

FALLS of CLYDE
INTERNATIONAL LTD

T.S. Falls of Clyde

21ST CENTURY TECHNOLOGIES | ENVIRONMENTAL SOLUTIONS
EDUCATION AT SEA | COMMUNITY OPPORTUNITIES | HERITAGE INNOVATES

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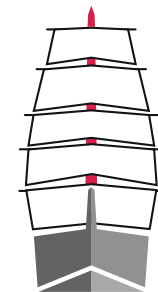
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FALLS of CLYDE
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1.0 Introduction



1.1 Who are we?

The Falls of Clyde International (FOCI) team first started in 2016; all because of a plea for help on a maritime facebook page. David O'Neill (the creator and director of FOCI) saw and answered this plea which was simple: Save the Falls of Clyde (FOC) from being 'scuttled' by the Honolulu harbours department.

As David has always had a keen interest in trains, planes and automobiles and, with countless years' experience in sales and marketing, he knew he had both the know-how and the passion to help and quickly got to work on a plan to bring the FOC back home to Scotland.

However, he didn't just want her becoming another 'static' museum. Instead he created plans (as seen in the following document) which encompassed everything he feels passionately about – the environment, climate change, technology, social causes and heritage: bringing them all together into one ambitious project.

Before long he attracted like-minded people, all sharing the same vision as him, to both save the FOC and to get her sailing again helping communities around the world grow and thrive.

After extensive research of other vessels of similar stature and age (such as the James Craig and the Glen Lee), working with and building relationships with various tech companies and global maritime organisations and considering the biggest social and environmental problems facing communities around the world, David and his team were able to produce five distinct 'operations' that could be run on the ship (all which are detailed in the following document).

That's not to say that all of these operations will run concurrently – instead these are all individual proposals which would make the ship self-sustaining. FOCI envisage up to three of these operations could run together on the ship and elsewhere.





1.2 Why this ship?

Throughout the years he heard many people ask why? Why this ship? Why save the 'Falls of Clyde'?

Yet, the answer was simple. Why not? After 140 years this beautiful ship is still afloat and she truly is a credit to those Scottish world leaders in ship design and technology. She is a survivor and the last of her kind (her seven sisters were either lost in wartime - WW1 and WW2 - or at sea in terrible storms) and, much like the people of Scotland she is hardy, strong and able to weather the worst of storms.

The FOC remains the symbol of a time of great innovation, ingenuity and engineering, she truly is a piece of history that shouldn't be forgotten as ships like her opened the seaways for the new designs of the British Merchant Fleets of the 20th Century - fast steamships and turbine powered innovators of their day! There is so much history imbued in the very iron that was used to build her and she deserves to sail for another 140 + years.

The FOC, and ships like her, allowed Britain to become the seafaring, trading nation and supplier of goods worldwide that put the Great in Great Britain. Additionally she bears the name of our great river; a place that built the maritime nation we became.

2.0 Scope of the Project

The following details outline our plan's, split into four phases, spread over three to five years to reach completion.

