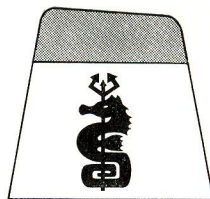


# SCOTTISH SHIP MANAGEMENT LTD







## 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.

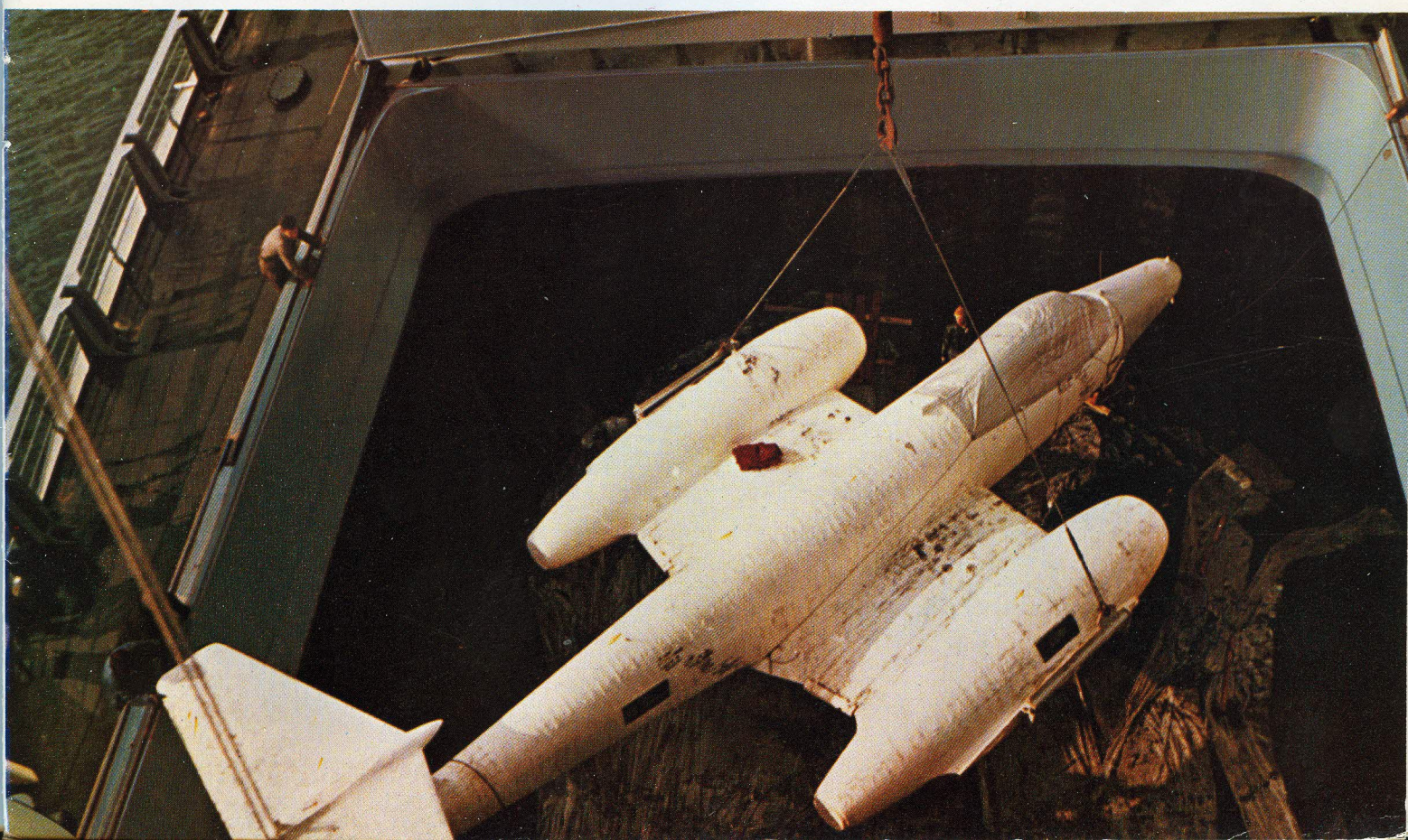
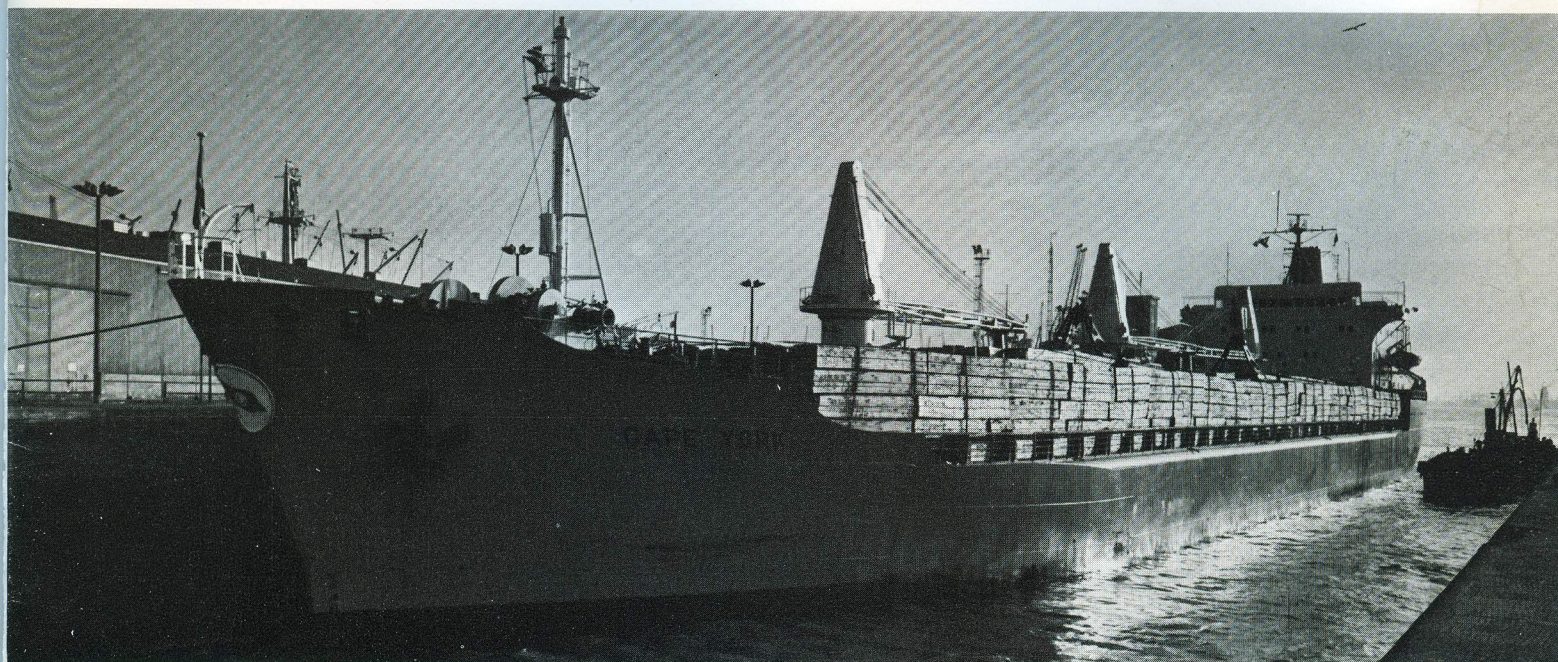
This publication will introduce you to S.S.M., its fleet and its capabilities.



