

Ashley Tomlinson and forming part of what was known more simply as "The Tomlinson Fleet". It was the habit of Mr. Tomlinson, at that particular point in time, to give his vessels names beginning with the letter 'S' and ending with the letter 'A'. SINALOA took her name from the state located along the west coast of central Mexico, one of the major centres of the State of Sinaloa being Mazatlan, which today is a major cruise ship destination. Interestingly, Sinaloa lies directly downcoast from the State of Sonora, for which Tomlinson named another of his steamers.

SINALOA was an extremely handsome ship, and typical of the steamers built just around the turn of the century, when the art of steel shipbuilding was making great strides. She had a straight stem, a graceful counter stern, and a sweeping sheer to her deck. She had a half (or sunken) forecastle, with a closed steel rail for about three-quarters of the length of the forecastle head, and an open rail the rest of the way. The anchors were carried from hawseholes located just back of the stem and not far above the loaded waterline. There was a long steering pole set at the head of the stempost, and it was rather heavily ornamented with assorted decorative "shapes".

As did most of her contemporaries, she carried her small, rounded pilothouse right on the forecastle head. It had five relatively small windows in its face, which was noticeably "slotted", so that the windows, when opened, simply were slid downward on the outside of the cabin in the slots, rather than on the inside of the house. This arrangement would work well in good conditions, but in cold weather any spray taken over the bow would freeze the windows in either an open or closed position.

Her officers navigated the steamer from an open bridge on the monkey's island atop the pilothouse, which was protected from the elements only by a waist-high closed wooden rail, and by a canvas "dodger" or weathercloth, which could be raised on short poles around the bridge. An awning also could be hoisted overhead to provide protection from the heat of the summer sun.

A relatively small texas cabin was located on the forecastle head directly abaft the pilothouse. It contained only the master's office and quarters, the other deck officers and the deck crew being housed below in the forecastle. The roof of the texas extended out to the sides of the ship to form bridgewings. A very tall and heavy foremast, well raked, rose out of the texas, and there were ratlines set in its shrouds.

There was an open wire rail down the sides of the spar deck, with a closed steel taffrail around the after cabin and across the fantail. There was a large after cabin on the flush quarterdeck, but it appeared rather "bald" in that there was very little overhang of its roof (the boat deck) except for the area on each side where the lifeboats rested, and there was no rail at all around the bunker hatch at the forward end of the boat deck. The fairly large and well raked smokestack rose amongst a flock of ventilator cowls, and abaft the stack was set the heavy pole mainmast.

SINALOA was painted in the traditional Tomlinson fleet colours, with a dark red hull and forecastle, white cabins, and dark red stack with two narrow and widely spaced silver bands. The steamer's name was carried in white letters fairly far back on the bow and just below the level of the spar deck and beneath the name was carried the "pennant" insignia common to contemporary Tomlinson boats. We have never known for certain what colours the "pennant" was, but judging from the way shadings were reflected in black and white photographs, we would hazard the fairly educated guess that, of the two obliquely divided sections, the one at the hoist was yellow, while that in the fly was blue. Across the slash was a white circle, in which appeared in red the first letter of the owning company's name, and in SINALOA's case, this letter was a 'S', standing for "Superior".

Some of the steamers of her period boasted big, melodious, triple-chime steam whistles, which not only were the "voice" of the ships concerned but were so distinctive that the vessels could easily be recognized by the tones of their whistles when calling for a tug or passing one of the reporting