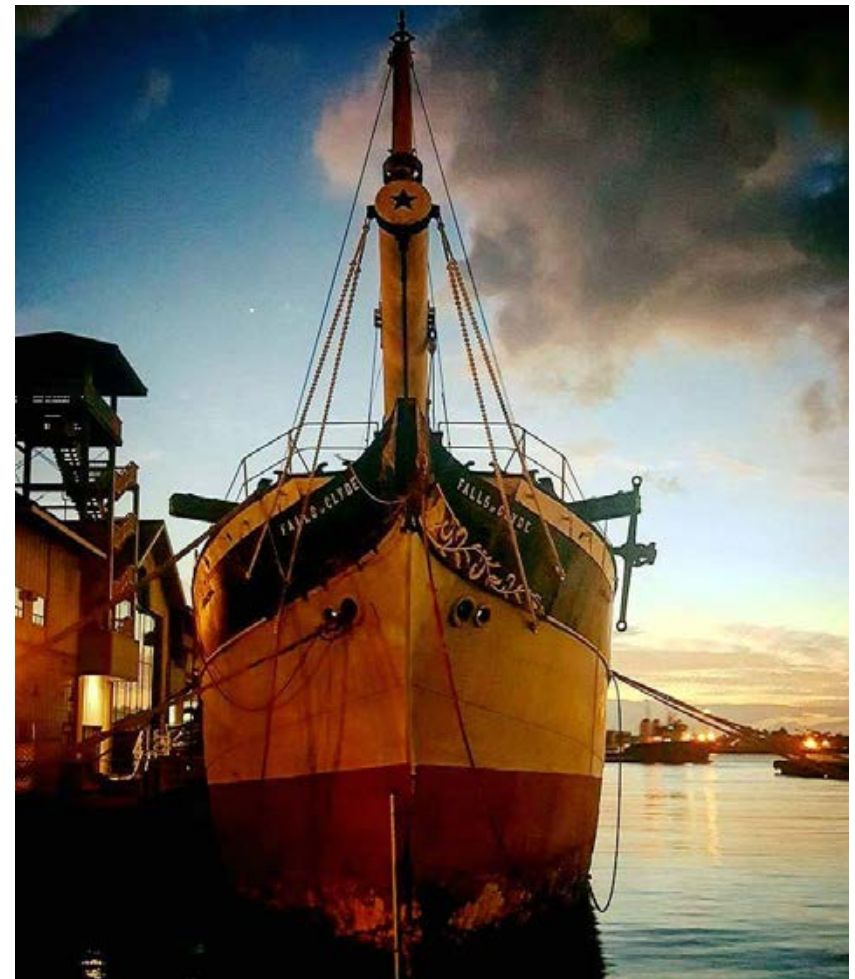
2.1 Phase 1- The Foundations

We have been working with the Hawaiian harbours authority to secure the release of the ship from the State. Furthermore we have engaged with the state of Hawaii over ownership and we, ultimately, aim to have her released into our hands.

She was impounded with claims of her being unsafe, yet, further clarification received means that she is only unseaworthy. The relationship between our group and the DOT (Department of Transport) Harbours authority hasn't always been easy but with determination, patience and time it has improved and we have been given the chance to put forward our own proposals to save the Falls of Clyde (FOC).

As she has been a static museum for over 40 years and as there were no plans to return her to sea from the port on Honolulu she was not required to be 'seaworthy'. However, the local group that owned the ship, 'Friends of Falls of Clyde' (FFOC) had a vessel survey carried out in December 2016 where she was found to be sound and safe as a static vessel. The same report does outline areas where she will need restoration, which in turn have helped us identify longer term work required.

Ownership of the vessel will be transferred to us the moment she sits on the deck of the lift ship (or sooner if possible). To ensure we have all the details needed for a project this size, a further survey will be carried out before her journey back to Scotland – ensuring that we are fully aware of any potential problems that need to be addressed. It would be preferred that once ownership is secure that she be placed in the dry dock of Pacific Shipyards International to have immediate remedial work carried out to her plating.



2.2 Phase 2 – Her Journey Home

We have a contract on offer from the heavy lift ship company Roll-Dock (Amsterdam Office) to bring the Falls Of Clyde back to Scotland. Currently we need to raise £400,000 in order to secure the lift ship and bring her home to Scotland with a further two payments of £900,000 respectively bringing us to a total of £2.2 million for the entire lift ship operation.

We are also planning a series of events for her journey home. Starting in Honolulu with a Scottish/Hawaiian themed farewell traditional blessing all the way back to Scotland with several stops in-between before a final ‘welcome home’ event in Scotland. We are still working with various ports and our lift ship team to determine these stops and they will be announced in due course.

In order to raise funds needed for her rebuild, the ship will be offering sponsorship opportunities during that journey (a sponsorship document is currently available). These sponsorship opportunities have been estimated to provide not only the lift operation costs but to also offer substantial funding to start the rebuilding process on arrival to Scotland. Each event is expected to reach an estimated 750 million viewers from social media, news, TV and radio coverage.

Furthermore, to bring her to the Clyde a (wreck removal) bond of £250k has been set by Peel Ports; this would be required for her to be offloaded to a dock in Glasgow/Greenock. However, there are other options available as, provisionally, A.B.P. (Associated British Ports) have stated they would have no bond requirement if the FOC came to Troon Dry Dock with the view that if she would be fit to leave Hawaii on the lift ship then she would be fine to enter Troon. We are also confident that we can either win concessions of support from peel ports to completely waive or significantly reduce this bond.

Finally, Tugs and Pilot services have been very kindly offered, free of charge, in both Honolulu and Scotland to escort the ship to and from the lift ship.

In Honolulu the services are being offered by Foss Marine and the pilot association and in Scotland by Clyde Marine. Panama passage services were also offered previously and we are confident that this can and will be confirmed again.

