

hoists located near the reclaiming hoppers. She was given a square-topped A-frame, and a 140-foot unloading boom, over which travelled a 54-inch-wide conveyor belt.

SINALOA also was equipped with sandsucking gear, including a 30-inch suction pump, capable of handling 31,000 gallons of input per minute, containing 18% solid matter, against a 78-foot head. The suction pump was driven by a special 1,200 h.p. geared turbine. She also was fitted with a revolutionary type of gravel sorting equipment, designed to segregate gravel sizes before unloading the material onto shore.

This entire reconstruction is said to have cost \$175,000 - which was a large sum of money in those days, but only a drop in the bucket compared with what a rebuilding of such enormous magnitude would cost today.

The conversion did not change SINALOA's tonnage, and after the work was completed, she returned to service in her usual Tomlinson fleet colours. She remained under Tomlinson ownership until the mid-1930s, when she passed, apparently, to the ownership of the Tri-Lakes Steamship Company, of Chicago, which was one of the enterprises of Capt. William Nicholson, of Detroit. It would appear that in this operation, there was some relationship between Capt. Nicholson and the Leatham D. Smith interests, for several reports seem to connect the two. For example, the Annual Report of the Lake Carriers' Association for 1937 lists the sale of SINALOA from "The Tomlinson Fleet to L. D. Smith Steamship Co."

The 1940 "Red Book" lists SINALOA under the fleet of William Nicholson, with Tri-Lakes Steamship Company shown as the owner. The appointments listed for her that year (which would not be a good one for the ship, as it was to turn out) were Capt W. C. Fontaine, master, and Frank Burkman, chief engineer.

In his 1983 book Roen Steamship Company, The Way It Was, 1909-1976, John H. Purves, a longtime associate of Captain John Roen, described SINALOA in 1940 as "owned by Leatham D. Smith Steamship Company, which at that time was a subsidiary of Nicholson Transit Company. Leatham Smith of Sturgeon Bay was entirely out of it." The 1941-1942 Lloyd's Register does not include SINALOA in its listing of vessels, because she was not in service in 1941, but she does appear in the "Shipowners" section of that register, her owner being listed as the Leatham D. Smith Steamship Company, of River Rouge, Michigan.

The only photograph we have seen of SINALOA at this stage in her career is one taken after her misfortune in the autumn of 1940. It appears to show her with a black hull, white cabins, and an all-black stack. This livery, with its lack of distinctive features, does nothing to enlighten us on the subject of the steamer's ownership or management.

Much has been said in these pages on other occasions concerning the fury of what was to become known as "The Armistice Day Storm" of 1940. Roaring up out of the Mississippi Valley, the storm rapidly dropped temperatures from "Indian Summer" levels to well below freezing, and buried the Great Lakes area in huge snowdrifts. The main force of the storm fell on the Lake Michigan area on November 11th, and a large number of ships either were lost or were severely damaged. SINALOA was one of the boats caught out on Lake Michigan that day, and to describe what happened to her, we can do no better than to quote from the account contained in John Purves' book, for the Roen interests were called in to salvage the vessel afterwards.

"She (SINALOA) had sucked a load of sand near Green Island and was heading for Chicago via Death's Door when she got caught in the storm..., lost her rudder in the big seas, and after a harrowing night was driven helplessly before the wind until she fetched up on the rocky shore at Sac Bay, Big Bay de Noc, close enough to the beach so that the Coast Guard was able to rig a breeches buoy from the boat to shore and took everyone off. The captain, true to tradition, was the last to go but he was so heavy that he got dunked in the icy water.