

The incident was over in about ten seconds according to Wilson, who made his way to the PURVIS through what he said were eight-foot waves. With considerable difficulty, he got alongside the tug and scrambled aboard. Somehow, the CAROL ANN got loose, still in gear, and circled the PURVIS for some time. The tug gave chase, but the men aboard were unable to get a line on the errant cabin cruiser, and finally gave up the effort.

Just before the drilling platform took the final plunge to the lake bottom, the PURVIS had contacted Horn by the ship-to-ship telephone in the TRANSLAKE NO. 3 galley. They were talking to him as the rig flipped. The drill platform overturned and slowly settled. The PURVIS circled the sinking rig several times, looking for Horn, before the rig sank, after which the tug returned to Owen Sound. The following day, Thursday the 18th, a search party went to the scene of the sinking aboard the tug HELEN HINDMAN. TRANSLAKE NO. 3 had gone down in 240 feet of water, the spot clearly marked by an oil slick and bubbles. Divers from Translake Drilling, and from the insurance company involved, went down to the sunken rig but bad weather hampered their efforts. The divers tried to determine whether salvage was possible or not, and what might have caused the platform to overturn. They also searched in vain for Peter Horn.

The Department of Transport ordered an enquiry into the mishap, as is standard procedure when a life is lost in a marine accident. The cause of the sinking never was determined. It was thought that a large quantity of drill rods stowed on the rig's deck had shifted, but this never was proven. Norval Hipwell, President of Russel-Hipwell Engines Ltd., chartered a private airplane from Canadian Aircraft Renters, of Toronto, to search the Cape Croker area on Thursday afternoon for the missing cabin cruiser CAROL ANN. The search party left Wiarton Airport at 1:30 p.m., and less than an hour later, Bill O'Leary, a longtime employee of Russel-Hipwell, spotted the missing vessel ashore at Barrow Bay, south of Lion's Head, in a remote section of the bay. The cabin cruiser had been built by Russel-Hipwell, and was valued at \$10,000. The search party later travelled by boat from Lion's Head to the scene and found that CAROL ANN had two holes in the bottom of her hull. A fishing tug owned by Tom Shouldice, of Lion's Head, was chartered to bring CAROL ANN back to port. Tom Shouldice owned a 36-foot, yacht-style boat named SUEMAR, which he used for commercial fishing, but he may have borrowed Maurice Meneray's fish tug TOUCHE on this occasion.

In May of 1961, an attempt was made to salvage TRANSLAKE NO. 3, which then was valued at over \$100,000. The wreck had been abandoned by the insurers and was open to private salvage. Although TRANSLAKE NO. 3 had been assigned an official registry number back in 1958, it was cancelled before the paperwork was finalized. That registry number was reassigned to another vessel in 1961, after the underwriters released their claim on the drill rig.

Financial backing for the 1961 salvage attempt came from Mel Richmond, of Kitchener, Ontario, and an unidentified friend of his from Montana. The men planned to raise the rig and sail it back to the Translake Drilling Company. Because the wreck was in 240 feet of water, a deep-sea diver, Don Henry, was employed for the project. He was an ex-U.S. Marine, with worldwide experience in wreck raising. His experience included salvaging lake freighters, ocean-going tugs, submarines in the Sea of Japan, and the deactivation of mines. He also had worked at Pearl Harbor after the Japanese attack there in 1941. His air hose and line tender was Roger Hentges, the two being partners of Trident Marine Salvage, of Kitchener.

For the initial dive, the tug E. D. M. PURVIS was chartered. They took to the scene a coroner and an Ontario Provincial Police constable, but they were not needed. Peter Horn's body never was found.

The salvage was expected to take 15 days at most, but rough weather hampered the efforts. For raising the rig, the flotation chamber method, using pre-conditioned airtight railway tank cars, was proposed. They were to be towed