2.3 Phase 3 – The Rebuild.

We currently have two options for her rebuild:

Option One – Our current (and most promising) plan is to bring the FOC back to Inverclyde (very near where she was originally built) to Victoria harbour. Here she will be transferred from the lift ship to a submersible barge (being proposed by Malin and BAE) and she will be rebuilt on the barge.

Use of this heritage site has been confirmed by both Inverclyde council and peel ports (the owners of the harbour and surrounding space) who have stated that they would take a ‘peppercorn rent’ for the time it takes to rebuild the FOC. We estimate the rebuild will take 3 to 4 years, yet, with the right investment and facilities we could cut the rebuild time down to anything between 1 to 2 years - incorporating a mix of old and new techniques.

Prior to her arrival we will be creating a ‘pop up’ heritage village made up of converted container units. The village will act as an incubator for start-up businesses as we expect high levels of traffic from both cruise ships and tourists interested in the heritage, maritime history and the FOC.

We will offer help and guidance to local people to set up and maintain their businesses within the village and will offer low rent/rent free spaces to new businesses for a set period of time; we envision a local area with unique bars, restaurants and cafés as well as local and established businesses within the village.

We also plan to build a museum/genealogy centre detailing the history of Scottish shipbuilding and the journey of the FOC. People will be able to see the FOC being rebuilt in real-time and we estimate that we will create up to 150 new jobs within the site as well as bring in a higher footfall due to the unique facilities within the maritime hub.

Option Two – if, for any reason, we are unable to take the FOC to Inverclyde there are several other sites along the Clyde that are available. Troon dock have made it clear that they would be available and they have a dry dock currently available for the rebuild. Several sites in Glasgow have also shown interest in taking the FOC during the rebuild phase, however, both rent and costs are still being negotiated.

Currently we estimate the rebuild will cost around £15 to 20 million based on other rebuilds similar to the FOC. We have sought the support from industry and the public across Europe for the supply of materials and skills to complete this restoration and there was an overwhelmingly positive response. We are also seeking Legacy, Heritage and Lottery funding opportunities and are considering working towards a charity status.

The cost of the rebuild would be comparable to the rebuild of the ‘Wavertree’ and ‘Balclutha’ ships in New York and San Francisco and we have been in discussions with both groups learning about their challenges and developments during these rebuilds. This is very much a community inspired and focused project helping people rediscover Scotland’s history, heritage and future.

2.4 Phase 4 – The Future

Once the FOC is rebuilt we have several plans for her which are outlined in the ‘aims and vision’ section. Be that as it may, we don’t plan to stop with the FOC and, if successful, we already have several other ships around the world earmarked for restoration with plans to have them sailing again using the same business model.

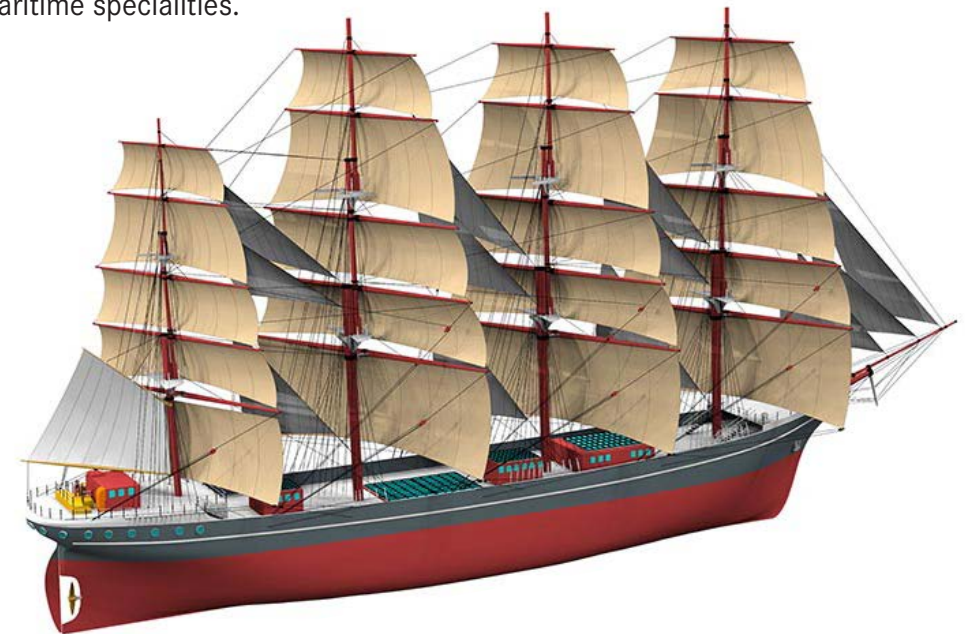
After the FOC is built, Victoria Harbour will essentially become a tall ship restoration hub and worldwide heritage centre as well as a central base

of operation for the proposed businesses running within Falls of Clyde international (FOCI).

