

This information was entered in the Goderich register on May 21st, 1887. During the month of May, the steamer was on the Owen Sound drydock for several days while Capt. John Simpson and his employees made extensive repairs.

Sometime during this same period, KINCARDINE had been sold (whether by Marks or by LeMay we do not know), but the sale was not registered. "The Wiarton Echo" of Friday, September 21, 1888, reported: "Sunk at French River, the barge KINCARDINE, belonging to John Pearson & Sons, of Owen Sound, struck a rock in French River and sank. About eight inches of her deck is above water. She is insured for \$4,000 and has been protested. A diver will be sent and the insurance company will take immediate steps to raise her." She was soon recovered and was taken to Owen Sound where she was repaired. She was taken off the drydock on October 17, 1888. She was able to finish the season without further incident, and arrived back in Owen Sound late in November, where she was laid up for the winter.

Not only was it not entered on the register that KINCARDINE was under the ownership of John Pearson, it was never recorded when he sold her. However, it was noted that Robert Edgar sold her to Charles Richardson, of Owen Sound, on December 21, 1889. Richardson, in turn, sold her just two days later to John Harrison, an Owen Sound timber merchant. Harrison sold her again on April 7, 1890, but took back a \$3,000 mortgage on the ship. The new owners were Andrew Thompson, 22 shares; Annabella Christie, 21 shares, and Charles Richardson, 21 shares. In the spring of 1890, KINCARDINE was fitted out and she sailed on April 20th for Parry Sound to load lumber.

On Thursday, May 1st, 1890, KINCARDINE stranded and was struck by her tow near Byng Inlet. The following description of this unusual accident was given in a marine protest which was sworn at Collingwood on May 3rd by Capt. Charles Hill. "Left the port of Byng Inlet, Georgian Bay, on the 1st day of May, 1890, bound for the port of Tonawanda, New York State, U.S., loaded with 127,097 feet of lumber.

"Left said port at 3:35 p.m. on said 1st May, proceeded until 4:30 of said p.m. in the usual channel, but no buoys, when at said hour the vessel struck a sunken rock on the starboard bow at about four feet under water, there being 16 feet on the port side. Was moving very carefully under check and as slow as vessel could go to keep steering way on. Vessel ran up on rock and the barge MARQUIS that we had in tow striking our stern shoved the KINCARDINE still further on the rock, and the jib boom of the said MARQUIS carried away about half of the upper cabin of the KINCARDINE before we could stop her. She did some other damage to the stern of the steam barge by breaking a plank and other damage to the upper railing.

"The tow barge MARQUIS then swung around and got aground. There was a small fishing tug passing at the time and the Captain went with her up to the mill on Byng Inlet, where the lumber was shipped, to try and get a scow to lighten the vessel, as we could not use the tow barge for this purpose as she was aground. Arrived at the mill about 6 p.m. of same day and found could not get scow. Then got the schooner FELLOWCRAFT which was loading at the mill and got her towed down by a couple of small fishing tugs.

"Arrived back at vessel with said schooner at 9:45 p.m. of same day. Commenced unloading and, after taking off the deck load except a part we shifted aft, the vessel backed off with her wheel at 12:45 a.m., the 2nd of May, the wind having changed in the meantime and blowing fresh from the southwest raised the water. The vessel was leaking a good deal at this time but were able to keep her clear by working the syphon the whole time.

"After the vessel got off, we pulled the barge off, took her back to the mill for safety, left her there. Put on the deck load of the steam barge KINCARDINE again, and proceeded to the drydock at Collingwood, where we arrived at 2 o'clock on the night of 2nd May, 1890, where the vessel now lies ready to go on drydock."