

consort barge, only some 50 feet shorter than the steamers. All six of these ships were built in 1900.

The reason that these boats were known as "The College Line", or the "College Class" of freighter, is that they all were named for famous United States institutions of higher education. The steamers were named CORNELL, HARVARD, LAFAYETTE, PRINCETON and RENSSELAER. It was proposed that each steamer would tow a consort barge, and accordingly it was planned that five barges would be built. In what might have been deemed an acceptable "gesture" in those days but would be thought inappropriate today, the barges all were to be named for women's colleges.

The names selected for the barges were BRIARGATE, BRYN MAWR, MOUNT HOLYOKE, SMITH and VASSAR, but because Carnegie sold his lake shipping interests after only two full years of operation, only one of the five barges actually was constructed. BRYN MAWR was named in honour of Bryn Mawr College, located at Bryn Mawr, Pennsylvania, which was founded by the Quakers about 1885.

BRYN MAWR was built in 1900 at South Chicago as Hull 41 of the Chicago Shipbuilding Company, and she was launched on Tuesday, June 12th, 1900. Enrolled at Duluth, Minnesota, under U.S. official number 3845, she measured 400.0 feet in length, 50.2 feet in the beam and 23.9 feet in depth, with tonnage of 4294 Gross and 3853 Net. Her overall length was 412.0 feet.

BRYN MAWR had three cargo holds, three watertight bulkheads, and 13 hatches which measured 8 feet by 32 feet. Naturally, there was no propulsion machinery, but the barge was fitted with a donkey boiler which provided steam for the towing and deck winches and also for the steering gear. Unfortunately, we have been unable to determine any information concerning the dimensions of this boiler or the identity of its manufacturer.

As originally built, BRYN MAWR was schooner rigged. She had two very heavy masts and, as a precaution against becoming separated from her towing steamer in heavy weather, sail could be set if required. The foremast, which sported a short boom, was placed just abaft the break of the forecastle, while the mainmast was stepped about three-quarters of the way down the deck.

BRYN MAWR had a straight stem and a counter stern, with a gentle sheer to her decks. Her anchors were suspended from hawseholes set just above the loaded waterline and quite close to the stempost. There was a half-raised forecastle, while the quarterdeck was flush with the spar deck. An open rail ran around the forecastle head, and another down each side of the spar deck, the only closed bulwark being the steel taffrail around the stern.

Deck winches were placed between Hatches 1 and 2, and between 11 and 12 for working the mooring cables when docking or canalling, and there was a powerful towing winch forward to handle the steel cable connecting the barge with her steamer. The towing cable fed in through a large fairlead positioned right forward, close to the top of the stempost. The towing winch was located inside a small, low deckhouse set at the after end of the forecastle head, the cable feeding into the front of the deckhouse through another big fairlead. Atop the house was located an emergency steering wheel, but the barge normally was not steered from this position, visibility of the angle of the barge and towline being better from the stern of the boat.

Aft, there was a small deckhouse which accommodated the barge's crew, with a small, four-windowed pilothouse above. Two lifeboats were carried atop the cabin, one on either side. There was a fairly short and skinny smokestack, with a prominent steam 'scape pipe set to the port side of the funnel. A canvas weathercloth was often carried across the deck rail in front of the pilothouse, and another around the open navigation bridge on the monkey's island atop the pilothouse.

The hulls of the ships of Carnegie's Pittsburgh Steamship Company were painted red, while the cabins were white. We have only two photographs of