Along with the incubator village and heritage/genealogy centre we seek to continue restoring other ships and become specialists in this field eventually attracting the best individuals around the world to work with us and give local people an opportunity to secure their future.

We have considered that we could, with guidance, put together a share prospectus where companies or individuals can buy shares of ownership for the ships and company – similar to Sailcargo’s ‘Ceiba’ & Fairtransport Eu, ‘Nordly’s’ & ‘Spirit of Rotterdam’ projects.

Finally, at all stages we envisage opportunities being given to the local communities to promote skills/opportunity, working with the Scottish Maritime Museum and the Glasgow Nautical College who will assist us in training apprentices in the development of lost skills for vessels like this and essentially become a world renowned hub for heritage, innovation and maritime specialities.



Ship drawing | Ron De Vos

The Proposed Route



Stop One Hawaii

DEPARTURE: 6th March

We plan to give her a traditional Hawaiian farewell. As the FOC leaves Honolulu she will be given a traditional Hawaiian blessing and the Hawaiian Governor – David Igi – has already agreed to wave her off with a farewell address.

This will also be an event open to the public where they will be immersed in both Hawaiian and Scottish culture with a traditional Scottish Games which will include traditional Scottish Music and Dancing (including a pipe band) as well as Hula dancers and Hawaiian and Scottish food and drink. All celebrating the start of her journey home and her deep connections to the islands and the Hawaiian people. As she leaves Honolulu, it is anticipated that she will be escorted by a large flotilla of small crafts including traditional Hawaiian Canoe teams and the Kool-lai; we anticipate extensive global media coverage for this event.

Stop Two San Diego **ARRIVAL: 16th March – DEPARTURE: 17th March**

As she approaches San Diego and her first stop we anticipate a flotilla of small crafts to escort her into harbour including the tall ship – the Star of India – along with other historical vessels.

Here she will be moored next to the San Diego maritime museum where we hope to open the lift ship to the public for them to get an opportunity to see the FOC up close and personal. The purpose of this visit is to offer sponsors further exposure through the global media campaign and attract other commercial interest. Working together with the national historic preservation society – any funds raised locally would be donated to the museum itself.

As with Hawaii there will be traditional Scottish food and drink but we will also be celebrating San Diego's unique culture and heritage by providing local businesses the chance to be part of this historic event and showcase their own local fayre.

Stop Three Panama City/Canal **ARR: 28th March – DEP: 29th March**

We wanted to say thank you for the passage through the Panama Canal so we felt that a stop here was necessary to strengthen links with the maritime community and the Scottish links with the city itself. Again, like other stops we will be celebrating her journey home but also Scottish Culture but we will be emphasising and celebrating the South American culture, history and heritage too with traditional South American dance, food and drink all whilst promoting our emission free tech and solutions.

Stop Four Galveston, Texas **ARR: 9th April – DEP: 10th April**

Here the Elissa (an Aberdeen built ship – built in 1877) will come to greet the FOC as she comes into port all with an escort flotilla and all in conjunction with the museum. Again, to celebrate the maritime heritage, the oil industry connections and attracting more sponsors and investors with the event and global media coverage. Here the emission free tech, engine and propulsion solutions will all be heavily promoted along with the shared history and heritage of Scotland and Texas.

Stop Five Miami, Florida **ARR: 13th April – DEP: 14th April**

This will be her midway point and, again, she will be greeted by a flotilla as she comes into port. As with the other stops she will be celebrating the Scottish history and heritage but also offering an opportunity to the cruise ship community to see how green tech and emission free shipping is the way forward. Carnival have already offered support to the project.

Stop Six New York

ARR: 17th April – DEP: 18th April

Similar to Miami, she will be greeted by a flotilla and she will be moored nearby the Wavertree and, like other stops, she will be celebrating the Scottish history and heritage but we will be focusing on the green tech and emission free shipping here as we did in Miami.

