	Working height	2 - 3.5 m		
<b>Main engine</b>	2 x Hitachi Sulzer 6ZAL 40	2 x 3,840 kW		
	Bowthruster	760 kW		
	Service speed	14.75 kN	at draft 6.00 m	
<b>Container capacity</b>	1,050 TEU			

## HAPPY BUCCANEER

Happy Buccaneer Amsterdam The Netherlands 1984

These particulars are believed to be correct, but without guarantee, and they must not be used as basis for Charter Parties or contracts without Owners' explicit written authority.



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