

**SSM**

**Scottish Ship Management**



**Officers**



## Introduction to SSM

Scottish Ship Management was established in May, 1968, to charter and manage the vessels of Lyle Shipping Company Ltd, and H. Hogarth & Sons Ltd as one fleet then totalling some 200,000 tons deadweight.

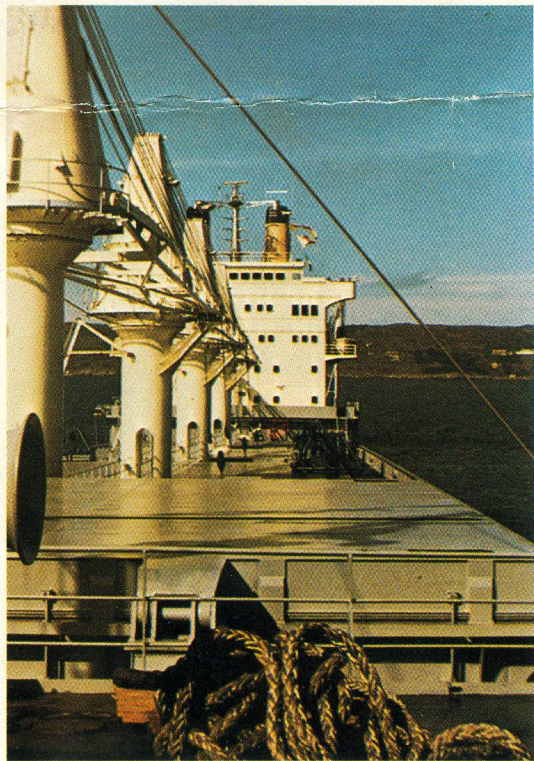
Since its formation, the Company has expanded rapidly and now manages a fleet of about 500,000 tons deadweight. The main part of the fleet consists of medium-sized 15-knot bulk carriers fitted with cranes and grabs. Most of the vessels are fully automated, manned by General Purpose Crews and many are powered by medium-speed diesel engines with controllable pitch propellers. A number of ships are on long-term Time Charter, two modern gearless bulk carriers trade from the Eastern Caribbean to the St Lawrence in Canada with Bauxite, two ore carriers call regularly at the UK every two to five weeks.

As part of a new construction programme, four new bulk carriers are due for delivery in the latter half of 1975 and will be self-discharging, fully-automated with slow-speed diesels and manned by General Purpose crews.

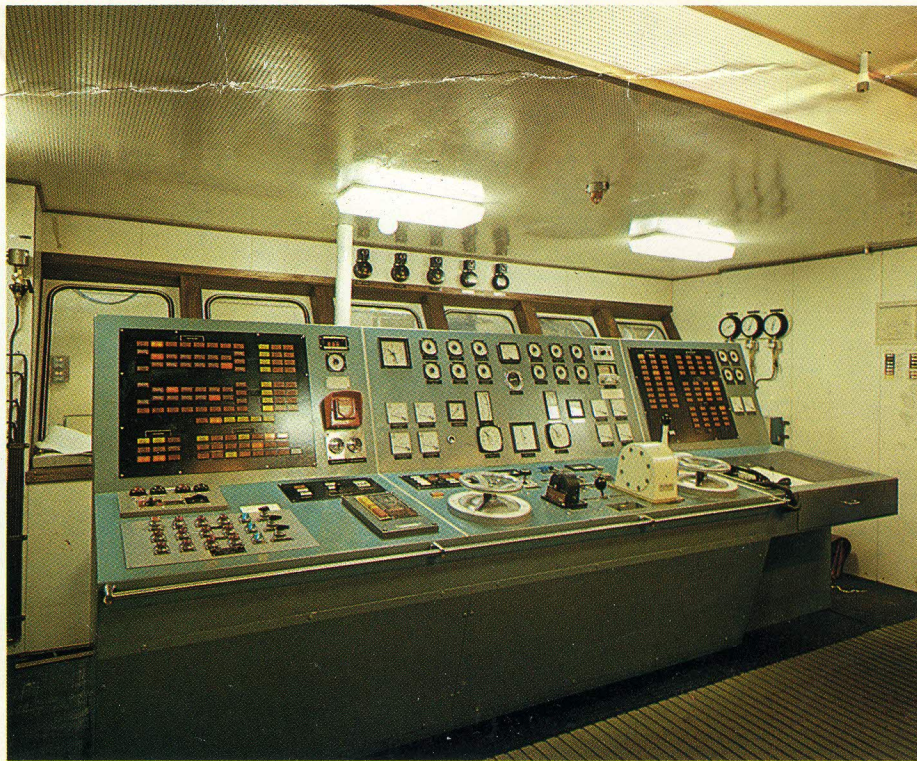
The ships call at ports in Australasia, Japan, the Vancouver area of Canada's West coast and the UK/Continent. Cargoes include Lumber, Phosphate, Concentrates, Salt, Coal, Sulphur, Mineral Sands, Sugar, Alumina and Grain.

Taken together, these factors have contributed to the development of what must be regarded as one of the most modern fleets in the world.

Deck View *Cape Horn Class*



Engine Control Room *Cape Horn Class*



## General Information

The stay in port can vary considerably. Loading is usually confined to one to three days with a notable exception of a Lumber cargo which may take three weeks. Single port discharges range from thirty-six hours to three weeks although usually about four/five days are required. Cranes are normally operated by shore labour.

As many Officers come to SSM through the recommendations of their friends and colleagues, it can be seen that SSM has established a good name in the Industry. One of our aims is to maintain an atmosphere whereby our sea staff feel we are worthy of that recommendation.

Further information is contained in the SSM Contract Officers Handbook, which is available on request.

*Baron Dunmore*



