

CHIPOLBROK - With a shamrock on the continent



Recently Chipolbrok operated four of their multi-purpose vessels at the continent at almost same time. There was first of all m/v „CS FAITH“ which had been purposely chartered for a trip-out voyage to Oskarsham in Sweden with a full load of windpower components destined to a wind parc project in mid Sweden. Shortly afterwards, it was relieved by one of our largest multi purpose bulker, the m/v "YONG XING" 62,000dwt, also to unload another batch of wind turbines. This vessel type is unique due to dwt, space and cranes up to 300ts swl.



One of the special features of our shipping company is that, in addition to our established liner services, we are also active in the charter market; that is, we take on additional tonnage from the charter market where needed and we also offer shippers the option of chartering our vessels either in full or for part cargoes. This allows us to respond to high demand where our own ships are already employed elsewhere, or where cargo volumes would overwhelm the liner sector.

The next candidate in this context is our „CHIPOLBROK PACIFIC“. For this ship, the challenging contract to transport a dredger from Rotterdam to Yanbu was accepted at short notice. Weighing 428 tons and with considerable dimensions, the unit was delivered alongside and lifted onto the deck using the ship's own cranes. Discharging at Yanbu went perfectly and already tugged off. Pacific-class ships can load up to 700 tons using their board equipment. After completion of loading at Marina di Carrara the vessel proceeded to Yanbu, Mumbai, Singapore and ports in China.



Last but not least the forth vessel of our fleet is „NOWOWIEJSKI“ which called at Antwerp first to discharge abt. 7,600ts of cargo originating from China and Far East. Next ports of call had been Emden and Esbjerg to unload also wind power components for the local industry.



After discharging all westbound cargo the vessel shall start loading operations in Hamburg at two different terminals causing a shifting and followed by Antwerp. The trip goes then via Cape of Good Hope to India, South East Asia and China.



And the next vessels to call at European ports are already on-route to their destinations.

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