

house configuration as closely as possible.

The rebuilding of HIAWATHA was done at Port Credit by Harbour Marine Services over the winter of 1982-1983. She was lifted back into the water on April 28, 1983, and she was officially recommissioned on May 21st. In July of that year, she carried H.R.H. Prince Philip, Duke of Edinburgh, when he visited the R.C.Y.C.

For many years, the HIAWATHA and KWASIND sported a very traditional livery. Their hulls were black, the cabins white, and the stacks buff with a black top, latterly with the club's "Royal" pennant on the buff in blue, white and gold. In 1965, the club broke with tradition and painted the two boats blue with white cabins, but HIAWATHA was returned to something close to her original colours at the time of her major rebuilding and KWASIND also was repainted in 1983. The boats, however, were not given back the old black smokeband at the top of the funnel, and the stack is more yellowish than buff now and has a narrow white band. The cabins have dark brown trim, and the hull sports a white stripe and red boot-top.

HIAWATHA, of course, was named for the hero of Henry Wadsworth Longfellow's 1855 poem "The Song of Hiawatha", while KWASIND was named for his faithful companion. We sincerely hope that HIAWATHA and KWASIND will continue to be trusty companions in the ferry service of the Royal Canadian Yacht Club for many years to come. We look forward to the time, not so very many years in the future, when KWASIND also will reach her 100th anniversary.

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**Ed. Note:** We have numerous photographs of KWASIND in all stages of her career, and there are photos of HIAWATHA from about the time when KWASIND joined her. However, we never have seen a photo of HIAWATHA definitely identified as having been taken in the years before the turn of the century. If any member of T.M.H.S. could produce such a gem, we would be most grateful to see it, as also would, we are certain, the Royal Canadian Yacht Club!

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#### BRYN MAWR YET AGAIN

Our readers keep coming up with more information for us after a major feature appears in "Scanner", and we just love it! Adding to the wealth of knowledge about any particular lake ship is one of the joys of what we do, and we are pleased to note that "Scanner" is one of very few marine publications that regularly prints follow-ups to its major articles.

Readers will recall that our February feature, Ship of the Month No. 218, concerned the big consort barge BRYN MAWR (40), (b) BRYN BARGE, which was built in 1900 for the original Pittsburgh Steamship Company, owned by steel magnate and philanthropist Andrew Carnegie and managed by Henry W. Oliver. She joined the fleet of the United States Steel Corporation's new Pittsburgh Steamship Company when it was formed in 1901.

Longtime member and supporter Duff G. Brace, of Ashtabula, Ohio, has added yet another piece of information concerning BRYN MAWR and we are pleased to bring it to our readers' attention. It seems that BRYN MAWR arrived at Conneaut, Ohio, on her maiden voyage on Thursday, June 21st, 1900, with a cargo of 6,469 gross tons of iron ore.

Thanks very much for this information, Duff! We now challenge our other readers to see if they can come up with the name of the steamer that was towing BRYN MAWR on her maiden voyage. It almost certainly was one of the "College Class" steamers. Can anybody respond?

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