

Black Ball Line, LLC dba Puget Sound Navigation Company, LLC 1935 MV Kalakala

Executive Summary

When we reflect upon the moments that define our lives, it is rarely the simple tasks we remember. Monumental feats that called upon our utmost strength-events when against all challenging forces our character and integrity endured-these are the moments that tell the stories of our lives. To some it is not an occupation to endeavor such deeds. To some such deeds are commitments that stretch well beyond their dreams and financial capacities. Our management team has committed to study such a challenging monumental feat over the past 7 years. This moment we are fully committed to bring new life back into a historic vessel that truly defines; diverse past technologies that impacted the world, community events, and cultural stories like no other vessel in the world could ever compare to tell.

The MV Kalakala is such a monumental feat, and our management team will proudly tell her stories that can touch our lives in the future. But, first we must transform the MV Kalakala public misperceptions, and we must be able to redesign her for the future yet preserve her significant 1935 iconic exterior streamline superstructure and art deco interior. We will privately make efforts to go beyond just a spruce-up paint job, beyond restoration, beyond reintroducing her as a world class vessel that can tell stories of 2 centuries of America's Black Ball Line, and beyond Seattle and the Puget Sound regional suppressions related to the MV Kalakala past stories. We must focus on her future, and she will be designed to set sail, have a new hull, new engines, and preserved exterior and interior superstructure, so that, she can entertain, provide adventures, greet communities, while efforts towards transforming blind politicians who can not see what we see nor respect what our last remaining ferry and most significant vessel within the entire State of Washington once was and is to become again, a symbol of Hope. After her physical transformations she will prove to become a solid, sound, and strong renewed business with a sole purpose to become an immeasurable local, statewide, and national social and community technological and economic asset that impacts the world again and touches millions of hearts and souls within our 21st century.

The 1935 MV Kalakala, became instantly world renowned as our *World's first Streamline Art Deco Ferry*, on July 3, 1935, the day she was introduced to Seattle, Puget Sound communities, and the world. She represented future progresses in the world of engineering, technology, and culture. Her story profoundly impacted the hearts of mankind, communities, state, and our nation for over three quarters of a century. She represents an end of the original ferry systems once located in San Francisco Bay then transformed to become the cornerstone, flagship, and queen of the Puget Sound ferry system. After she is refurbished as a historic vessel, she will inform modern audiences about her diverse historic maritime significances. She is an architectural and engineering marvel and cultural legend with relevance's during our 20th Century, once known as, a "Century of Progress". The MV Kalakala represents an era of time in American history when progresses changed our world. And, her streamline and art deco impacts shall never be hidden, lost, nor forgotten. Also, the Americans, such as the Peabody's', shall be finally given the recognition, respect, and honor beyond their lifetimes because of such rich American, community, and cultural contributions to society.

In March 2011 the new 21st century Black Ball Line LLC dba Puget Sound Navigation Company LLC, hired both Select Contracts and Hanner & Associates. Our team will support efforts towards funding, design,

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preservation, and operation. They have completed a draft \$49.5 million (with new hull and engines) business plan which is now ready to start sales of private securities throughout America and the world. By June 1, 2012 we will expend \$1.0 million towards final planning, preparations to paint her interior, structural improvements necessary to remove the old hull, and start final design and release a contract to construct a new hull for the MV Kalakala. These decisions have excited our management team and all those who have been selected to help play a key roll in the renewed story of the MV Kalakala. We realize that this is a monumental, ambitious, and large goal, but our daunted tasks of performing a Phase II \$48.5 million dollar fund raising campaign can become highly possible after achieving our Phase I \$1.0 million business plan "Use of Funds" goals and objectives. It will help investors to know that as a result of being listed on the federal and state historic registers the Kalakala is immediately eligible for future tax provisions, consideration in planning for federally and state funded or assisted projects, qualifies for historic preservation grants, special restoration valuation, because of all her many national and state historic significances related to American architecture, engineering, culture, and important persons which has all helped to build the MV Kalakala and America.

Our team will first preserve the MV Kalakala with private funding. Then, after preservation is completed our team will focus on seeking the best potential public relationship that offers the MV Kalakala the best future business strategies that enhances her long term or perpetual preservation, annual maintenance, and sustainable business needs. But, our team will also seek immediate construction educational support programs, so that, potential local supplies, equipment, labor, and material community resources can help reduce future preservation cost burdens. Our team will also seek a temporary moorage site, so that, the MV Kalakala can be reopened to visitors, volunteers, and for tours designed to generate revenues and help reduce the need for future loans, investment funds, and create equity and asset values for early exits and ROI's for first in investors. The team has already started towards this effort, and had meetings with other communities and a Technical College. Such, future public or private relationships will be given carefully laid-out comprehensive goals and plans for the MV Kalakala project. As with most unconventional visions and epic historic preservation projects the public reception of the Kalakala journey has been both praised and questioned. Many have asked why.

