

and pipes, which were stored in open wells on the rig. Originally the pipe and drill rod were stored on open beams above the lake, but after a few man overboard situations, and lost pipe and rods, the storage area was enclosed. There was an additional set of smaller davits for the rig's lifeboat.

The company's tug LONG POINT GAS (C.310444) was constructed by Steve Powell at Dunnville, Ontario, in 1957. She was used to tow the rig from one drilling location to another, which happened about every three weeks. The tug also transported drilling material and supplies to the rigs, and was used to change crews. Because the tug was slow, and the crew wanted a faster mode of transportation, the company purchased a 20-foot Grew motorboat which was used for crew transport in good weather. When TRANSLAKE NO. 1 first came out, the only way to get aboard, when it was jacked up, was to climb up a series of iron rungs welded to the hull and the leg support; the first rung was about four feet off the water, making the first step an adventure, especially if the lake was a bit rough.

When the TRANSLAKE NO. 2 came out, the boarding procedure was modified. A landing stage, about four feet by six feet, was added to the rig, with wooden bumpers which extended into the water. It was constructed in such a manner that it could be raised up and down with a set of chain falls to compensate for different heights off the water, and it could be raised when the rig was floating, so as to reduce the draft. Because TRANSLAKE NO. 2 was working in the west end of Lake Erie, near Erieau, a small fish tug was used as a tender.

The tug LONG POINT GAS was sold to Con-West Petroleum in 1964, and went to its subsidiary, Underwater Gas Developers Ltd., in 1969. Eventually the tug ended up back in her builder's hands. Steve Powell cut off the deckhouse and put it aboard his floating drydock S. G. POWELL LIFTER NO. 1 (formerly the Welland Canal GATELIFTER NO. 1) as a control booth. The hull of the tug currently lies just north of the drydock in Port Maitland.

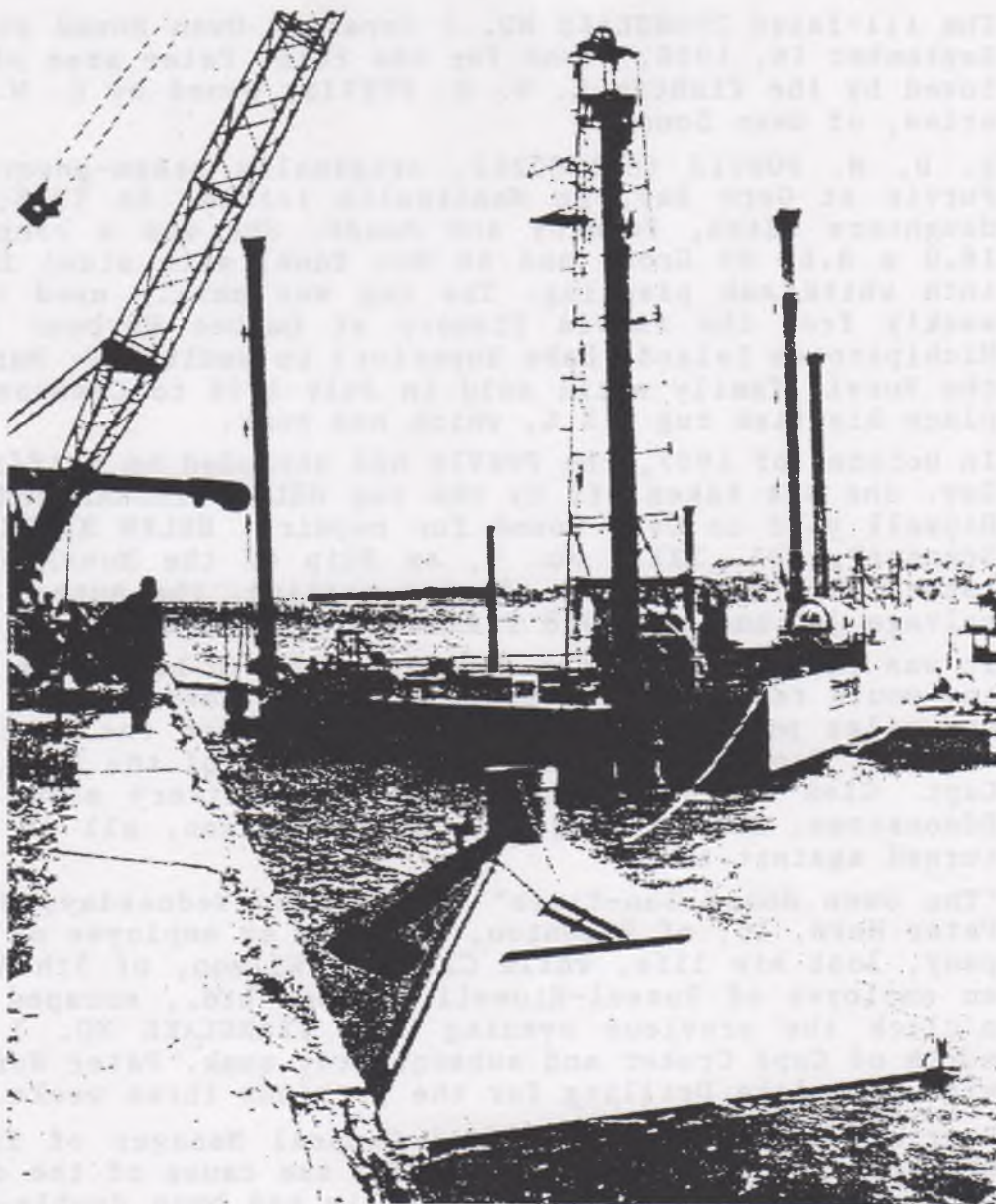


Photo from the Owen Sound paper of June 27, 1958, shows TRANSLAKE NO. 2 being completed. In the foreground is one of the feet, or air tanks, that was attached to the bottom of each spud.