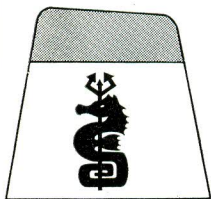
## Chartering

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.







## Description

Class : Lloyd's Register+100 A1+LMC

Strengthened for heavy cargoes

No. 2 and 5 holds may be empty

Steel, single screw bulkcarrier, 9 transverse bulkheads, single deck, bridge aft and forecastle

## Dimensions

Length over all 530' 0"=161.54 m

Length between perpendiculars 500' 0"=152.40 m

Breadth moulded 71' 0 $\frac{3}{8}$ "=21.65 m

Depth moulded 42' 4"=12.90 m

Draft on summer freeboard 31' 9 $\frac{3}{4}$ "=9.696 m

Deadweight on this draft 19,958 tons

Displacement empty vessel 5,350 tons

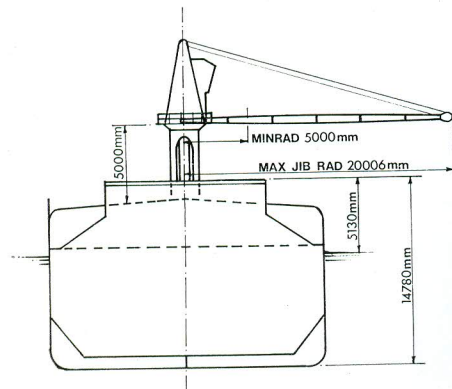
## Group One

## Tonnage

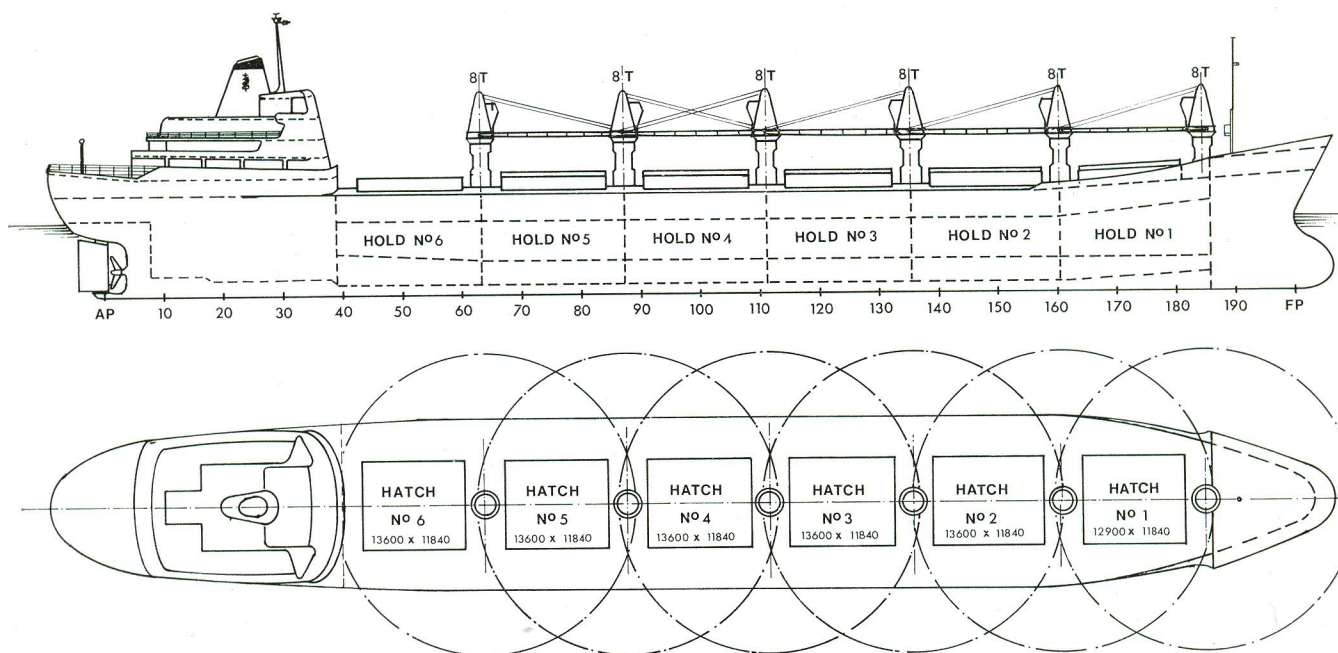
	British	Panama Canal
Gross	12 649.17	12 991.93
Net	6 924.72	8 877.62

