

HAPPY D-TYPE

LIFTING HEAVY
CARGO FOR
WORLDWIDE
TRANSPORT



GIANT
MARINE

BIG LIFT

HAPPY D-TYPE

NEWBUILDING HAPPY D-TYPE
 HAPPY DELTA, HAPPY DIAMOND, HAPPY DOVER, HAPPY DRAGON, HAPPY DYNAMIC

HATCH OPENINGS AND ALLOWABLE LOADS

HATCH OPENINGS

Weather deck	hold 1	25.6 x 17.8 m
	hold 2	70.4 x 17.8 m
Tween deck	Hold 1:	25.6 x 17.8 m
	Hold 2:	64.0 x 17.8 m

ALLOWABLE LOADS

Weather deck hatch covers	3.6 t/m
Tween deck hatch covers	5.5 t/m
Tank top	20.0 t/m ²

FLOOR SPACE

Weather deck		2,788 m ²
Tween deck	hold 1	1,456 m ²
	hold 2	1,253 m ²
Tank top	hold 1	398 m ²
	hold 2	1,090 m ²

CRANES

2 x 400 mt + 1 x 120 mt

COMBINABLE

800 mt

TROLLEY

50 mt SWL

PRINCIPAL DIMENSIONS

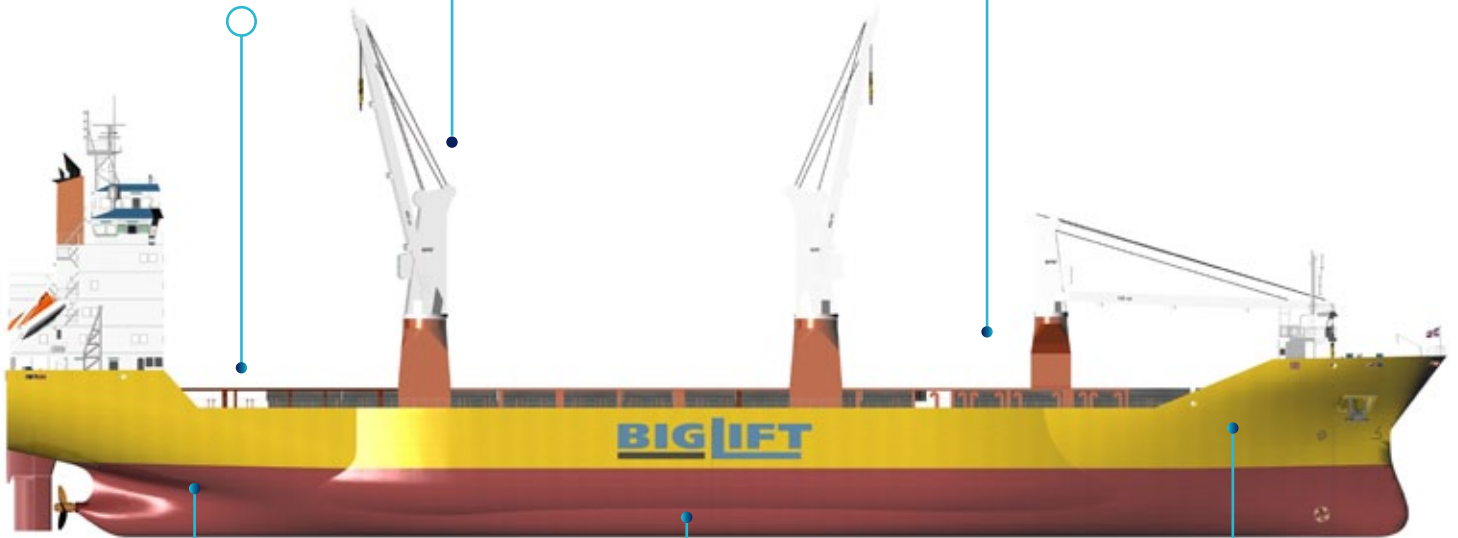
Length overall	156.93 m
Breadth moulded	25.60 m
Height in hold	13.25 m
Summer draft	10.32 m

REGISTRATION

The Netherlands

CLASS

Lloyds Register X100A1, Iceclass 1A (Finnish-Swedish Ice class rules), Strengthened for heavy cargoes, LA, LI, NAV1, *IWS, XLMC, UMS, with descriptive notes: PCWBT, BWMP, SCM



