



Why not share your book club successes or horror stories with us? You may save members of other book clubs a load of headaches, or inspire them...
Join this discussion.

[Search](#) | [Browse Subjects](#) | [New Books](#) | [Authors](#) | [Recommended](#) | [Foreign Books](#) | [Reviews](#) | [Gifts](#) | [Help](#) | [Home](#)

Banner Ad

QUICK SEARCH

NEWS

The Globe and Mail

Sea Hawk is found in a sorry state

Friday, December 18, 1981
By MICHAEL TENSZEN

SHOPPING BAG

Your shopping bag is empty.

COMMUNITY

Events

Interviews

The Globe and Mail News

Author Centre

Discussions

STORE FINDER

Ajax

YOUR ACCOUNT

Select One

- [About This Site](#)
- [Advertising](#)
- [Affiliates](#)
- [Booksellers Centre](#)
- [Your Comments](#)
- [Partners](#)
- [Site Map](#)

James Floyd's long-lost love has been found, but he doesn't want her because of the way she's changed.

Mr. Floyd had been hunting for the Sea Hawk, the 40-foot teak and mahogany power craft he sold in 1959. The Globe and Mail helped him find her, but she's in such a sorry state a dejected Mr. Floyd wants nothing more to do with her.

However, she's still somebody's dreamboat. Her current owner has plans to float the Sea Hawk one more time.

So far, she's survived the Second World War, a decade out of water, vagrants who smashed portholes and fouled her cabin, and one less-than-loving owner who hurt her badly when he ripped out her big diesel engines to use in another boat.

The indignities she's weathered are hardly befitting a war veteran once commissioned by the Royal Air Force.

The 40-year-old Sea Hawk was the subject of a Globe and Mail story on Dec. 3. Mr. Floyd, who was the first to lovingly restore the Sea Hawk in the 1950s, wanted his boat back. He had returned to Toronto to retire after spending 20 years in England.

After two weeks of telephone calls by a Globe reporter, the Sea Hawk, or what's left of her, was found this week in Bobcaygeon, Ont. - a long way in time and distance from her days on the North Atlantic rescuing downed air crew during the war.

5649

"She's been abused something terrible," said David King, a Bobcaygeon businessman who saved her two years ago and whose dream is to rebuild her to her former elegance. "There is tons of work to do on her and 90 per cent of the people who see it say scrap it; but her wood is good and I'll do a little bit at a time."

Mr. King, 36, who's had a sand and gravel business and just started a log home-building business, hasn't had the time or the money to sprinkle on his old salt.

Others have had the time and money. The Sea Hawk, a sea-going phoenix, has been saved from inglorious decommission on several occasions.

A few years are missing from her sea log since the mid-1950s, but this much is known:

Mr. Floyd, a retired airplane designer, saved the Sea Hawk, a war-surplus derelict rotting in a Welsh shipyard, in the mid-1950s. Mr. Floyd shipped the vessel across the Atlantic on the deck of a freighter, then redesigned and reconditioned it, operating it for several years in Lake Ontario and selling it in 1959.

Told this week about the condition of the Sea Hawk, Mr. Floyd said he doesn't want her. "What a shame. It's sacrilege."

After Mr. Floyd sold the Sea Hawk, she went to the Long Point Gas and Oil Co. Nothing is known of the craft's history until Ron Bailey, a Belleville, Ont., mortgage broker, bought her in 1974 "from a guy in Cornwall."

"I liked the lines, it looked like a miniature PT boat," said Mr. Bailey, who spent \$12,000 on her and used her until 1979. A sea cadet officer, Mr. Bailey tied the launch up at the yacht club at Canadian Forces Base Trenton and took as many as 15 cadets at a time on high-speed runs on the lake.

Like others before him, Mr. Bailey saved the Sea Hawk from what seemed a certain end. The boat had languished high and dry for at least 10 years at a marine company in downtown Belleville.

"It was sitting there with about six other derelicts. It was in pretty rough shape. Some hippies had lived in it for a while and there was human excrement all through it. They (the owners) were going to cut it up with a chainsaw and they were two boats away from it when I asked to buy it."

Mr. Bailey paid \$2,500 for the Sea Hawk and then sank another \$12,000 into her. He used 300 gallons of paint stripper, and a lot of sweat and tears putting her in shape again. But the Sea Hawk became expensive and Mr. Bailey said he couldn't afford to keep her afloat.

He sold it to "a guy from Peterborough who wanted the engines."

While the engines (and other major hardware including expensive and original brass fittings) were being scavenged, the cabin and much of the upper deck were destroyed.

What was left probably should have been burned, Mr. Bailey acknowledges.

Enter Mr. King, the Sea Hawk's latest, and perhaps last, hope.

"I got the boat for practically nothing. The guy who pulled the engines wrecked the boat. He just ripped her apart."

Mr. King, who has stripped the hull to the bare wood, and is attempting to find its original fittings, thinks he'll lavish \$30,000 on the Sea Hawk's next rebirth.

"The hull is sound. I'd like to see the thing swim again."

Go to: Quick Search:

Chapter 1™ Club

Search The Globe and Mail for in the

Protected by copyright. All rights reserved.
Legal notices and terms of use relating to this site.