## Hold Capacities

Compartment	Frame No.	Grain		Bale	
		Cub. m.	Cub. ft.	Cub. m.	Cub. ft.
Hold No. 1	155-181	3,531	124,703	3,427	121,002
Hold No. 2	132-155	4,174	147,390	4,109	145,100
Hold No. 3	109-132	4,191	148,006	4,126	145,700
Hold No. 4	86-109	4,185	147,800	4,120	145,500
Hold No. 5	63-86	4,197	148,211	4,132	145,900
Hold No. 6	40-63	4,069	143,694	4,004	141,400
Total in Cargo Holds		24,347	859,804	23,918	844,602



Load Line	Draft		Deadweight
	Metres	Feet	
T.F. Freshwater (tropical)	10.115	33' 2 $\frac{1}{4}$ "	20,578
F. Freshwater	9.912	32' 6 $\frac{1}{4}$ "	19,958
T. Tropical	9.899	32' 5 $\frac{3}{4}$ "	20,578
S. Summer	9.696	31' 9 $\frac{3}{4}$ "	19,958
W. Winter	9.493	31' 1 $\frac{3}{4}$ "	19,368
Light Ship	2.345	7' 8 $\frac{1}{8}$ "	0







## Description

Class: Lloyd's Register+100 A1+LMC  
 Strengthened for heavy cargoes  
 No. 2 and 5 holds may be empty  
 Steel, single screw bulkcarrier, 8 transverse bulkheads, single deck, bridge aft and forecastle

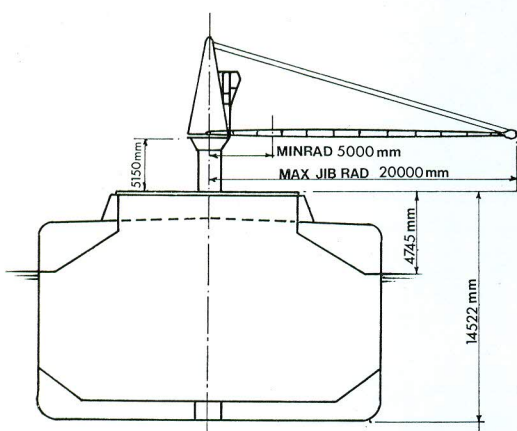
## Dimensions

Length over all 527' 8 $\frac{3}{8}$ "=160.843 m  
 Length between perpendiculars 495' 0"=150.875 m  
 Breadth moulded 75' 0"=22.860 m  
 Depth moulded 42' 11"=13.080 m  
 Draft on summer freeboard 32' 0 $\frac{7}{8}$ "=9.776 m  
 Deadweight on this draft 21,950 tons  
 Displacement empty vessel 5,460 tons

## Tonnage

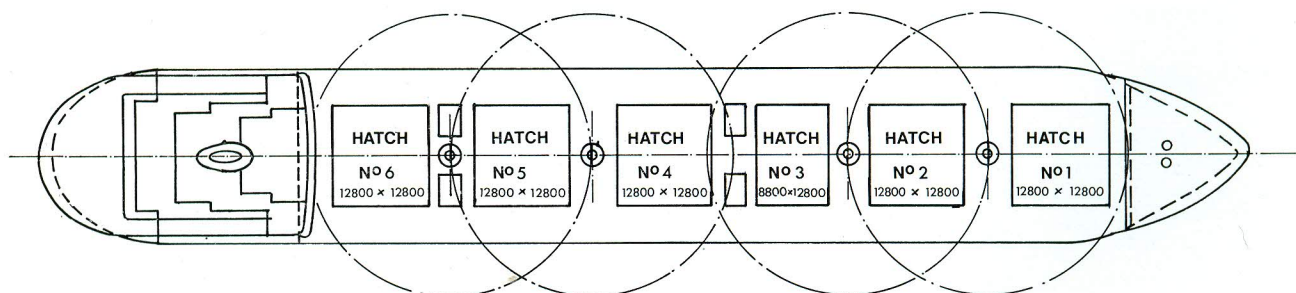
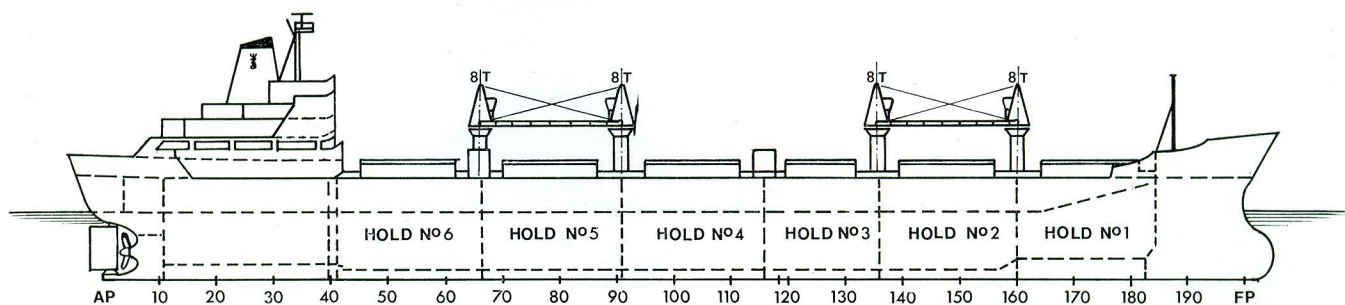
	British	Panama
Gross	13 531,61	13 908,45
Net	7 686,74	10 226,67

