

PRESS RELEASE

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Saving Hawaii's Historic Ship – *The Falls of Clyde*

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After being an historic Honolulu Harbor landmark for more than 50 years, the tall ship *Falls of Clyde* has been ordered out of her permanent berth at Pier 7. In order to save her, the Friends of Falls of Clyde must move the historic iron hull, 4-masted sailing oil tanker, which has been a Honolulu landmark for visitors and schoolchildren alike since the early 1970s to a dry dock facility at the ewa end of Honolulu Harbor for refurbishment, and is seeking assistance from the public in order to do so. Friends of Falls of Clyde met with representatives of the Dept. of Transportation and was offered an opportunity to submit an acceptable plan providing details on how Friends of Falls of Clyde will move its mission forward. The plan is to be submitted by July 15, the current date when the ship is to be moved. Friends of Falls of Clyde will provide an acceptable plan, which should lead to removal of the eviction notice. What is needed now is a strong show of support from the community through letters of support and contributions of any amount to provide both moral and financial community support.

The Friends of Falls of Clyde have been physically maintaining the vessel over recent years, while at the same time have been waging a capital campaign in the past year to raise the \$1.5 million in funding needed to preserve the hull and make the ship seaworthy through appeals for both national and state grant funding, as well as through the maritime industry to save this historically-designated ship. To date, more than \$145,000 in donations has been raised, but now that the ship is threatened with the loss of her permanent berth in Honolulu Harbor, the time is running out to raise the remaining funding needed to restore her, and make her attractive again as a Honolulu visitor's and school children's destination.

Falls of Clyde was built in 1878 in Port Glasgow, Scotland and is the last remaining four-masted, sailing oil tanker in the world. At 286 feet in length, this world-renowned, square-rigged vessel has an iron hull, and must be put in drydock on a periodic schedule to have her hull cleaned, repairs made and painting done to protect the ship from deterioration. It is easy to understand that an iron-hulled ship from the 19th century in salt water presents a unique, and expensive repair and maintenance requirement. She was designated as a National Historic Landmark in 1989. The ongoing mission of the Friends of the Falls of Clyde (FFOC) is to preserve and restore the ship to museum quality for the educational and cultural benefit of the people of Hawai'i, and make it available to kama'aina, as well as our visitors from the mainland and overseas. This role was reinforced in 2009 when the State legislature, realizing that the ship is recognized worldwide for its place in maritime history, and for its unique role as the only surviving iron hull, four-masted, sailing oil tanker, and as

such, this status brings prestige to Hawai`i for preserving such an historic relic, declared *Falls of Clyde* to be an “historic symbol of Hawai`i” and should “always be treasured and protected by the State of Hawai`i and its residents.”

This isn't the first time this great lady was threatened. In the 1960s, a group of well-known Hawaii businessmen including newspaper columnist Bob Krauss, John Wright, Tommy Holmes, Capt. David Lyman, Bobby Pfeiffer, and Kenneth Brown waged a successful campaign to avoid scuttling the ship in Vancouver, B.C. These conservationists also took the initiative to save *Falls of Clyde* by bringing her back to Honolulu. They understood her role in serving Hawai`i as one of the first ships in the Matson fleet and later as a sailing oil tanker owned by Associated Petroleum. *Falls of Clyde* also served Honolulu and the sugar plantations on the island of Hawai`i. Finally, they were instrumental in making *Falls of Clyde* a central feature in Honolulu Harbor. While these people have all passed on, their memory and spirit motivate the current dedicated group of Friends that have now taken up the mantle of preservation. The 2005 book by Bob Krauss, *Falls of Clyde: 324 Voyages Under Sail* (Bishop Museum Press, 150 pages) is a valuable resource for anyone with a deep interest in the ship.

Many people who grew up in Hawaii, and especially on Oahu, remember touring the ship with their school mates on class trips. Later, the Falls of Clyde was the scene of many romantic weddings, fundraisers for nonprofits such as the Make-a-Wish Foundation and many others. In recent years, and after much hard work to protect and maintain the ship, the Friends of Falls of Clyde has received an outpouring of moral support from people who know and appreciate what *Falls of Clyde* has meant to the community over her 50 plus years in Honolulu Harbor near Aloha Tower Marketplace. But unfortunately, finding enough funding to complete the necessary restoration project has been elusive.

If the drydock maintenance can be completed, the Friends of Falls of Clyde has in place a self-sustaining business plan to operate *Falls of Clyde* as a museum ship with emphasis on maritime history, culture, and exhibits. She will also again be available as a venue for public and private community events. The Friends have received advice and support from the stewards of other historic 19th century maritime treasures from New York to San Francisco, and even Scotland, and are confident that the ship is economically sustainable once the initial repairs and restoration are completed.

More than any other state in the U.S., Hawai`i is a maritime state that could benefit from acknowledging the importance and history of the maritime industry. *Falls of Clyde* is this state's own historic symbol of a long sailing history that sustained our economy for so many years. With some initial public or private support, this beautiful vessel with her tall, sleek masts could be maintained and protected for the enjoyment and education of future generations of Hawaii's people.

Much more information is available online, and donations to complete the restoration work can be made at <http://www.friendsoffallofcl Clyde.org>

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