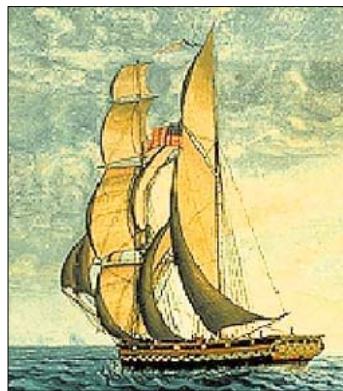


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THE JOURNEY OF CLEOPATRA'S BARGE: FROM SALEM, MASSACHUSETTS TO HANALEI BAY.

She was the most spectacular private yacht ever built. In fact, she was the FIRST private yacht ever built. Christened "Cleopatra's Barge" after some memorable lines in William Shakespeare's *Anthony & Cleopatra*, the boat enjoyed an exotic and exciting, although rather short life. But before she ran aground on a Hawaiian reef in April 1824, she was queen of the Mediterranean and pleasure boat to a Hawaiian king.

Yet, *The Journey of Cleopatra's Barge* is much more than an adventure-filled narrative of a remarkable yacht. The boat's discovery by a leading underwater archaeologist in the waters of Hanalei Bay in 1995 turned what might have been a mere shipwreck into a time-capsule. The remains of Cleopatra's Barge have given modern archaeologists and historians a precious glimpse into the material culture of a long-lost Hawaiian society about which very little has ever been revealed before.

WHAT IS THE SHOW?

The Journey of Cleopatra's Barge is a 1x60 special that recounts the illustrious life of one of the most magnificent sailing vessels ever built. We'll trace her story from her beginnings in a New England shipyard to her discovery and excavation on a Hawaiian reef almost two hundred years later.

Our story will be illustrated by a trip to Hanalei Bay on the Hawaiian island of Kauai, where the remains of Cleopatra's Barge were discovered in July, 1995 by Dr. Paul F. Johnston of the Smithsonian Institution. KPI has secured access to exclusive footage of the underwater excavation of the yacht. Your viewers will

watch as archaeologists bring priceless artifacts to the surface, the only remains of one of Hawaii's most important kings. Dr. Johnson himself will also lead viewers on a survey of the artifacts he has found and explain how he and his team of underwater archaeologists can extrapolate from even a small shard of glass or a nail the way in which the boat was built, or how people lived during a particular era.

The artifacts may also give us clues as to why Cleopatra's Barge ran aground on a reef when Hawaiian sailors of that time were highly experienced in navigating the waters of Hanalei Bay. Was the crew drunk, as pieces of gin bottles found by the wreck might indicate; was the ship sabotaged by enemies of her royal owner; or did the king have the boat wrecked on purpose? We'll try to finally pierce the veil of secrecy surrounding the mystery.

QUEEN OF THE SEAS



Cleopatra's Barge began life in Salem, Massachusetts in 1816. Commissioned by George Crowninshield, Jr.—the eldest son of a fabulously wealthy shipping magnate—the 100 ft. x 23 ft. x 11.5 ft., 192-ton yacht was built by Retire Becket, one of Salem's most prominent shipbuilders. At that time, the concept of a ship built for pleasure was unknown on the western side of the Atlantic, where ships were built solely for trade or war. So it was no accident that the yacht attracted considerable attention as she was being constructed.

Seeking opulence in every conceivable way, Crowninshield spared no expense. Outfitted with rare furniture, exquisite porcelain curiosities, gold leaf, and cabinets made of exotic woods, the ship cost a total of \$100,000 during a time when the average ocean-going vessel cost approximately \$4,000.

In March 1817, armed with 300 letters of introduction from such luminaries as James Monroe and John Quincy Adams, Crowninshield embarked in his new yacht upon a "voyage of pleasure" to "...one or more ports, places, cities, islands, towns, boroughs, villages, bays, harbors, basins, rivers, creeks, lakes, inlets, outlets, situated in the known world...once or more times."

His trip became a six-month Mediterranean cruise, during which he underwent a series of adventures (and misadventures) in 16 ports. When he returned in August 1817, he brought back a collection of curiosities, including a pair of Napoleon's boots. Unfortunately, Mr. Crowninshield, Jr. died of a sudden heart attack the following November while planning his next cruise.



After an unsuccessful attempt by one of Crowninshield's brothers to steal the yacht, Cleopatra's Barge was auctioned in April 1820 for \$15,400. Prior to the sale, the famous brig was stripped of her furnishings by the Crowninshields; many of these items adorn the galleries at the Peabody Essex Museum in Salem, MA.

MISTRESS OF A KING

Hawaii boasts the only true American Monarchy. King Kamehameha the Great united the Hawaiian Islands during his rule. They had been independent chiefdoms until he conquered the islands with the use of Western sailing vessels, and persuaded the Chiefs to fall under his rule. King Kamehameha's heir, Liholiho (who became King Kamehameha II) inherited his father's fondness for Western boats, and he took the westernization of Hawaii a huge step further. Liholiho abolished the kapu, or taboo system, a complex system of religious, governmental and cultural laws to which all Hawaiians were subject,

according to their rank or standing in society. Under the kapu, women were forbidden to eat with men, and a commoner might be put to death for walking across a King's shadow.