MAIN ENGINE

Wärtsilä	8400 kW
Bowthruster	850 kW
Service speed	17 kn at draft 7 m

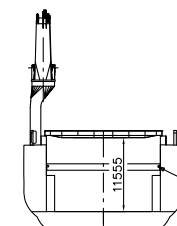
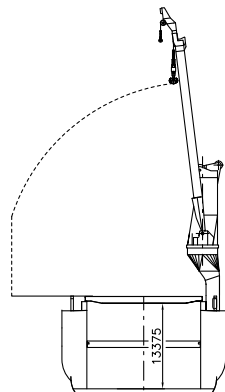
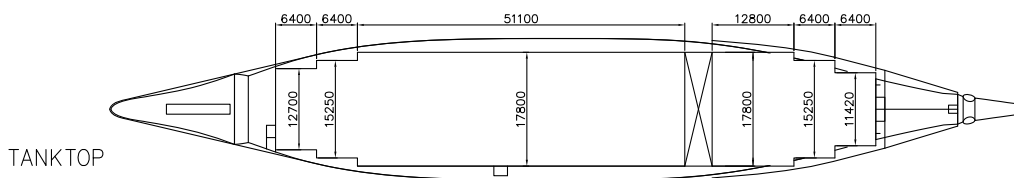
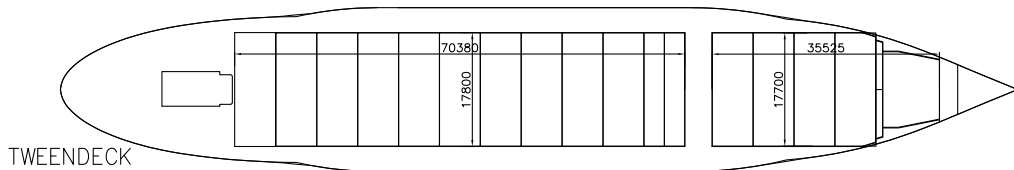
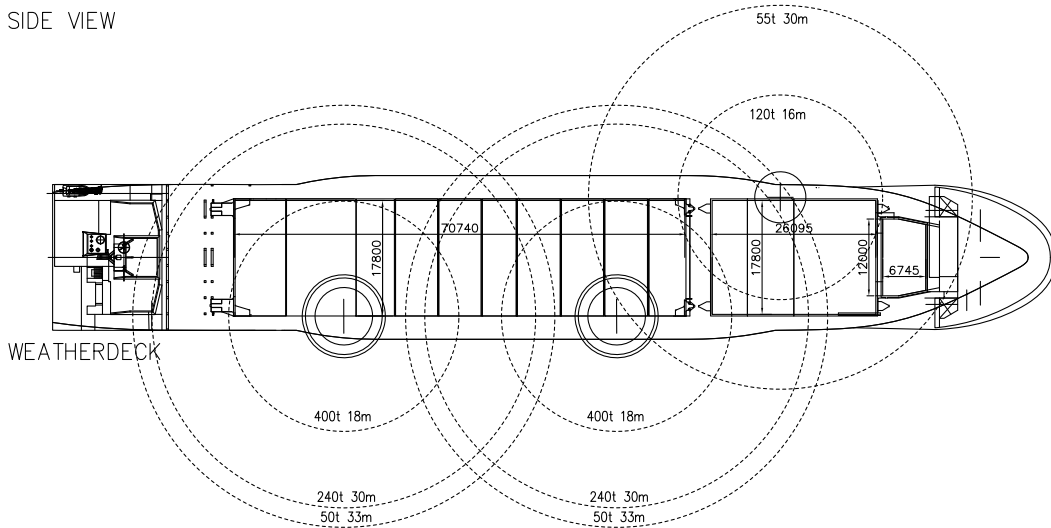
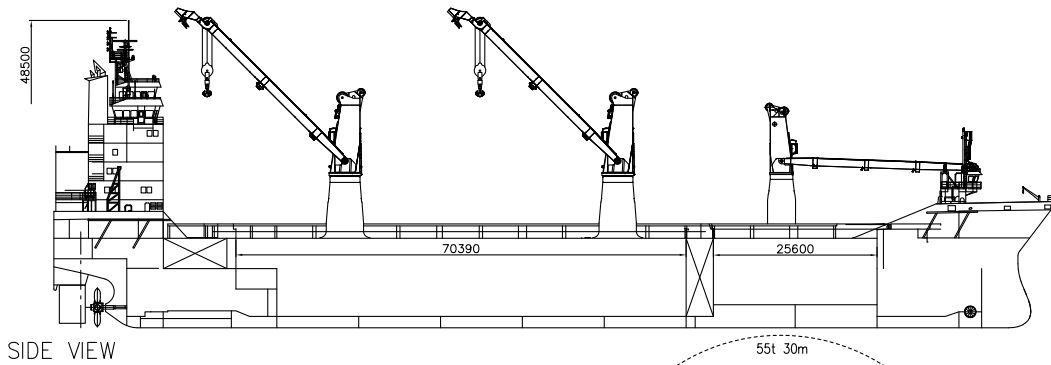
CAPACITY