Stop Seven Nova Scotia, Canada

ARR: 22nd April – DEP: 23rd April

This event will focus heavily on the social and community aspects of the ship – focusing heavily on the education at sea and community benefits as well as the strong shared Scottish heritage and history. She will be greeted by a flotilla as she comes in.

Final Stop Glasgow, Scotland

ARRIVAL: 1st May

Her final stop and we will go all out for it. We are attempting a Guinness world record for the largest flotilla on the Clyde and there are several events planned down the entire Clyde starting from Ayrshire right down to her final stop in Govan. There will be traditional Scottish Games and Dance as well as various Scottish Fayre and merchandise throughout. This will offer a huge opportunity for Scottish based sponsors (such as whiskey companies) to get involved both with the local community and the global audience. We want to focus heavily on tourism and Scottish exports at these events and we have engaged with tall ship owners from around Europe and – if possible – a handful of owners could come to the Clyde to take part on the final leg of the journey.



3.0 Aims and Objectives



Ultimately we want to see the FOC restored to sea going condition so that she can fly the flag for Scotland's engineering and green tech abilities. She will become a symbol of Scotland's lead in the world of new eco-technologies, alternative propulsion and hydrogen/ electric power systems. This eco-friendly ship will proudly announce her heritage credentials down to her last nut and bolt and show the world what Scotland still has to offer the shipbuilding and repair sector.

We have no plans to make the FOC a static museum piece. Instead we plan to show the durability and innovation of Scottish engineering as she will be sympathetically restored. The FOC will be fit for purpose but she will be an ambassador abroad for all things Scottish (even the odd bagpipes!) All whilst using the latest technologies to sail the seas swiftly and safely.

When we set out down this road to save the ship, we looked for future applications that would make her sustainable, essentially we envisaged 3 main areas to be considered, which will decide her configuration; additionally there are two alternative options available.

3.1 Fairtrade cargo:

We aim to provide the first carbon free cargo service from Scotland! Presently we estimate around £5.2m per annum (£0.50 per ton, per mile) could be made from cargo. We will seek to carry Fairtrade Cargos and develop and nurture relationships with farmers and workers within third world countries; giving them a fair wage, the ability to live and to send their own children to school.

We want to take education ashore - to those communities that grow the coffee or make the Rum, Gin or Chocolate. Helping these same communities with infrastructure or education projects that they will identify themselves.



We firmly believe that this will strengthen links culturally and commercially, as well as benefitting communities and businesses both here in Scotland and in those local communities.

Due to the other businesses being run on the ship we will have limited cargo space but we have earmarked several other tall ships that will be restored and rebuilt (using the latest green technology) at Victoria harbor – other tall ships will then have a stronger focus on fair-trade cargo and we believe that this will give us a unique brand of products along with this harbour becoming a world class fair trade cargo and maritime hub.

3.2 Education at sea:

One of our most exciting prospects for the ship. We intend to offer an education at sea service and, based on other models around the world, we will offer full time education on board. This will be offered to private schools and colleges around the world and is based on the example of a company from Nova Scotia (Class Afloat). We envisage students from wealthier families can pay for a place on-board and we expect the cost to be around £32,000 per 10 month semester per student which, in turn, will help fund places for other students who would not have access to this kind of opportunity. It should be noted that these are estimated figures and education models and prices are subject to change.

We also plan to offer places to the neediest kids from our communities who see no prospects for their lives ahead of them and take them on the adventure of a lifetime. This program will offer students (from 14 years +) a once in a lifetime opportunity as they will get to explore the world whilst learning. We are currently working with several children's charities, schools and third sector groups who will identify potential students who would benefit from this program.

We see the program being broken down into three main parts:

Part 1:

We will give everyone a chance to apply for a place on the FOC and we are currently developing a 'pre-boarding' program similar to programs like the 'Duke of Edinburgh award'. Initially, we plan to travel around Britain's schools explaining who we are and how people can get involved. However, the main difference between this program and others is that the 'pre-boarding' program will work with schools to identify those most in need and help us identify students who would benefit most from this program.



The program itself will have a strong focus on community working, heritage and personal growth. We want the successful applicants to show us that they have what it takes by volunteering within their community, as well as fundraising and team building; all whilst being fully supported by us and the local third sector organisations within their area. We want to help students develop and gain key skills and attributes for work and life such as resilience, problem-solving, team-working, communication and drive.

