

Following on the report contained in the March newsletter, we are now able to update you as follows: -

The Trust.

As you know, we have to leave our present site by September 30th, This date is 11 weeks away. We have been searching for an alternative site, but as yet, we have not been successful. Our Chairman will report further on this, on the 17th August.

We have reduced our boat assets as best as possible, and found homes for the majority, returned boats to their owners or with deep regret, broken boats up on site. We have had to break up the collection, in order that we may get the boats away from Marchwood in time, and not be left in September, with no home to go to, and no time to find individual homes for the boats.

We fully understand the views of some of our members, who vehemently oppose the actions we have taken. Whilst we hear what we are told we should have done, we do not hear the ways and means by which these results could have been achieved.

It must be borne in mind at all times, that we have had to balance the cost of keeping boats which may have a chance of restoration, against the need to finance boats which we know will be restored.

Likewise, we have had to balance the funds available to us, against the need to keep the Trust alive, and not spend good money on unrealistic dreams.

The funds which we have managed to accrue, which have rescued the trust from sure bankruptcy, have been hard earned, by a small but dedicated group of volunteer members from the trust. Without them the Trust would have disappeared 2 years ago.

At the same time, the cost of moving a large number of "maybe restore" boats, to a site which we may not get, using funds which could be used more effectively elsewhere, has to be balanced against the probability that our good boats may then never be restored. We do however have to reiterate that we have only taken any decisions we have made, after exhaustive discussion, advertising and consulting you the Members, via our newsletter and web site, to find alternate solutions.

We are indebted to the majority of you out there, for your absolute support of the actions we have taken, and understanding the reasons for us having done so.

THANK YOU.

We are presently working toward a solution to our site problem, and hope we will be able to advise a successful outcome, in the Chairman's report on the 17th August.

ST1502.

This boat was completed by the 1502 team, and launched by crane, at Marchwood, on Wednesday 25th May 2005. She was taken to the outboard side of the Oceanic pontoon, where she has been moored ever since.

We owe a huge debt of gratitude to our landlords at Oceanic, for allowing us the use of this berth, free of charge.

Engine trials have been carried out, and the intended speed of 25k has not been achieved. This seems to result from the starboard engine not giving the full rated 130HP. This is being looked into by the Team.

The boat has undertaken a number of excursions, some of which have resulted in sufficient donations being received, to cover her fuel expenses.

A number of requests for her use have been made, and we are attempting to satisfy these requests.

Our Chairman arranged an invitation to attend the Spithead Review, we in turn, managed to get 1502 into the fast sail past, behind the 6 RN ships, sailing past the Endeavour. On the practise day, all went well as the indicated speed of 15k was virtually matched, and we just kept up. We had been asked to join the 7 Tall Ships, also passing Endeavour. On leaving the fast sail past, we rounded and tagged on behind the Tall Ships, only to be apprehended by the Army, in fast rubber dinghies, bristling with firepower...we explained our intentions, but they had obviously not been briefed by the powers that be. We left.

On the day, the Navy decided to increase the sail past speed to 20k, without telling us, so keeping up was not possible. We did however make it, and rounded once again to tag on behind the Tall Ships.

Medusa had also been invited to the Tall Ships, and we fell into line astern of Medusa. At 6 knots, and no Army interference, we paraded past HM the Queen, and Peter Baillie mustered 3 rousing cheers, from the 14 on board group, for HM, which cheers were duly acknowledged.

The boat was subjected to a severe testing over these 2 days, and the snags which occurred have been attended to by the Team.

Weather permitting, we would like to offer any members who attend the meetings on the 17th August, the opportunity to have a short trip on 1502. We would ask a minimum donation of £5.00 per head for this, which will go toward her upkeep and maintenance. It is our intention to make her "earn her keep". It would be appreciated if those wishing to take advantage of this trip, could let the Secretary know as soon as possible, in writing, in order we plan the afternoon for you. Please bear in mind that boarding involves a walk down the jetty, and a crossing of a pontoon, and one boat, to get to 1502.

We are investigating the possibility of berthing for 1502, up to the end of December 2006. We hope we will be able to advise a successful outcome, in the Chairman's report on the 17th August.

Any help finding employment for 1502 will be gratefully received.

FMB Ark Royal

This boat is looking beautiful, and whilst not quite ready for action, is very close to this.

We held the launch weekend on the 30th May, and a large number of members arrived to witness not only the dedication of Ark Royal, but also the dedication of 1502. The day was beautiful weather wise, and we were honoured to have with us those who had donated so much in the way of funding, for our projects.