## Group Two

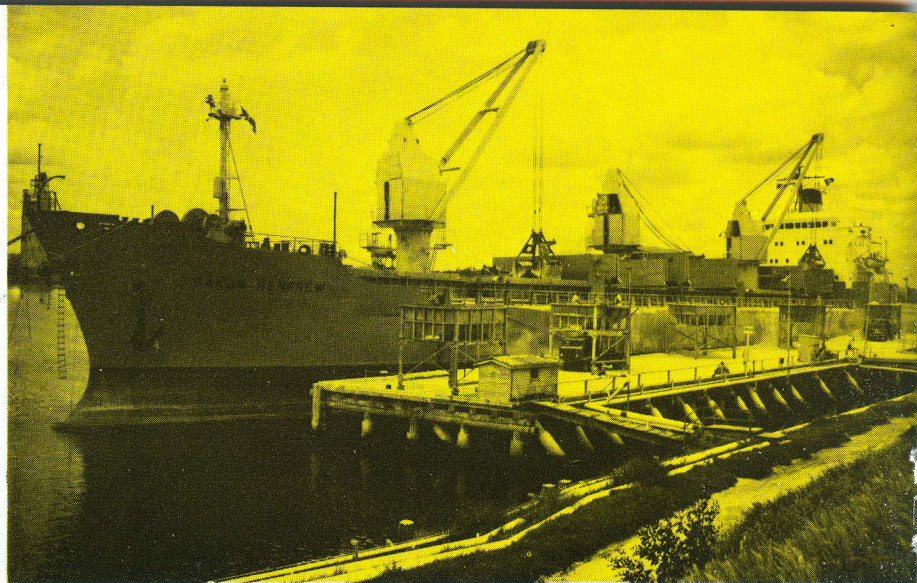


Hold Capacities					
Compartment	Frame No.	Grain		Bale	
		Cub. m.	Cub. ft.	Cub. m.	Cub. ft.
Hold No. 1	154-178	3,543	125,126	3,366	118,866
Hold No. 2	130-154	4,821	170,253	4,579	161,720
Hold No. 3	112-130	3,832	135,335	3,527	124,503
Hold No. 4	88-112	4,895	172,867	4,647	164,121
Hold No. 5	64-88	4,924	173,893	4,674	165,070
Hold No. 6	40-64	4,743	167,530	4,552	160,735
Total in Cargo Holds		26,758	945,004	25,345	895,015

Load Line	Draft		Deadweight
	Metres	Feet	
T.F. Freshwater (tropical)	10.200	33' 5 $\frac{1}{2}$ "	22,580
F. Freshwater	9.997	32' 9 $\frac{1}{2}$ "	21,950
T. Tropical	9.980	32' 8 $\frac{2}{3}$ "	22,580
S. Summer	9.770	32' 0 $\frac{7}{8}$ "	21,950
W. Winter	9.574	31' 4 $\frac{2}{3}$ "	21,300
Light Ship	2.210	7' 3 $\frac{1}{2}$ "	0







## Cranes

S.S.M. believes that cranes fitted with grabs give maximum flexibility to meet the different requirements of charterers. Accordingly, the fleet is fitted throughout with cranes of varying capacity and numbers. These range from  $6 \times 8$ -ton cranes to  $3 \times 10$ -ton cranes and  $4 \times 16$ -ton cranes. Apart from the speed of operation and rate of loading or discharging, which is obviously controlled by the efficiency of the crane operator, the charterer is interested in the maximum outreach obtainable. Except for one vessel, this is minimum 30 feet (9.14 metres)/maximum 32 feet (9.75 metres). Very good rates of loading and discharging have been achieved on many occasions when good crane drivers and favourable supply and receiving facilities have been available.







## Description

Class : Lloyd's Register+100 A1+U.M.C.

Strengthened for heavy cargoes

No. 2 and 4 holds may be empty

Steel, single screw bulkcarrier, 7 transverse bulkheads, single deck, bridge aft and forecastle

