

stations where each ship would blow a special series of whistle blasts to identify herself. SINALOA had but one single whistle, a large single chamber carried right at the upper silver band on the stack and painted silver itself to match.

We know of only one accident in which SINALOA was involved at this stage of her career. The "Marine Review", Cleveland, of January 28, 1909, reported that, on December 4, 1908, SINALOA had run aground, during a thick snow-storm, at Bar Point, Lake Erie. The ship was released after some 300 tons of coal had been lightered out of her, and she reportedly sustained no damage.

As the years passed, the insignia on SINALOA's bows changed, the "pennant" becoming instead a large diamond, in the same yellow (upper half) and blue (lower) colours, but without the white circle or red letter. Sometime before the outset of the First World War, however, the bow marking disappeared completely, and the silver bands on the stack became much wider. In addition, after SINALOA had been in service for only a few years, the long and decorative hinged spear pole was removed and replaced by a fixed, upright steering pole set at the stem. Between 1905 and 1910, her port of registry was changed from West Bay City to Duluth.

SINALOA underwent very few major changes during the years of her Tomlinson ownership. In 1914, she received a thorough rebuild at the Lorain yard of the American Ship Building Company, at which time she was fitted with new arch hull bracing and a new deck (with, we believe, the same hatch configuration). It was probably at the same time that she was given a new upper pilothouse, but not one of the flimsy-looking type that some steamers received. SINALOA's new pilothouse was a large and substantial structure, with the door in the back, and thirteen big windows down the sides and across the front, the last three windows on each side being a bit smaller than the others. (Interestingly, SINALOA would keep this upper pilothouse for the rest of her long life, the only changes in later years being the addition of a sunvisor and a catwalk around the front of the house.)

SINALOA continued to operate (apparently successfully) for the Tomlinson interests until February of 1924, at which time she was sold to the Clifton Transportation Company, which was one of the operating companies which had been incorporated by Capt. F. A. Bailey and his various associates. The funds for the down-payment on SINALOA apparently came from the sale of the whaleback steamer CLIFTON, (a) SAMUEL MATHER (II)(23), which had been owned by Capt. Bailey's group since late in 1922 and which was sold early in 1924 to the Progress Steamship Company. (CLIFTON, unfortunately, was lost with all hands on Lake Huron in September of 1924.)

Almost immediately after her purchase, SINALOA was renamed (b) WILLIAM F. RAPPRIICH, and her home port became Cleveland. Later in 1924, there was a re-grouping of the shipping interests of Capt. Bailey, and all of the vessels which he operated were transferred to the ownership of the "parent" Forest City Steamship Company, of Cleveland. For a while, this venture was a profitable one but, by 1927, financial reverses were encountered, which eventually doomed the Forest City fleet. The Superior Steamship Company foreclosed on its mortgage on the WILLIAM F. RAPPRIICH, and the Tomlinson fleet repossessed the steamer.

As a consequence, the ship was given back her old name, becoming (c) SINALOA in 1928, and the Superior Steamship Company returned her port of registry to Duluth. Later in 1928, Tomlinson transferred the ownership of SINALOA to another of its affiliates, the Michigan Steamship Company, of Detroit, and the steamer was re-registered at Detroit, Michigan.

As well, in 1928, SINALOA was sent to the Sturgeon Bay, Wisconsin, yard of the Leatham D. Smith Shipbuilding Company, where she was converted into a self-unloader of the tunnel-scraper type. Her holds were rebuilt so that cargo fed downward through gates into two 300-foot-long tunnels. There, the material was dragged forward to the elevating equipment by means of two 10-cubic-yard mechanical scrapers, operated by two Sauerman steam-powered