

"There was quite a lot of work to do to make the SINALOA ready for the trip to Manitowoc, such as removing pumps, cofferdams, and the considerable amount of sand which remained in her. Since the SINALOA had the scraper type self-unloader, Capt. Roen got his engineers to running the scrapers to remove more of her cargo, but with her unloading boom gone, the sand had to be dumped on her deck. Then the TRANSPORT clammed it off the deck and cast it ashore.

"The tugs took the SINALOA in tow on December 31, 1940, at about noon. They went as far as the (Sturgeon Bay) Canal, arriving there at 5:00 p.m., and tied up there because the weather was unfavorable. Perhaps this being New Year's Eve may have influenced their decision. The day after New Year's, January 2, 1941, at noon, the two (tugs) departed the Canal and got (SINALOA) down to Manitowoc at 2:00 a.m. on January 3."

SINALOA was placed on the drydock of the Manitowoc Shipbuilding Company, but upon survey there, it was decided that the ship was a constructive total loss. The insurance underwriters then settled their obligations to Capt. William Nicholson's interests, and the ship herself was forfeit to the Roen Steamship Company, according to the terms of the salvage contract.

Roen retained ownership of SINALOA for the 1941 season, searching for a buyer for her, as the Roen fleet itself had no need for a ship of her type. In October, 1941, Roen sold SINALOA for \$55,000 to the American Steamship Company, Buffalo, of which Boland & Cornelius then were managers. John Purves' book states that "Cap (Roen) sold her... in a deal with Adam E. Cornelius."

A press report, dated October 10, 1941, carried an announcement by Mr. Cornelius of the purchase, mentioning that the ship earlier had "been abandoned to underwriters by the previous owner, Nicholson Transit interests". The report went on to quote Mr. Cornelius: "The defense program has placed us in the position of having more business actually than our boats can handle. Purchase of the SINALOA will relieve the situation. The vessel will undergo extensive bottom repairs before returning to service next spring as a self-unloader in the stone and coal trades."

The necessary repairs were carried out at the Manitowoc shipyard over the winter of 1941-1942, during the course of which the sandsucking and gravel-sorting equipment was removed. Her unloading boom was put back in place (we are not sure whether it was a new one or simply the old one returned to its position), and she was put back in service as a regular self-unloading bulk carrier. Her tonnage now was shown as 4614 Gross and 3587 Net, and her port of registry was changed to Buffalo, New York, as was normal for Boland & Cornelius vessels.

SINALOA retained her old name, but soon was repainted in the usual American Steamship Company livery. Her hull was black, her forecastle and cabins white, and her stack black with two broad silver bands surrounding a red band of about equal width. The self-unloading gear was painted silver. The foremast was buff, while the main was black. By this time, a closed steel rail had been built around the coal bunker hatch atop the boilerhouse at the forward end of the after cabin.

Boland & Cornelius continued to operate SINALOA until 1960, by which time she had become surplus to the company's needs. In April of that year, she was acquired by the Algonquin Corporation Limited, of Nassau, Bahamas, which was an affiliate of the Hall Corporation of Canada, Montreal. At that time, Canadian fleets were unable to bring old, foreign-built ships onto the Canadian register, and accordingly SINALOA was placed under Bahamas registry, enrolled at Nassau, and was given British Official Number 315851.

SINALOA, with her forecastle now black, and her stack all black, made her maiden (under the new ownership) arrival at Toronto on Wednesday, April 13, 1960. There was no name painted on her bows, but the name SINALOA was still evident on her pilothouse nameboards, and on her stern was painted "SINALOA of NASSAU".