## Dimensions

Length over all 534' 4"=162.86 m

Length between perpendics 505' 0"=153.90 m

Breadth moulded 75' 0"=22.860 m

Depth moulded 46' 1 1/8"=14.05 m

Draft on summer freeboard 34' 1 1/8"=10.399 m

Deadweight on this draft 23,655 tons

Displacement empty vessel 6,395 tons

## Group Three

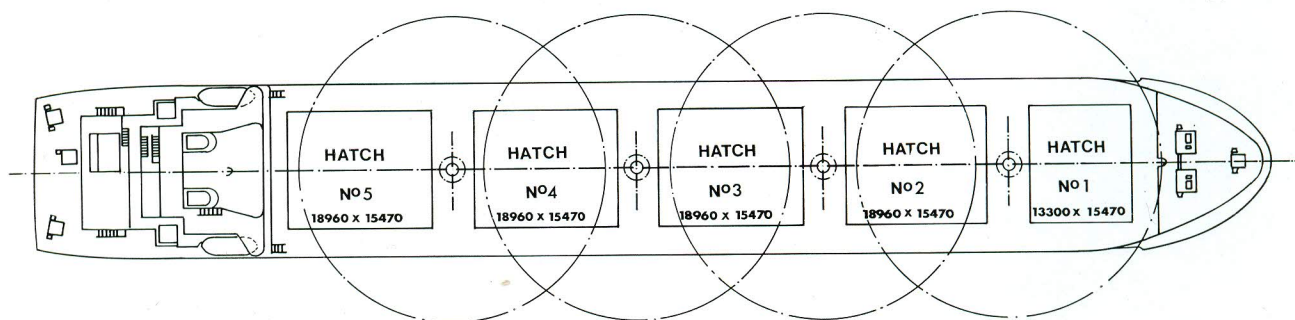
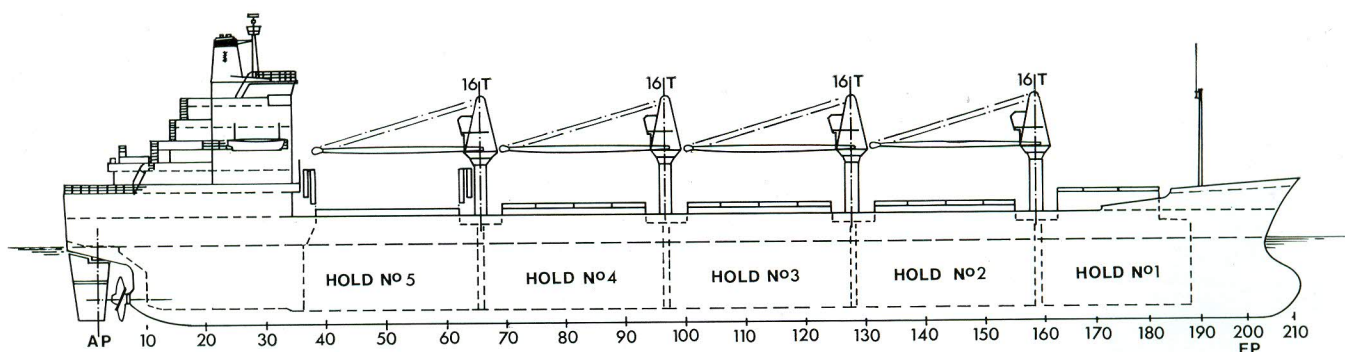
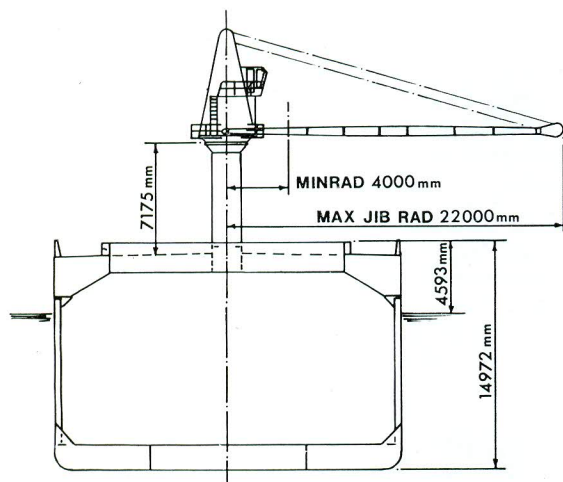
## Tonnage

	British	Panama
Gross	14,507	14,950
Net	9,632	11,912

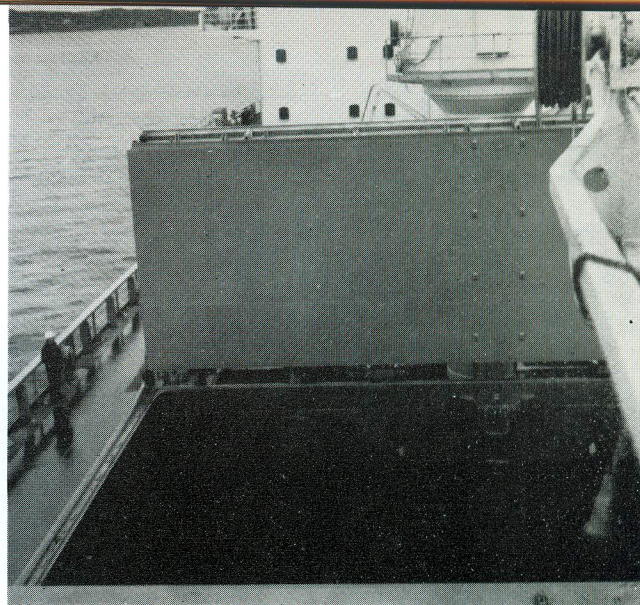
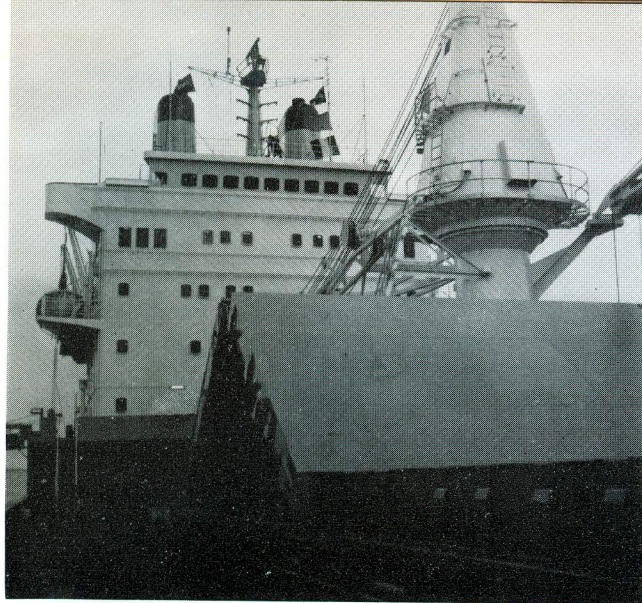
## Hold Capacities

Compartment	Frame No.	Grain		Bale	
		Cub. m.	Cub. ft.	Cub. m.	Cub. ft.
Hold No. 1	158-187	4,619	163,120	4,546	161,639
Hold No. 2	127-158	6,457	227,932	6,360	224,506
Hold No. 3	96-127	6,513	229,909	6,293	222,140
Hold No. 4	65-96	6,513	229,909	6,327	223,340
Hold No. 5	36-65	6,067	214,165	5,906	208,479
Total in Cargo Holds		30,169	1,065,035	29,432	1,040,104

