

"The schooner MARY ANN HULBERT, which was being towed to Michipicoten by the steamer KINCARDINE, foundered off St. Ignace Island last night (December 14). The HULBERT carried a crew of five, in addition to fifteen labourers, all of whom went down with the vessel. The KINCARDINE arrived at Pays Platt at 2 o'clock this morning and reports that a terrific storm came on very suddenly. The steamer's officers held on to the vessel (the HULBERT) as long as they possibly could, but finally decided to cut her loose to save themselves, the vessel being full of water and in a sinking condition. A few moments after they parted, the HULBERT was seen to give a terrible lurch and go down with all on board. Those on the steamer were unable to render any assistance or attempt a rescue on account of the hurricane (sic) and the heavy seas running at the time. Both boats were loaded with supplies from Port Arthur, and consigned to railway contractors at Michipicoten."

Late in December of 1883, KINCARDINE once again ran into trouble. She was forcing her way through ice at McKay's Harbour, near Rosspoint on Lake Superior, when the ice stove in her bow. She filled very rapidly and settled to the bottom in shallow water, her stern resting in twenty feet. She was considered to be a total loss and, as a result of the lateness of the season, she was left to spend the winter where she sank. In the spring of 1884, she was raised by the salvage team of LeMay and Sons, and she was towed around to Duluth for rebuilding.

KINCARDINE must have been altered considerably in appearance by the time she was returned to her owner, Thomas Marks. Her tonnage had been reduced to 176 Gross and 142 Net Registered. We believe that she now was more suited to the lumber trade with her main cabin cut away amidships, thus leaving her with a raised forecastle and two decks of cabins aft. The main deck was enclosed by a heavy, closed wooden rail, and a short cargo mast rose from the main deck immediately in front of the after cabin. The forecastle was completely enclosed except for a rectangular opening down to the main deck on each side; this may have been where horses were stabled during trips from the lakehead to the north shore of Lake Superior.

The forecastle head was sheltered by a closed rail upon which her name was painted in large and widely-spaced letters. On this deck was located her original octagonal pilothouse. Her stateroom cabins were most likely wrecked during the winter she spent on the bottom of McKay's Harbour. The new cabin located on the quarterdeck aft was very plain. It provided accommodation for the officers and for a very few passengers. The galley most likely was located there as well. Access to the cabin was from the promenade which ran completely around it. This deck was protected by a heavy but open wooden railing and was sheltered from above by the hurricane deck, which extended out from the upper cabin. Located on the hurricane deck were two lifeboats, suspended on thin iron davits. A single large ventilator cowl was located between the port lifeboat at the short, thin smokestack.

An interesting item appeared in the "Port Arthur Daily Sentinel" on May 26, 1885. It stated that "The steam barge KINCARDINE left during the night for Jackfish to bring up plant belonging to her owners, the contractors LeMay & Son". The Dominion register indicated that Marks was the owner of KINCARDINE at this time, but the newspaper report might tend to indicate that LeMay and Son had taken over KINCARDINE, perhaps as payment for raising her from the bottom of McKay's Harbour.

On December 4, 1886, KINCARDINE arrived at Owen Sound with a load of lumber from Parry Sound. She was remeasured there on April 22, 1887, with the following results:

Gross Tonnage Under Deck	153.73
Cabin	31.13
Engineroom	13.81
Total Gross Tonnage	198.67
Deductions as per Contra	63.57
Registered Tonnage	135.10