

"Is the MV Kalakala for Sale?", "Is she sea worthy?", and "How much will it cost to make her sea worthy?"

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Dear Mr. Eugene Tsui,

It is an honor to answer your three questions today. Also, I would like to add that the State is allowing visitors for the last time to view the last of our Steel Electrics at the Eagle Harbor site on Bainbridge Island before they are taken to Mexico to get cut up Friday July 31, 2009.

The MV Kalakala has maritime, historical, cultural, and social immeasurable values. I dba as "Lost Horizons" bought the MV Kalakala for \$136,520 in 2003, and she has cost well over \$1 million over the past 11 years to save her to date(not to mention many other personal losses and labor given by many). She now is recovering after a long and hard battle since being dug up in Alaska 11 years ago and returned to our Washington State.

Since 2003 she first fought a recovery of a forced federal bankruptcy auction sale and media event for more than a year. But, she continued to make headlines with a series of miracle. The first miracle was given by the Makah Indian tribe, the second by a man from Tacoma, the third was from the City of Tacoma that allowed us to get her listed on the State and then on the National registers of Historic places, the fourth was a cleanup work permit for only the interior of the Kalakala that took over 3.5 years to get from the State DOE, the 5th miracle was a private home port "Tidelands" & "Uplands" property that would be used to design-build-operate a National maritime Landmark with the Kalakala and a supporting business to be known as the Columbia Gardens. Our 6th miracle is being completed with a host of funding due-diligence's to finance the Kalakala and her National Landmark developments. the 7th is pending the decisions by the federal government from our nations competitive "Save America's Treasures" grant program. We applied for the maximum amount of \$700,000 and will be able to leverage this loan to first \$3.9 million and then after the completion of Phase I levels of preservation leverage again to \$11.1 million loan or more. After she is beautiful she will be going home to name Port Angeles her community. So, her last miracle will come after she is has a family, friends, and a home town community that will want to help and

enjoy what she was truly brought into the world to day on July 3, 1935.

That was to give HOPE to that generation and generations to come as the World's First Streamlined Ferry"!

She was a significant vessel then and is still today and will be so tomorrow. This story goes beyond her service years, because it was truly the Peabody family who were immigrants that came to America over 300 years ago who worked on and gave to us our State's entire ferry system. The Peabody family and the Black Ball Line started to sail Packet ship NY, NY to Liverpool, England in the 1850's. The Peabody family created the entire State of Washington Ferry System and the legendary MV Kalakala. They also purchased the 1927 - 4 Steel Electrics from San Francisco and brought them to Washington under the ownership of the Puget Sound Navigation Company after the Golden Gate and the Oakland Bay bridges were built during the Great Depression. They were put into great use in 1941 during our WWII and served our citizens well since for over 80 years.

Today, we have fought a good fight. And, our mission is to never give in or give up on saving our Physical MV Kalakala and our Black Ball Line and Peabody family gifts that have become valued maritime history within our Nation. We will now build a National Landmark. It was proposed at Coleman Dock Pier 48 on the waterfront where the MV Kalakala called home after the day of her inaugural float July 3, 1935. But, as usual the State has no ears, no eyes to see, nor vision to share. Since June 1, 1951 they have owned and operated and created their own vision. Build new, spend billions, ask the federal government to pay the bill for designing inefficient vessels without fair competition nor using new technologies! Oh, I forgot and start our own branding and forget about saving our past forefathers history that was given from blood sweat and tears!!

No, the Kalakala can not be purchased. I have finally donated 100% of the Kalakala to the Kalakala Alliance Foundation. After gaining all knowledge and wisdom of all funding available as a 501 (c)(3) non-profit company and hiring a turnkey design-build-operate team we have succeeded and are getting ready to start this year building a National Landmark without the State even recognizing or wanting to help us. To date they have never given back a penny to the MV Kalakala or the 4 Steel Electrics. In fact they did not even own the 4 Steel Electrics and many of the existing fleet that serves our people today. Because they sold them all in 1980's via a safe harbor lease law. Then leased them back. So, our nations tax payers still owe more than \$100 million of interest and depreciation tax benefits to private investors that will be paid even beyond their service life! Yes, even though the 4 steel electrics are sold for \$200,000 today they are still paying over \$45 million until December 31, 2014 before they are paid off.

It is time to know just how much our fleet is doing for our public mismanaged ferry system operators today! It is time for our people to know how much our

nation is being forced to pay. It is time to change and help us build a National Landmark for a fleet that gave more than was ever returned.

Sincerely, Goodbye 4 Steel Electrics, We will miss trying to help save you.

Steve Rodrigues
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