Part 2:

Once the pre-boarding program has been completed, the students will sail to the first of several destinations on their journey after completing the

necessary health and safety requirements and basic training before sailing.

On-board the ship they will be taught conventional courses (English, Maths, Sciences etc) by fully qualified teaching staff but will also learn about all aspects of ship life as they continue to develop and perfect the key skills they have been working on in the pre-program. The students will become seasoned sailors as they will be expected to help run and navigate the ship as part of their daily duties and they will get to experience all aspects of ship life.

Furthermore, the students will also learn about shared responsibilities as they discover new countries and cultures and learn about all aspects of Fairtrade cargo as when at our Fairtrade cargo ports they will get the chance to get involved with the local businesses and develop a firm understanding of the processes involved in getting various products to the supermarket shelves.

The courses taught will follow a set curriculum and will meet the standards set by the SQA (for high school qualifications) and we are currently in discussion with the Glasgow Nautical College, Caledonian university and Strathclyde University about accredited university courses.

As well as being taught how to sail and run a tall ship the size of the FOC and will also learn about marine biology, the supply chain and the ecosystem through both theoretical and practical lessons. We are following a similar model used by successful companies like 'class afloat'.

Part 3:

After the adventure is over (depending on the student's age and abilities) we will help many of the neediest go onto higher education, learn a trade or gain employment – either through our own maritime hub/incubation village in Victoria Harbor (or another site), through one of the universities/colleges we are currently in discussions with or another area we have links to. We will also have a debriefing period, helping students integrate back into 'civvy' life.



3.4 Green technology platform

Of all of the projects on-board the FOC one of the most important is for her to become a platform that will show the world the latest green and carbon neutral/carbon free tech. We want to show the world that green engines and tech aren't just sustainable but that they are the future.

Final year students at Strathclyde University Marine Engineering took on and tackled new propulsion systems such as Hydrogen power - akin to Ferguson Marines own innovations. They also identified solar sails and high efficiency solar panels, wind turbines and battery storage as alternatives to the hydrogen power and we are still looking at various other 'green' technologies that we feel will be suitable for the ship; all with their own pros and cons.



Furthermore, as she sails the world using the latest green tech and engines, we believe we can show others that this tech is just as viable, cleaner and even superior to traditional diesel/petrol engines.

We also plan to run an annual event known as the 'clipper tea races'. A global event which will showcase both the FOC and other tall ships who will race half way around the world from China to Scotland using only green and wind energy. We expect this event will not only attract massive sponsorship opportunities and huge numbers of people tuning in to watch but, again,



highlight and showcase the very best of green and carbon neutral/free tech as we plan to run an event at each end inviting the best companies to showcase their latest green technology.

3.5 Cadet Training/Sail Adventure Holidays (optional)



Along with the other businesses upon the ship there are two further options available to generate revenue.

During discussions with Glasgow Nautical College it became apparent that even though they were able to teach young naval cadets the theory around sailing tall ships, it has proven a lot more difficult to gain practical experience due the lack of tall ships and even fewer working tall ships in and around Scotland at any one time.

Access to the FOC could be offered to the Glasgow Nautical College for a set period of time; this would allow their naval cadets to develop much needed skills and practical experience. These discussions are still in the early stages, however, it is something that could be developed further if there was sufficient time and resources available.

Alternatively, during the FOC's 'downtime' (where she is not at sea during the education at sea program or carrying fair trade cargo), there is the travel opportunities involved in this type of journey; paying guests can either stay for part of the journey or for the whole voyage and, as they will be sailing on one of the rarest ship on the ocean, we are almost guaranteed to have many people paying to come on-board for a sail adventure! From climbing masts (in all weather), setting sails or learning how to manoeuvre a sailing ship, they will experience the real sailors' life as they travel the world and meet lifelong friends.

Both options are still to be fully examined but are another alternative use for the ship should the other businesses fail to go forward for any reason.

4.0 Where are we now?

4.1 Relationship with Hawaii

Initially, in 2016 we answered a call for help from the U.S. charity known as the 'Friends of the Falls of Clyde' (FFOC) who owned and wanted to save the FOC from being scuttled by the Hawaiian Harbours Authority. We answered and quickly put together a plan to get her back to Scotland attempting to work with the Hawaiian Harbours department and building and executing a plan. However, due to complications listed below, several attempts did not go ahead.