Admirals and us Erks gathered together to witness Ark Royal's dedication, and our Chairman told us her story, whilst our Honorary Padre, Canon Ray Hubble performed the ceremonial. A wonderful occasion, and we look forward to adding Ark Royal to the trust's "Fleet Afloat".

FMD Dainty

As no dedicated funds were available for her restoration, Dainty has had to be progressed slowly, by "beg, borrow and steal" methods, as well as "hand me downs" from her bigger sisters..! Her outer hull has been sheathed. The inner hull has been stripped out and she has been sandblasted. The process of epoxy'ing the inner hull followed by painting will happen shortly. Her decks, coamings and cuddy, as well as internal bulkheads will be replaced. Her steering gear is complete and overhauled, ready for installation. All her bright bits have been done, and thanks to Geoff our electrician, her steaming lights fitted to the mast and are working

All we need now is the boat to steam..!

We have an engine/gearbox, with control panel and wiring loom, but the chances of us fitting this before our time is up here at Marchwood, recede daily. We will sadly offer the engine for sale, as the funds raised will probably be needed to get the starboard engine on 1502 out of sick bay.

S130

S130 remains firmly fixed to the slipway in Cremyll. No further progress has been made regarding her future. Discussions with the ISCA owners of the slip, will take place shortly, and we hope to be able to report the outcome on the 17th August.

MTB 331.

The Southampton Federation has reached a level of agreement, with the site owners, which would allow 331 to be housed in the old Vospers yard at Woolston, provided the Federation meets certain conditions. This process will take about 2 years, and the boat will form a major part of the proposed business plan, being prepared by the Federation, for the site owners. A second option may be available, to pass her over to ISCA, for restoration.

MTB 71.

This boat was offered to the Imperial War Museum at Duxford. The IWM gladly accepted her, and she was delivered to Duxford on the 28th April.

On the 21st June, a delegation from the BMPT as well as the Coastal Forces Heritage Trust were invited to Duxford, where the boat was officially handed over to the IWM, by our Chairman. She looks fantastic on display there, and the Duxford museum is well worth a visit.

Gus. (German stainless steel boat.)

This boat was offered to Mr K Wheatcroft, whom has a large collection called the Wheatcroft Collection. This consists mainly of German WW2 vehicles, and has been added to by the DKLS by gifting to Mr Wheatcroft, 3 Dunkirk Little Ships. Mr Wheatcroft gladly accepted our offer, and Gus went to the collection on the 22nd March 2005. Mr Wheatcroft kindly paid all the transport costs.

RASC Humber.

One of our members, Mr George Black kindly offered Humber a home on his farm in Norfolk. The boat left Marchwood on the 31st March 2005, and is now safe and sound, under cover on the farm. Mr Black is actively progressing her restoration, and has indicated that as and when we find a new home, we are welcome to have her back.

We have recently been offered, and have accepted, 2 engines/gearboxes suitable for her.

Mr Black kindly paid for all transport costs.

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We returned this boat to her owner for disposal. Regrettably all efforts on his part, as well as ours via newsletter and web site, did not produce any offer to give her a home. The costs involved to remove her, with the possibility that she may break in two, were far beyond the owner's (or ours for that matter) means. Her owner instructed us to break her up. This has been done.

Financial Report.

Under normal circumstances our accounts would have been made up to the year ending 31st March 2005. However, because the trust was changing to a Limited Company, it seemed wiser to make the financial statement coincide with the actual changeover, to facilitate the transfer of assets and obligations as well as reduce accountancy costs. A full set of accounts will be prepared in accordance with our constitution, post September 2005. These accounts will be presented to the Charity Commissioners, where they will be available to all.

Over the last 18 months we have maintained a healthy general account, and a gradually decreasing restoration account. This latter account has now ceased with the completion of 1502 and the near completion of Ark Royal. All funding will now have to come out of the general account. Considerable expense on boat restoration (including Dainty and S130) has already fallen on the general account, which now stands at, in round figures, £3000.00. All standing expenses have been reduced to a bare minimum (e.g. telephones, advertising etc.) so that, with expected income, this figure should have increased to about £5000.00 by the time of the changeover.

D.McCann. Treasurer.

Secretary Report.

In our March newsletter, we advised that we intended to hold a Special General Meeting to dissolve the BMPT, and launch the BMPT Ltd. We regret that the slow processing of our paperwork by the bank frustrated our intentions, as did additional changes requested by the Charity Commission. These problems have now been resolved, and accompanying this newsletter, are the calling papers for both the BMPT dissolution SGM and the BMPT Ltd inaugural AGM.