Cleopatra's Barge made her way to Hawaii and King Kamehameha II (Liholiho) via Bryant and Sturgis, a Boston company that traded the boat for \$80,000 worth of sandalwood. The King renamed the boat, Ha ' aheo o Hawaii (Pride of Hawaii) and used her as his royal yacht for the next three years, visiting the different Hawaiian Islands in an effort to demonstrate his authority and solidify his power. In fact, after capturing the rebellious King of Kauai, King Kamehameha used his new yacht to transport his royal prisoner into captivity on the Big Island.

On April 5, 1824, while King Kamehameha II was in England on a state visit, the yacht was wrecked when it grounded on a reef in Hanalei Bay. Despite a valiant rescue effort by local Hawaiians, the Ha ' aheo o Hawaii could not be saved.



The young King never knew the fate of his beloved boat; during his visit to London he contracted measles —for which he had no immunity—and he died thousands of miles from his lush Kingdom.

THE DISCOVERY OF A LIFETIME



Because of the tropical environment in the Hawaiian Islands, almost nothing is preserved from the early 19th century period of the powerful Hawaiian monarchy. In fact, fewer than a handful of significant artifacts remain from the progressive and influential reigns of King Kamehameha and his father. Both Kings were responsible for many changes in Hawaiian society, yet little exists from their reigns outside of historical legacy; most of what we knew about the Hawaiian monarchy was recorded by missionaries who were allowed on the islands by Liholiho.

That is what makes the discovery of Cleopatra's Barge/Ha ' aheo o Hawaii so significant. Hawaiians themselves left no written records. And no royal artifacts had ever been uncovered, until Dr. Johnston and his team began diving on the wreck of Cleopatra's Barge in 1975.

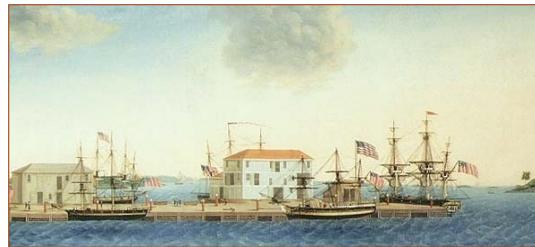
Twelve test trenches dug by the archaeologists revealed a sunken vessel carrying an astonishing wealth of artifacts, including animal bones, Chinese and American ceramics, tableware, a folding knife, glass, English copper hull sheathing, iron and copper hull fasteners, lead patching material, copper spikes, a gunpowder flask, broken pieces of china, a red checkers piece made of wood and covered with porcelain, early 19th-century Dutch gin bottle fragments, even a piece of smithsonite (the mineral named for Smithsonian Institution founder, James Smithson).

The most noteworthy find was a major section of the yacht's hull, totally intact. What makes this discovery so significant is the fact that, other than some naval ships from the War of 1812, no other major pieces of sailing vessels from the early 19th century have ever been recovered and examined. What's more, using the hull wreckage, Dr. Johnston will be able to create a very accurate image of what the famous yacht looked like after it was put into service by King Kamehameha II.

WHAT YOU WILL SEE

During *The Journey of Cleopatra's Barge*, your viewers will be transported from 19th century Salem, MA to Hawaii, circa 1824 and then circa 2004. This is what they'll see along the way:

- Underwater footage of the remains of the yacht where we will see the retrieval of significant artifacts first-hand. We'll also visit the National Museum of American History where Dr. Johnston's team is painstakingly combing through each and every piece of the wreckage. We'll receive a guided tour of the artifacts as well as an explanation of the complex desalination process by which they are rinsed and readied for study.
- An exclusive interview with Dr. Johnston, who will explain the significance of different artifacts found at the wreck site and their contribution to our knowledge of Hawaiian history and early shipbuilding techniques. Dr. Johnson will also weigh in on why he thinks the boat ran aground on the reef in 1824.
- A visit to the Peabody Museum in Salem, MA to view some of the treasures pulled from Cleopatra's Barge before the yacht was sold to King Kamehameha II.
- Stylistic recreations of the maiden voyage of Cleopatra's Barge, (similar to what KPI has produced for "Magellan's Lost Fleet," a 2x60 special for The History Channel) which will dramatize the exciting adventures that took place on board when the yacht was queen of the Mediterranean and the pride of George Crowninshield, Jr.
- Cutting-edge computer animation and sophisticated graphics that will demonstrate how and why Cleopatra's Barge/Ha 'aheo o Hawaii may have run aground. KPI has a proven track record creating visually exciting animations featuring naval vessels, as our current series "Deep Sea Detectives" (for The History Channel) amply demonstrates.



will establish a 19th-century mood

- Interviews with historians who will provide commentary on all locales and lend insight to our story. All interviews will be active, shot outdoors and on-board ships, as well as in and around locations that

CONCLUSION

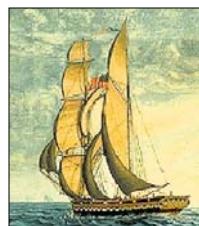
Three books and innumerable articles have been written about the fate of Cleopatra's Barge. Her unusual story appears in virtually every book on early yachting. The tale of this magnificent sailing vessel is a journey to bustling, industrial early 19th-century Massachusetts as well as the rapidly changing Hawaii of that same period.

By studying this historic yacht and the treasures her wreck revealed, your viewers will take a trip back in time to two very different societies that both made major contributions to 21st century American culture. They will also gain a significant understanding of underwater archaeology and how it contributes to our understanding of history and material culture.

ABOUT KPI

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THE JOURNEY OF CLEOPATRA'S BARGE



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