Grain = bale	20,892 m ³
If tween deck installed	19,192 m ³

DEADWEIGHT

At Summer (sea water) draft
 17,518 mton inc. tween deck hatch covers, pillars

HAPPY D-TYPE



Tweendeck hatches adjustable in height

Vessel TC description - m.v. HAPPY DELTA

<p>General</p> <p>type of vessel class</p> <p>built</p> <p>flag</p> <p>port of registry</p> <p>owner</p> <p>P&I club</p> <p>official number</p> <p>IMO no.</p> <p>NSI No.</p> <p>call sign</p> <p>satelite number phone GSM fax SAT-C telex e-mail</p>	<p>Multi-purpose – Heavy cargo vessel Lloyds Register \boxtimes 100 A1, Strengthened for Heavy Cargoes, Containers in Holds and on Weather deck Hatch Covers, Timber Deck Cargoes, *IWS, LI, Ice Class 1A FS, Weather deck hatch covers in No 2. Cargo hold may be omitted up to a maximum draught of 7.5 m, \boxtimes LMC, UMS, NAV1, descriptive notes: ShipRight (SCM), BWMP(S), PCWBT, tanktop suitable for regular discharge by grabs with a maximum unladen weight of 18 tonnes</p> <p>2011</p> <p>Dutch</p> <p>Amsterdam</p> <p>Rederij Happy Delta</p> <p>Standard Steamship Owners' P&I Bermuda</p> <p>22957 Z 2011</p> <p>9551935</p> <p>53217</p> <p>PBKF</p> <p>+870 7731 55444</p> <p>+31 6 5062 4827</p> <p>+31 20 4489 143</p> <p>4246 65 911 / 912</p> <p>pbkf@globeemail.com</p>
<p>Measurements</p> <p>Length overall</p> <p>Length between perpendiculars</p> <p>Breadth overall</p> <p>Depth moulded</p> <p>Draft Summer (salt)</p> <p>Deadweight Summer (salt)</p> <p>Airdraft over keel</p> <p>Immersion (min, 5m draft) (max, 9m draft)</p> <p>Floor space weather deck tween deck lower hold</p> <p>Cargo capacity hold 0 hold 1 hold 2</p>	<p>156.93 m</p> <p>147.75 m</p> <p>25.60 m</p> <p>13.972 m</p> <p>10.351 m</p> <p>18,163 mton exc TWC, 17,518 inc. TWC</p> <p>47.40 m</p> <p>27.00 mton / cm 31.00 mton / cm</p> <p>1788 m² (deck space only) Hold 1: 456 m² Hold 2: 1253 m² Hold 1: 398 m² Hold 2: 1090 m²</p> <p>600 m³ 5032 m³ (in case tweendeck installed, 400 m³ less) 15860 m³ (in case tweendeck installed, 1253 m³ less)</p>

<p>Hatches</p> <p>Weather deck hatch no. 0 hatch no. 1 hatch no. 2</p> <p>Tween deck hatch no. 1 hatch no. 2</p> <p>Bulkheads / compartments</p> <p>hold heights: hatch 1 hatch 2 low position: middle position high position</p> <p>Total height, no tween decks installed:</p> <p>Deck strength weather deck tween deck fixed tweedeck + monkey rocks tank top</p>	<p>6.740 x 12.000 25.596 x 17.800 m 70.389 x 17.800 m steel lift away, end folding type and rolling type</p> <p>25.596 x 17.800 m (4 steel pontoons 6.37 x 17.72 m) 63.999 x 17.800 m (11 steel pontoons: 2 of 3.17 x 17.70 m, 13 of 6.37 x 17.7 m)</p> <p>removable pontoons for up to 12 compartments</p> <table border="0"> <tr> <td>lower hold</td> <td>tween deck</td> </tr> <tr> <td>6.4831m</td> <td>4.075 m</td> </tr> <tr> <td>3.027 m</td> <td>9.105 m</td> </tr> <tr> <td>6.480 m</td> <td>5.895 m</td> </tr> <tr> <td>9.620 m</td> <td>2.755 m</td> </tr> </table> <p>hatch 1: 11.555 m, hatch 2: 13.375 m</p> <table border="0"> <tr> <td>2.6</td> <td>mton/m²</td> </tr> <tr> <td>3/6</td> <td>mton/m² panels 3-7 of hold 2</td> </tr> <tr> <td>5.5</td> <td>mton/m²</td> </tr> <tr> <td>12.0</td> <td>mton/m²</td> </tr> <tr> <td>20.0</td> <td>mton/m²</td> </tr> </table>	lower hold	tween deck	6.4831m	4.075 m	3.027 m	9.105 m	6.480 m	5.895 m	9.620 m	2.755 m	2.6	mton/m ²	3/6	mton/m ² panels 3-7 of hold 2	5.5	mton/m ²	12.0	mton/m ²	20.0	mton/m ²
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<p>Cargo facilities</p> <p>Cranes & position No. 1 crane on PS No. 2 and 3 cranes on SB</p> <p>Cranes 2 and 3 working in tandem:</p> <p>auxiliary hoist cranes 2 and 3</p>	<p>120 mton SWL 16m, 90mt - 21m, 55mt - 30m</p> <p>400 mton SWL at 6 – 18 m radius or 325 mton SWL at 6 – 22 m radius or 200 mton SWL at 4.5 – 30 m radius or 240 mton SWL at 5 – 30 m radius max 800 mton SWL (subject to cargo details) (basis list = 0)</p> <p>50 mton SWL at 6.5 – 33 m radius</p>																				
<p>Lifting beams capacity / length</p>	<p>2 units, SWL 440 mton, length 12 m between outer lifting points. Own weight per beam 16 mton</p>																				