Load Line	Draft		Deadweight
	Metres	Feet	
T.F. Freshwater (tropical)	10.842	35' 6 7/8"	24,355
F. Freshwater	10.626	34' 10 3/8"	23,655
T. Tropical	10.615	34' 9 5/8"	24,365
S. Summer	10.399	34' 1 1/8"	23,655
W. Winter	10.183	33' 4 1/8"	22,955
Light Ship	2.48	8' 1 5/8"	0







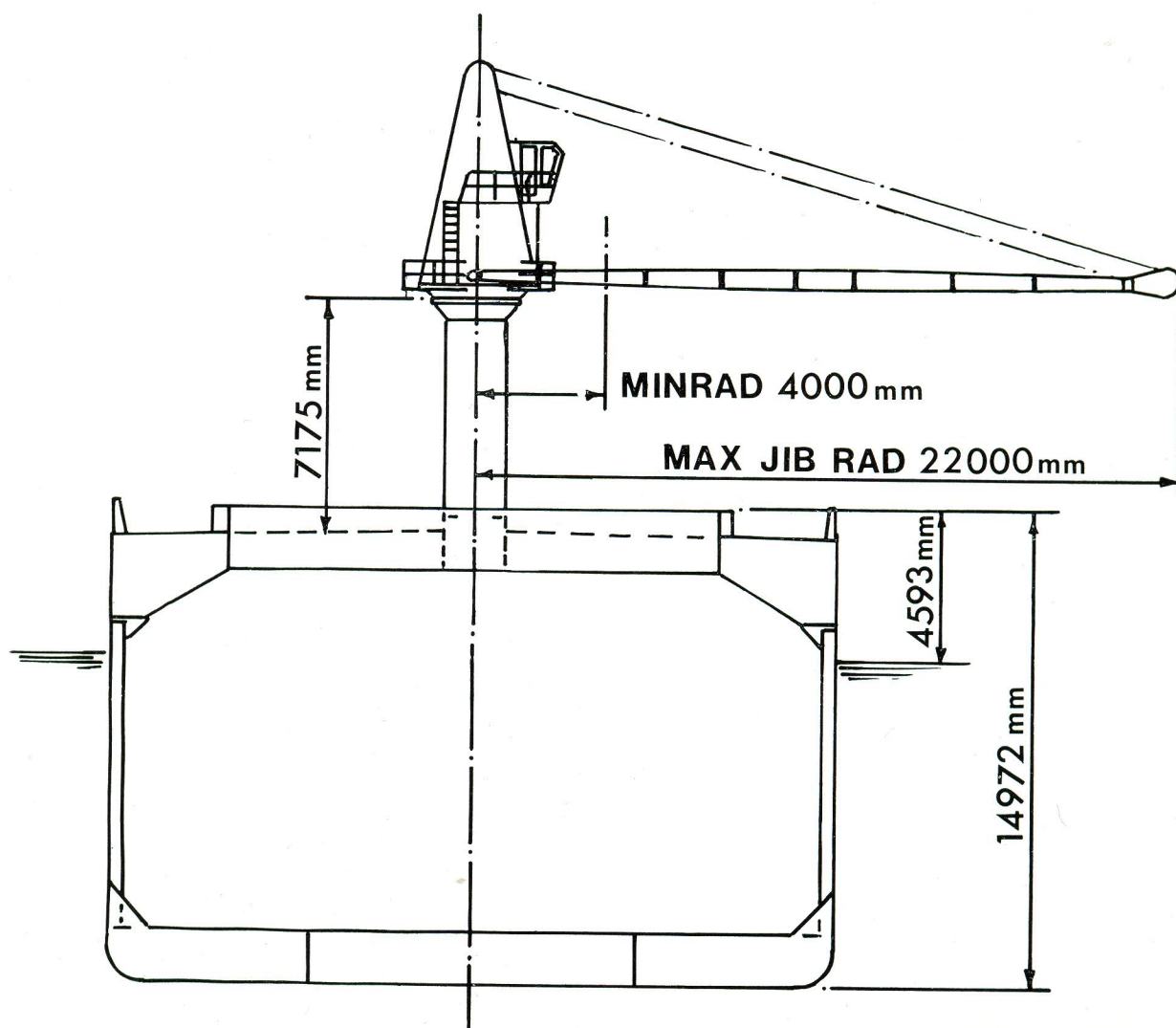
## Holds and Hatches

The sizes of holds and hatches are all-important to charterers and stevedores. Particular attention has been paid to this feature and S.S.M. believes that Group 3 vessels are unique for their size in having four hatches measuring 62 feet 2½ inches (18.96 metres) long and 50 feet 9 inches (15.46 metres) broad. The fifth hatch is 43 feet 7⅝ inches (13.29 metres) by the same breadth. This gives a hold/hatch ratio of 0.665 and is achieved without permanent longitudinal girders in way of hatches or resorting to the costly cellular construction. This class of vessel has four holds measuring 81 feet 9 inches (24.91 metres) bulkhead to bulkhead. The fifth hold is 68 feet 3 inches long (20.80 metres).

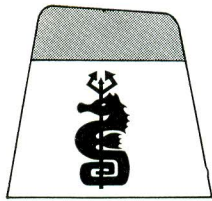
S.S.M. believes it is offering charterers the best wide hatch vessel of its size afloat.

Vessels in Groups 1, 2 and 4 being six hatch vessels clearly cannot give the same wide hatch feature as Group 3 vessels but, as can be seen by studying the plans, they offer charterers highly favourable hatch/hold dimensions and increased flexibility for parcel shipments.

All vessels are suitably strengthened for the carriage of full deck cargoes of lumber and, in addition, the Group 3 vessels are capable of carrying 568 × 20 feet ISO containers.







#### Description

Class : Lloyd's Register+100 A1+U.M.C.