From 2016 to mid-2017 we worked in closely with FFOC, however, this relationship was ended when we felt it was clear they were not able to grasp the scale and complexity of this project, we feel that this damaged the relationship between us and the Hawaiian Harbors Department and hindered the attempts to move the FOC from Hawaii.

Yet, since 2016, despite difficulties with the Hawaiian Harbours department and FFOC, we have built relationships and work closely with several businesses, state organisations and entities including the US coastguard (USCG), the Hawaii state historic preservation division (HSHP) and the Environmental protection agency (EPA) to name a few. Working to ensure that the FOC is not scuttled and giving her a chance at another lease of life.

From 2016 until now, the Hawaiian Harbours department have pressed us with unrealistic removal dates, conditions and wreck removal bonds with threats to scuttle the FOC if we did not comply in the time allotted. Despite this we managed to create a removal plan and had confirmed and booked a lift ship for June 2017.

4.2 Previous attempts and challenges

First Attempt

After lengthy discussions Ocean Heavy Transport (OHT) from Oslo, they had agreed to come and pick the FOC up with a lift ship, small enough that it could complete the life safely within the harbour, this was set for June 2017. They would pick up the ship with no deposit required and had agreed the funds could be raised with their support after she was home safe. The lift ship date was moved to November 2017 by OHT due to scheduling conflicts and we updated the Hawaiian authorities of this. Furthermore, OHT's engineer arrived in Hawaii on November 2017 to inspect the FOC and he was satisfied she was safe to lift and put on the lift ship with no complications.

However, in November 2017, OHT's vessel arrived arrived in Honolulu with a larger lift ship than discussed, which unfortunately would not allow for the transfer to be completed. As the FOC could not be towed out to sea as she was not structurally strong enough for the tow to open ocean, this meant we had no option but to abandon this attempt. At this point we made the difficult decision to abandon this effort. We then had to negotiate a further date for an in harbour lift operation which meant finding a new supplier to allow us to meet the fresh DOTH deadlines.

Second Attempt

This attempt had highlighted several problems that had to be addressed and we arranged another lift with another Dutch lift ship company – Sevenstar – scheduled for February 2019.

Sevenstar had agreed to take the FOC on-board a lift ship that was passing

by Hawaii and she would share space with several other yachts going to other Destinations. They had asked for a deposit of £750,000 and a total cost of £1.7 million. They had examined our marketing strategy and were confident we could raise the money needed through our sponsorship program; we quickly got to work ensuring this program and associated materials was ready for the lift ship.

Sharing the lift vessel wasn't ideal but due pressure from the Hawaiian Harbours authorities we had to move quickly and made the decision to use Sevenstar.

Furthermore, as a condition of the lift operation, Sevenstar had also asked that the ship's hull was cleaned of any native flora and fauna and that a new full structural survey of her condition be completed. We were confident that, now we had a concrete date for the lift ship, we could raise the money needed.

Unfortunately, we quickly ran into problems as we had asked FFOC to complete several tasks (including cleaning FOC's hull of any native coruscations and marine growth, completing the structural survey on her condition as per Sevenstar's request). Despite continued assurances that these tasks would be completed and that there were funds available to do so, they never delivered on those commitments.

Sevenstar were due to leave Australia in January 2019 at which point they sought clarification that their terms had been met, unfortunately the FFOC group had not. We then had to make a decision whether or not to go ahead with the contract. We made the decision to cancel the contract due to the problems noted above and we distanced ourselves from FFOC – minimising contact and any further relationship with FFOC at this point. Despite our assurances that we had made the right call and that this was no fault of SFOCI, the relationship with DOTH quickly broke down as in their eyes we had 'failed' once again.

Auction Attempt

Following the cancellation of the lift, DOTH attempted to auction the FOC in April 2019. We had made the decision not to bid on her as the department had placed unreasonable and unattainable restrictions on the vessel including a wreck removal bond of \$1.5 million to secure the FOC and required a guarantee that she would be removed by 30 days. These conditions were entirely unreasonable for several reasons:

- It would be near impossible to arrange a lift ship and removal within 30 days.
- The \$1.5 million bond on top of the bid for her removal was unreasonable. As she could not be towed out to sea, repairs would have to be made first locally, with an estimated \$1-2 million just to repair her which would take several months to complete.
- The estimated scrap value alone would be in the region of \$250,000 meaning anybody who wanted her for scrap would be highly unlikely to bid.

