

## Old Line's Latest

DISCHARGING phosphate rock at the land-backed berth is the newest ship of one of the oldest shipping lines in the world.

It is the 12,835 gross tons Cape St. Vincent, built at Clydebank, Scotland, for charter to the Lyle Shipping Co. Ltd.

As she slipped into the water in June last year, her place on the stocks at John Brown's was taken by the keel of the new Queen Elizabeth II.

Although the present Lyle Shipping Company was registered as recently as 1920, the history of the Cape Line goes back nearly 100 years to 1872 and the Lyle interest in shipping considerably further than that.

This is the second Cape St. Vincent to be built in the last 90 years.

The first was a 1,500 gross tons iron-hulled vessel. She disappeared in February, 1910, en route from Buenos Aires to London.

The present ship is the latest of her kind and three others are under construction in Norwegian yards.

A modern, fully-automated bulk carrier, all officers' and crews' quarters are accommodated aft.

She carries two  $7\frac{1}{2}$  tons capacity electric luffing cranes with 78 ft. jibs and a 23 ft. weave over the wharf.

Captain Peter Smith said the cranes were handled as easy as motor car controls.

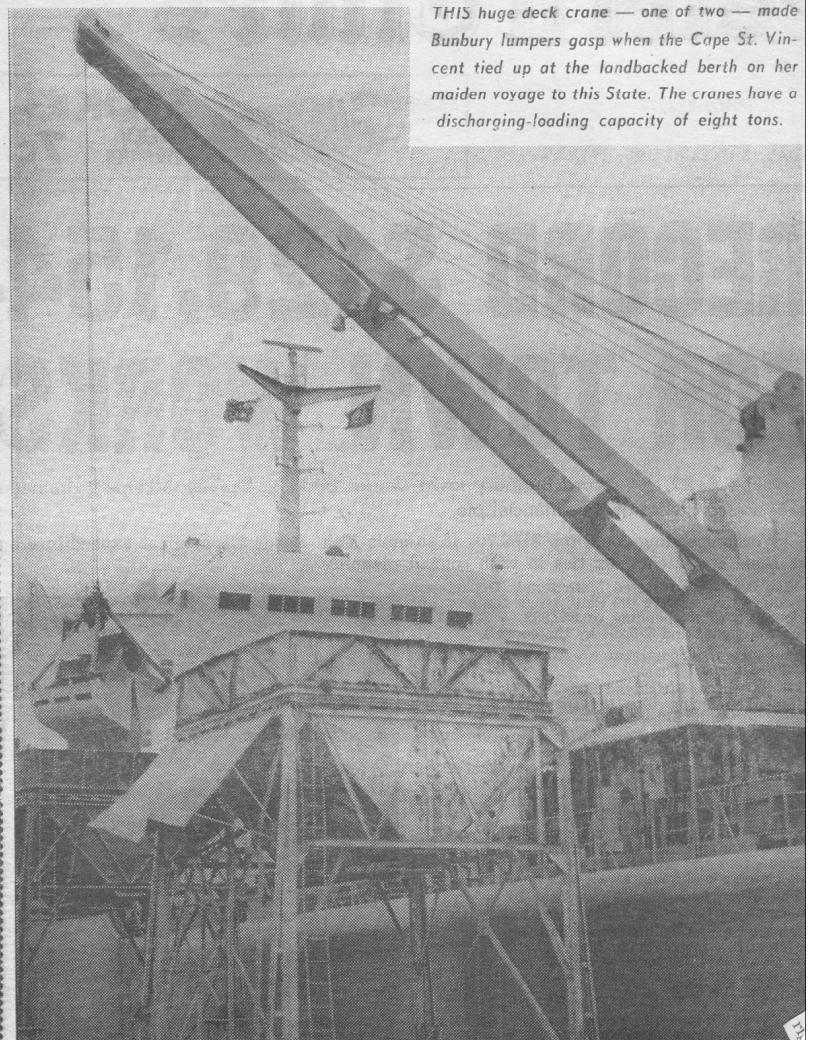
"We found the dock labour handled them very well in all Australian ports so far," he said.

Officers and crews quarters are the last word in comfort and elegance.

The new ships are to be fitted with a swimming pool and a gymnasium. Other facilities are a cinema room and a recreation room and bar.

The ship is manned by a Somali crew and European officers.

2 SOUTH WESTERN TIMES, THURSDAY, SEPTEMBER 28, 1967.



THIS huge deck crane — one of two — made Bunbury lumpers gasp when the Cape St. Vincent tied up at the landbacked berth on her maiden voyage to this State. The cranes have a discharging-loading capacity of eight tons.