Strengthened for heavy cargoes

No. 2 and 5 holds may be empty

Steel, single screw bulkcarrier, 8 transverse bulkheads, single deck, bridge aft and forecastle

#### Dimensions

Length over all about 540' 0"=164.6 m

Length between perpendiculars 505' 0"=154.0 m

Breadth moulded 85' 0"=25.9 m

Depth moulded 48' 0"=14.6 m

Draft on summer freeboard 34' 0"=10.36 m

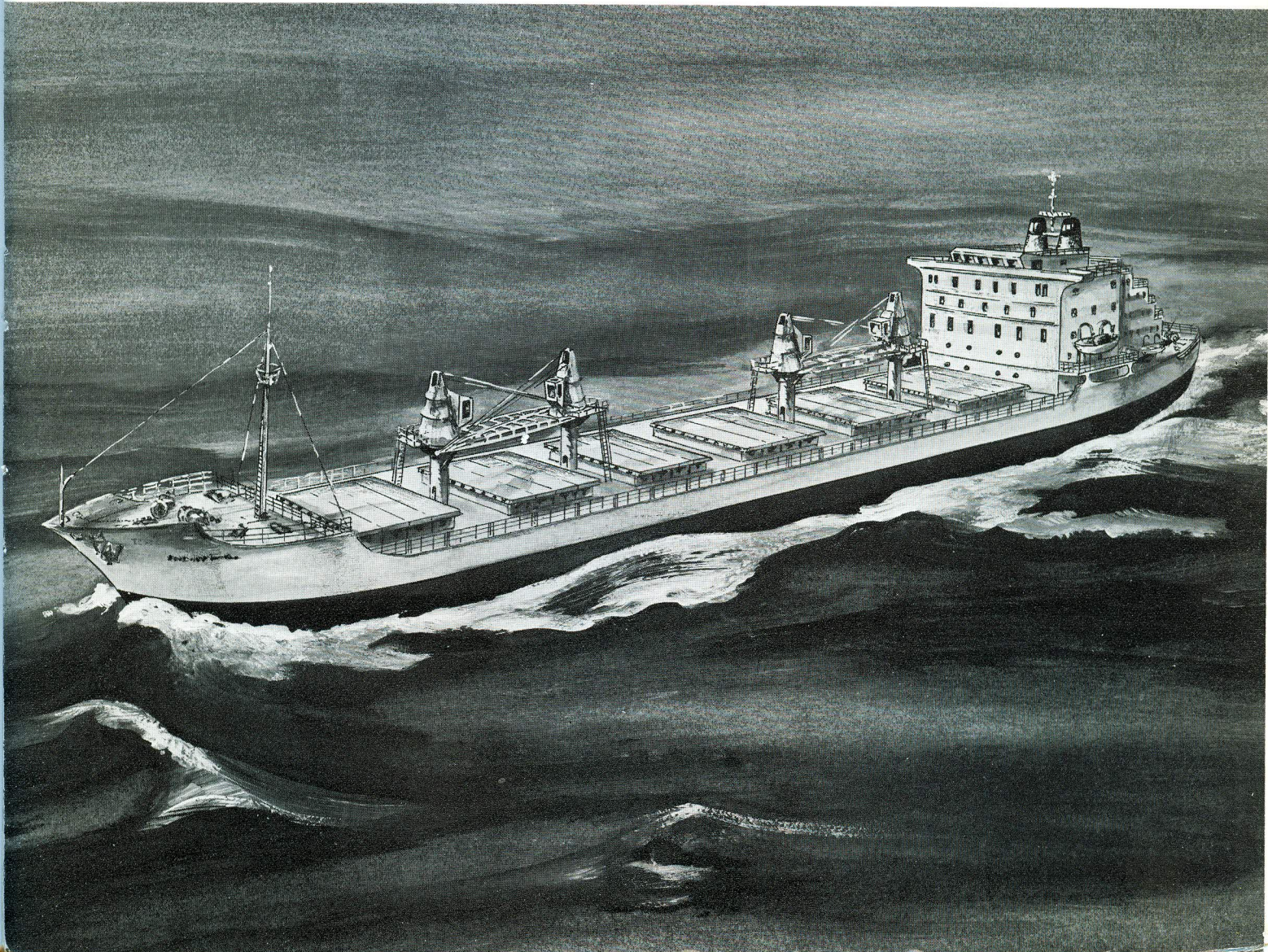
Deadweight on this draft 26,470 tons

#### Tonnage

British Gross 16,600 Net 11,600

## Group Four

		Hold Capacities			
Compartment	Frame No.	Grain		Bale	
		Cub. m.	Cub. ft.	Cub. m.	Cub. ft.
Hold No. 1		4,160	148,000		
Hold No. 2		5,550	197,600		
Hold No. 3		5,180	184,600		
Hold No. 4		6,750	240,200		
Hold No. 5		6,750	240,200		
Hold No. 6		5,310	189,400		
Total in Cargo Holds		33,700	1,200,000		