Unsurprisingly, there were no serious bids made for her disposal.

It had become clear that the Hawaiian Harbours department seemed disinterested in any kind of relationship with FOCI (or anyone else) and any attempts at communicating or correspondence were mainly ignored. We feel this was due to miscommunication driven by the FFOC group and since April 2019, we have managed to clear up several misconceptions with the Hawaiian Harbors Department (one being that we were the same entity as FFOC). Even though the relationship is still strained, there is now regular communication and correspondence and we have also developed several relationships with other state officials as mentioned earlier.

4.4 Here and now

This has been a long and challenging journey but, despite the setbacks, we feel that we can and will succeed. Hawaiian Harbors have now filed for a 'Disposal' notice to the state department for historic artefacts. As the ship has been in Hawaii for over 50 years, she is now considered to be of cultural and historic importance.

Our proposal is simple. We want to remove the FOC and repurpose her in a way that protects her heritage but also offers a future that will support the marine environment and serve future generations of communities around the world. It appears that the state department for historic artefacts as well as the United States Coast Guard (USCG) and the Environmental Protection Agency (EPA) are not happy that 'disposal' is the only course of action. The coast guard has final sign off on the entire process and our understanding is that they are not happy for an unnecessary and dangerous step to be taken when our option to remove her safely is on the table.

DOT Harbours department have cited tests on the condition and contaminant risks based on 2008 evidence, it could be that they may be asked to produce fresh samples of how 'clean' the ship is and to produce a suitable and up-to-date survey to show that she is safe to tow to sea. The biggest fear is that the ship sinks in the narrow channel entrance or founders just outside the harbour; blocking Honolulu harbour for at least 6-12 months while a salvage operation takes place.

We have also been working with the support of the U.S. National Historic Maritime Society, seeking support from their National Park Service for our plans to repatriate her to Scotland. The ship is a registered National Historic Landmark and currently U.S. flagged. In Honolulu, Foss Marine, The Honolulu Pilots Association and others are offering their services and staff to support our removal operation.

As stated earlier, we currently have a new agreement in place with another lift ship company (Roll Dock) to bring the FOC home to Scotland in June 2020. However, due to the coronavirus outbreak this is unlikely and will be most



likely be pushed back to September 2020. If we can get investment into the company, we could secure the lift ship and show Hawaiian Harbours that we can succeed with this project. If the 'disposal' process does go ahead, we will be able to bid, hopefully the lowest cost to remove her, a cost which DOTH would meet under the terms of the order.

Here in Scotland we have been in discussions with Inverclyde Council, Scotgov, Peel Ports, Strathclyde University, Caledonian University, Clyde Marine, Malin Group, Cleanships, Scottish Maritime Museum, Historic Environment Scotland, A.B.P., Glasgow Chambers of Commerce, North Ayrshire Council, Radio Clyde, The Clutha Trust, Crossroads and many others, all to prepare for her arrival on the Clyde.

5.0 Conclusion

This is both an ambitious and global project which we're confident isn't only possible but necessary. Once transformed, the FOC can and will become entirely self-sufficient by moving cargo, educating tomorrow's students and changing people's lives globally.

Rebuilding this ship is not an impossible task - it has been done before with ships in far poorer condition than the FOC with ships like Australia's James Craig, San Diego's Star of India, San Francisco's Balclutha, New York's Wavertree, Galveston's Elissa and Glasgow's Glenlee. These ships are just a few of the many successful restoration projects but we need others to share our vision.

The FOC is not just a static exhibit like other ships; she is truly a survivor, a living, breathing leviathan who was built (and rebuilt) on the Clyde. She will pave the way for more ships for generations to come - showing the world that green energy and social entrepreneurship are the way forward; we speak of heritage and this is what heritage looks like.

We envision the FOC becoming the pride of Scotland, becoming a symbol of hope for the neediest of our communities as we give people the opportunity to change their lives for the better.

This has been an incredible journey so far but we want you join us and share the experience of the Falls of Clyde coming home.

Follow the journey...





**The river Clyde. Flows down through the heart of Empire
Beyond Glasgow sweeping out to the sea at the lower Clyde
Where the River meets the Bay Yard of Russell's at Port Glasgow
Here she was born, past Scott's of Greenock,
Where many grafted and toiled,
Where many died.
To build these great ships, but
What's left? What's left to remember and honour them now?!
The Clyde. The Falls of Clyde.**

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