<p>Mechanical details mechanical ventilation, empty holds</p> <p>CO₂ evaporator power supply reefer plugs</p>	<p>hatch 0: 11x per hour hatch 1: 20x per hour hatch 2: 15x per hour</p> <p>yes yes; capacity 20t/day 440 volts, 60 Hz up to 1275 kW, 60 pcs</p>																								
<p>Tank capacities ballast fresh water IFO MDO</p>	<p>7,675.00 m³ 200.00 m³ 1,500.00 m³ 310.00 m³</p>																								
<p>Speed/Consumption Speed through water with fuel consumption basis IFO 380 centistokes; wind not exceeding 2 beaufort; calm smooth sea without current; deep water; draft 7 m, 17.0 knots, draft 8 m</p>																									
<p>Fuel consumption per day (even keel)</p> <p>In port:</p>	<p>abt. 25 mt IFO 380 cSt at 14.5 kn abt. 30 mt IFO 380 cSt at 15.5 kn abt. 37 mt IFO 380 cSt at 16.0 kn no MDO at sea, except for manoeuvring</p> <p>abt. 3.8 ton MDO per day, cargo gear working abt. 1.7 ton MDO per day, cargo gear idle</p>																								
<p>Engine type bow thruster capacity ballast pumps, capacity ballast Intering system</p>	<p>Wärtsilä 8400 kW engine Bowthruster 850 kW 2 pumps, each approx. 500 m³/hr 4 tanks total 436 m³ max. ballasting 200 m³ in 3 minutes</p>																								
<p>Cargo space tween deck hatch 1 open tween deck hatch 1 closed</p> <p>container capacity deck hold</p> <p>(upto IMO line) (basis 20 ton / teu, 30 ton / feu)</p> <p>stackloads deck tween deck hold</p>	<p>22,775.90 m³, hatch 2 NOT installed 21,606.40 m³, hatch 2 in low position 21,624.90 m³, hatch 2 in middle / high position</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">TEU</td> <td style="text-align: right;">FEU</td> <td style="text-align: center;">+</td> <td style="text-align: right;">45'</td> <td style="text-align: center;">+</td> <td style="text-align: right;">TEU</td> </tr> <tr> <td style="text-align: right;">630</td> <td style="text-align: right;">145</td> <td style="text-align: center;">+</td> <td style="text-align: right;">92</td> <td style="text-align: center;">+</td> <td style="text-align: right;">156</td> </tr> <tr> <td style="text-align: right;"><u>461</u></td> <td style="text-align: right;"><u>215</u></td> <td></td> <td></td> <td style="text-align: center;">+</td> <td style="text-align: right;"><u>31</u></td> </tr> <tr> <td style="text-align: right;"><u>1091</u></td> <td style="text-align: right;"><u>360</u></td> <td style="text-align: center;">+</td> <td style="text-align: right;"><u>92</u></td> <td style="text-align: center;">+</td> <td style="text-align: right;"><u>187</u></td> </tr> </table> <p>52 ton/stack TEU, 60 ton/stack FEU 48 ton/stack TEU, 52 ton/stack FEU 125 ton/stack TEU, 175 ton/stack FEU</p>	TEU	FEU	+	45'	+	TEU	630	145	+	92	+	156	<u>461</u>	<u>215</u>			+	<u>31</u>	<u>1091</u>	<u>360</u>	+	<u>92</u>	+	<u>187</u>
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Remarks: Vessel is fully equipped Vessels is fully self-sustained.	
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All details are approximate and without guarantee. They must not be used as basis for charter parties or contracts without owner's explicit written authority.

GIANT MARINE, General Agents for BigLift Shipping B.V

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