

most landward of the three barges in the breakwater project. Her hull remains there to this day.

\* \* \*

**Ed. Note:** We are grateful to longtime Honourary T.M.H.S. member, the Rev. Edward J. Dowling, S.J., for the information contained in his extensive writings concerning the history, and particularly the formation, of the Pittsburgh Steamship Company by J. Pierpont Morgan and Judge Elbert H. Gary. We also appreciate his sharing with us his knowledge of the names designated for use on the four sisterbarges of BRYN MAWR that never were built. These names are not commonplace knowledge.

If any of our members know of any incidents concerning BRYN MAWR/BRYN BARGE which they think might be of interest to our readers, we invite them to bring the details to our attention.

\* \* \* \* \*

### ACHILLE LAURO - FAREWELL TO A LEGEND

by Jonathan Boonzaier

A chapter of maritime history came to a close on December 2nd, 1993, when the famous Italian passenger ship ACHILLE LAURO slipped beneath the waters of the Indian Ocean. Although the vessel never once visited the Great Lakes, her recent passing deserves mention as the maritime world has lost one of its best-known ships. The ACHILLE LAURO was one of a rapidly dwindling number of former ocean liners (this term used in its true sense) still in service, and certainly was one of the last traditional twin-stackers still afloat.

The ship was ordered from the N.V. Koninklijke Maats. "De Schelde" shipyards of Flushing, the Netherlands, by the Koninklijke Rotterdamsche Lloyd N.V. (known as the KRL) as the ARDJOENO on August 16th, 1938. The keel of the shipyard's Hull 214 was laid on January 25, 1939, and work proceeded swiftly on the construction of the ship which was to be employed as the flagship of KRL's Indonesian service. It was intended that she be launched during the spring of 1940, but the invasion of the Netherlands by German forces in May of 1940 put an end to this plan.

Although the Germans would have liked to use the ship, it became impossible to complete her at Flushing and it also was doubtful that the ship would survive a tow through the English Channel to a German port. Accordingly, the incomplete vessel remained on the stocks for the duration of the war, while work on her proceeded at a painfully slow pace due to strikes, go-slows and sabotage by the Dutch Resistance. Remarkably, the ship remained unscathed in the hostilities, and at the conclusion of the war, the vessel's evaporators were put to use to supply local residents with fresh water that could not readily be obtained from any other nearby source.

Once the Netherlands had been liberated, work on the new ship began in earnest. By July 1st, 1946, the vessel was ready for launching, and she was christened WILLEM RUYS in honour of a former KRL director who had been murdered by the Nazis during the war. The WILLEM RUYS was completed on October 1st, 1947, and sailed on her maiden voyage from Rotterdam to Indonesia on December 2nd, almost nine years after the hull had been laid down. She was a modern yet traditional 21,119 grt ship which measured 580.1 (b.p.) x 82.0 x 38.2, and which could carry 840 passengers in four classes. She was powered by eight 8-cylinder oil engines (diesels), six of these built for her by the shipyard and the remaining two by Sulzer Bros. Ltd.

The ship settled down on a regular passenger and mail service to Indonesia, often timetabled in conjunction with the rival Nederland Line's 1939-built ORANJE. It was that ship with which the WILLEM RUYS collided in the early