*Top right:* Discharging nickel concentrates

## Grabs

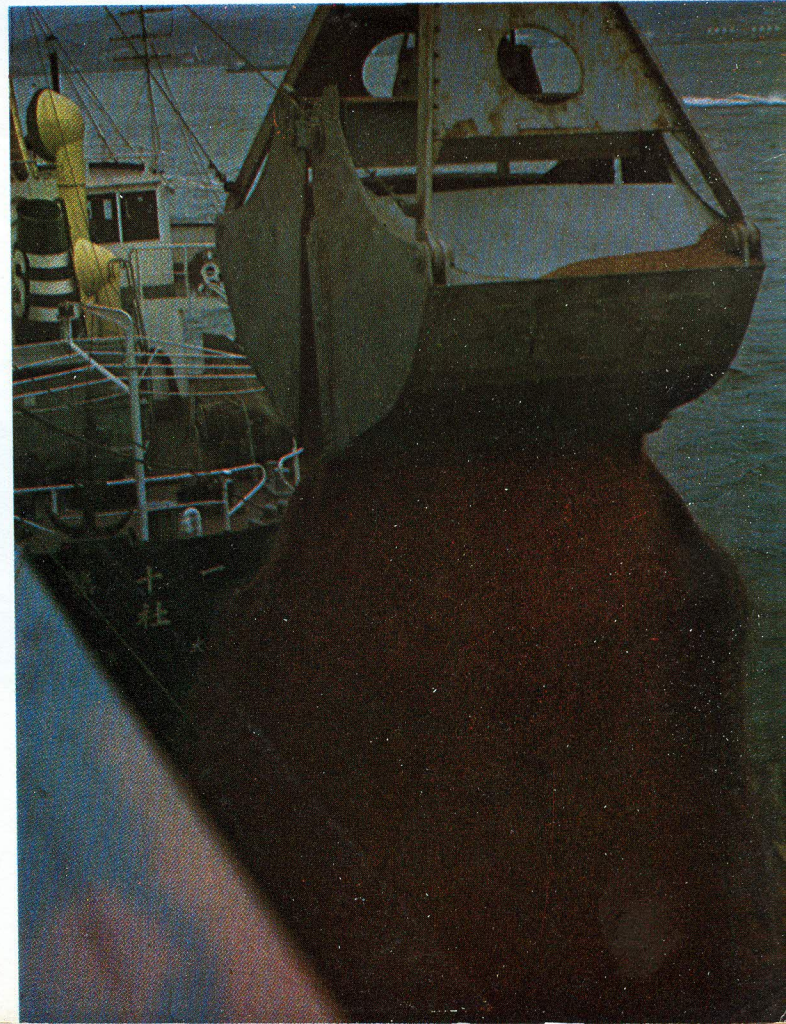
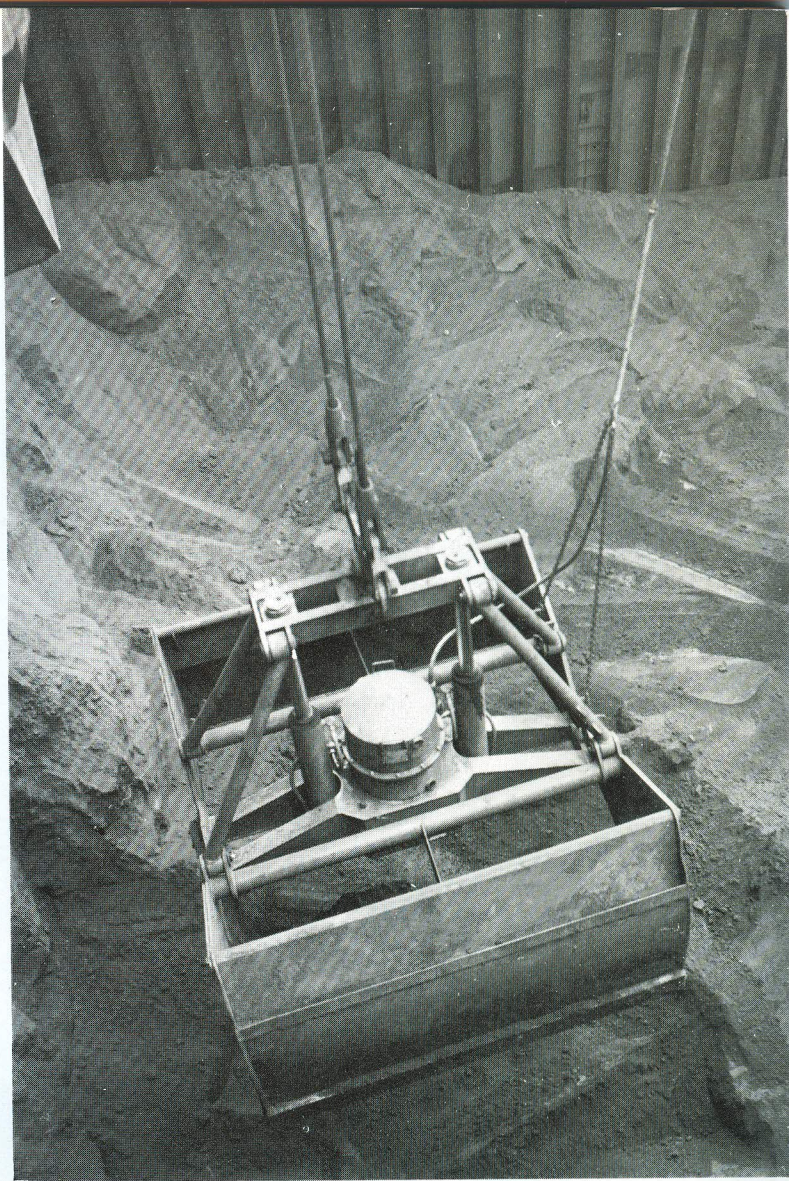
All vessels in Groups 1 to 4 are grab-fitted at each crane with two exceptions, in Group 1, equipped with six 8-ton cranes and four grabs.

The fleet is fitted with two types of grab. One is the Westwood clamshell mechanical grab and the other is the Peiner grab. In all cases the opening and closing of grabs is controlled by the crane driver who can vary the amount of opening to suit the requirements of the particular situation.

These grabs have been designed to handle cargoes of varying density and are capable of working cargo down to 12 cubic feet per ton up to full capacity. They have performed efficiently in the loading/discharging of a large range of bulk commodities registering rates of up to 200 ; tons per hour per crane, thus establishing a potential 800/1,000 tons per hour over-all loading/discharging rate.

*Below:* Discharging coal

*Below right:* Discharging grain







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