The MV Kalakala has survived miraculous near death burials both on land in Alaska and at sea (nearly confiscated by state and federal agencies for either salvage or to be sunk off the shores of Washington State to the bottom of the Pacific Ocean in 2004). She has survived to overcome all the many past challenges by faith, miracles, recovery dreams, and other individuals saving deeds while efforts to bring her back to life and become a viable new business venture. She has suffered after only 16 years of service under political ownership and mismanagement realities. Since 1967 she was no longer used as a ferry, and for 44 years the State owned ferry system has been exposed to not only have lost billions of tax payer's dollars but also have never helped to fund the preservation of any of the original historic vessels that all were inherited from the Black Ball Line for not a cent of tax payer funds June 1, 1951. Today, our state's most significant historic vessel, MV Kalakala, is worthy of truly being awarded some form of future competitive State and Federal grant funds. She is alive and historically no longer condemned. She faced death rights from all the political influences in the past 44 years. And, it is time to escape from the political bondage and transform her deceptive political influences that have solely been responsible for suppressing her from a recovery. The truth is that the entire private Puget Sound water transportation fleet and Seattle waterfront has never been

preserved and suffers from total public mismanagements. But, the MV Kalakala remains physically to tell her stories. She is awaiting a new transformation, and her true story is to be written within a new book, and a progressive recovery documentary film will include 200 years of Black Ball Line history and new construction footage that will share a remarkable story of Hope, perseverance's, and legends of those committed to who have tried to save her from becoming another state tragedy.

Pre-History of PeaBody Family

MV Kalakala prehistory represents significant Peabody family members who first became respected in England about 61AD. The name "Pea" "Body", originally meaning, "Mountain" "Man", risked his life to protect her Majesty the Queen of England. John Peabody immigrated to America in 1635, which had descendants named George, Enoch, Charles, Alexander, and other ancestors.

George, born in America, lived within a family with little means. He lost both of his parents at the age of 12, and his youth provided him with such strengths that were used to become one of the wealthiest men in America and England. And, reasons why he gave all his fortune to the poor. He financed merchants, entrepreneurs, America's westward railway, became one of America's very first Philanthropists, contributed to the poor in America and England, contributed to create; educational institutions of Harvard and Yale Universities, Baltimore, MD Peabody Institute & Library, and Peabody Essex Museum. George Peabody, at the time of his death, had a net worth of over \$72 billion USD in 1870's and was honored by her majesty the Queen of England before his death in 1870's. He did not have an ego, and allowed all his wealth to be managed outside of the Peabody family by his partner J.P. Morgan after his death. Today, J.P. Morgan Chase is the largest financial institution in America.

Nathaniel Peabody signed America's Bill of Rights, and helped George Washington fight for freedom and independence from the British Empire. Enoch Peabody was a captain on the Black Ball Line Packet ship, 'Neptune', between 1850-1870, and risked his life to bring 100's of thousands of immigrants into America from all of Europe. Charles Peabody migrated from NY, NY to the Puget Sound during the 1890's, and became one of the founders of the Alaska Steamship Company and founder of the original Puget Sound Navigation Company dba Black Ball Line. After his death in 1917, his son Alexander Peabody moved from NY, NY to eventually become President of the Black Ball Line and helped to build the private ferry system that became owned by the State known today as the Washington State Ferries. Alexander M. Peabody (President) and Helmuth Schmitz (architect) of the Puget Sound Navigation Company dba Black Ball Line were remarkable and significant Americans. They not only helped to build a successful private Puget Sound ferry system (1907 until 1951), but became famous for the introduction of the "World's first Streamline and Art Deco Vessel" know as the MV Kalakala. She still physically remains today as a national and state maritime treasure. The Company is re-instating the 200 year old trade name and trade mark of the original Black Ball Line as the 21st century Company's flag. The flag was established in 1812 and flown on famous Packet ships between NY, NY and Liverpool, as well as, other routes to Europe, Australia, Africa, New Zealand, and America until 1870's. The flag was reinstated again in Washington State from 1907 until 1951. From 1935 to 1951 the MV Kalakala was owned and operated privately by the Puget Sound Navigation Company dba Black Ball Line. The State of Washington purchased her then retired her in 1967. She was the pride, flagship, and most favored ferry to ride by local citizens and attracted tourists to Puget Sound from Victoria B.C., Canada and the world.