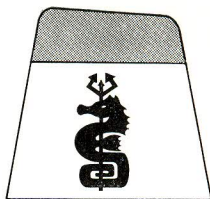


# SCOTTISH SHIP MANAGEMENT LTD





## Introduction

### **Scottish Ship Management Limited**

is wholly-owned by the two well-known Scottish Shipowning Companies:

### **Lyle Shipping Company Limited and H. Hogarth and Sons Limited**

It was established in May 1968, to manage, operate and charter the two fleets, which at that time totalled 200,000 tons deadweight.

### **Lambert Brothers (Shipping) Limited**

in January 1969 ordered four bulk carriers identical to those already on order for Messrs Lyle and Hogarth and entrusted the management operation and chartering of these vessels to Scottish Ship Management Limited.

Since its formation the Group has expanded rapidly and, on completion of its extensive new building programme (see enclosure), will manage thirty-one vessels, totalling over 700,000 tons deadweight. Five of the thirty-one vessels mentioned are on long-term time charter. The remainder are all medium-sized 15 knot bulk carriers, each fitted with cranes. In order to give maximum service and flexibility to charterers, they also carry their own grabs. The fleet will consist of four size Groups:—

- Group 1 Four 20,000-ton bulk carriers**
- Group 2 Ten 22,000-ton bulk carriers**
- Group 3 Eight 24,000-ton bulk carriers**
- Group 4 Four 27,000-ton bulk carriers**

This adds up to one of the most modern fleets in the world and many of the vessels are fully automated, manned by general purpose crews and powered by medium-speed diesel engines with variable pitch propeller.

The full development within the Company is seen by the rapid move from conventional installations to fully automated, general purpose manned vessels. As service to Charterer is an essential aspect of S.S.M. operations, every attention is paid to securing Officers and men of the highest standard. To this end the quality of shipboard conditions is constantly reviewed. This will create a fully effective fleet of a quality and standard which few can equal.

The ships have been designed to fulfil most Charterers' requirements. Special attention having been given to hatch sizes and uninterrupted clear holds with no obstructions. All but one of this large fleet have hydraulically operated hatch covers which can close and open in a matter of minutes, thus minimising the possibility of damage to cargo due to rain. Every effort is made to ensure that the hatch covers are watertight and that cargoes are delivered in perfect condition.

This publication will introduce you to S.S.M., its fleet and its capabilities.

## Chartering

The vessels have been designed to give maximum flexibility in the loading of full, part or parcel cargoes of bulk commodities. This enables a charterer who may not have a full cargo to obtain the benefits of the easier and quicker handling of loading/discharging afforded by bulk carriers.

The handy size and dimensions of the vessels, coupled with the excellent cargo handling equipment, means that they can be used in a wide variety of trades, and indeed have shown such versatility as to ship, of all things, an aeroplane. S.S.M. are large contractors in the lumber, phosphate, concentrates, salt, coal, sulphur and mineral sands, ilmenite and sugar trades and are interested in either parcels, single cargoes or contracts.