The Special General Meeting is called in accordance with the BMPT Constitution paragraph V.

The EC has acted in accordance with the Constitution, to reach a decision to dissolve the BMPT.

The reason for the dissolution is to limit the financial responsibility resting with the present Members of the EC (the Trustees), with regard to any financial claims which may be made against the Trust.

The resolutions to be presented are :-

- (a) To receive and adopt the report of the executive committee.
- (b) To consider the following resolution: "That the British Military Powerboat Trust (The Trust) be dissolved forthwith and that the membership of the Trust, and the assets of the Trust shall be transferred to British Military Powerboat Trust Limited."

The BMPT Ltd has been established in accordance with the BMPT Constitution, Paragraph D (vii), and at the suggestion of the Charity Commissioners. The reason for establishing a Limited Company is to limit the liability of the Members; to a sum not exceeding £10.00 per Member, towards the debts and liabilities of the Charity.

The resolutions to be presented are :-

- (a) To receive and adopt the report of the Directors.
- (b) To receive and adopt the accounts of the company for the year ending March 2005..
- (c) To elect the directors of the company.

Please note that there will be NO "Any other Business".

Nomination papers should be posted to the Secretary, to be at the address below, by 7th August 2005.

9 Lime Close,
Dibden Purlieu
Southampton
SO45 4RD

boats@bmpt.org.uk

Copies of the Memorandum of Agreement and the Articles of Association are available from the Secretary. Please send a stamped self addressed A4 envelope, to the Secretary, to receive copies.

We regret that no refreshments will be available at these meetings.

Richard Hellyer. Secretary.

Membership Report

It is with sadness that we have to report the passing of Tom Copland. Tom died peacefully after a short illness, on the 15th June 2005. Tom was involved with the ST1502 project from the earliest days at Marchwood. It is a particular sadness that he did not have the opportunity to see the boat on the water in the last few weeks, although plenty of photographs were taken to him at home.

The 1502 group, among many others, attended Tom's funeral, on Monday June 27th at St Johns Church, Hythe. ST 1502 was off Portsmouth at the time of the funeral, taking part in the Spithead Review practise, and those on board were remembering Tom, at that time. Tom was also a valued member of our Executive Committee, and his wisdom and valued input, will be sadly missed.

The last two years in the Trusts history have not been easy, and with the constantly changing fortunes we have experienced, our appreciation for all of you, who have so stalwartly stood by the Trust, and kept up your membership, despite all the uncertainty surrounding our future, is highly valued, appreciated and applauded. A huge thank you, to you all, as your contributions will definitely be the life blood of, and the means by which, the trust can survive into the future., after our departure from the site at Marchwood.

With the proposed dissolution of the BMPT, all paid up Membership presently on the Trusts books, will be transferred to the BMPT Ltd.

Our present membership is made up as follows :-

Platinum.....	8.
Gold.....	9
Silver.....	7
Hon.....	6
Vets.....	23
Associate.....	<u>153</u>

Total206

Once again we cannot sufficiently express the depth of our gratitude for your continued support of our efforts to keep the Trust alive, even though it be in a reduced format. With your help, we will continue to strive toward this end.

THANK YOU.

Tony Alston. Membership Secretary.

All other boats and artefacts have been found new homes as in the March newsletter. Whilst we have not been able to retain the trust boats as a group, please be assured that it was not for a lack of trying. It is hoped that you will concur with our decisions, and that the results are, whilst not the ideal answer, go a long way to keep the boats available for future generations to see.

We look forward to seeing you on the 17th August 2005, at Marchwood.

IMPORTANT NOTE

Please note that the Trust will leave the Marchwood site on the 30th September 2005.

The telephone has been discontinued as of now, to save funds. The contact details for members to use are as follows, effective from receipt of the letter :-

Chairman

Mr C du Cane
"Honeywick"
Castle Cary
SOMERSET
BA7 7LP

Secretary

Richard Hellyer
"Maylands"
9 Lime Close
DIBDEN PURLIEU
SO45 4RD

Telephone : 023 8084 3333

e-mail: cducane@totalise.co.uk

e-mail : Boats@bmpt.org.uk

Membership Secretary

Tony Alston

Sol Rest

Dane Close

BLACKFIELD

SO45 1ZY

Telephone : 023 8089 2638

Archivist

Clive Frampton

2 Harvey Court

BLACKFIELD

SO45 1SJ

Telephone : 023 8089 7198

e-mail : clive@alum.demon.co.uk

1502 bookings.

Terry Ford

1Janes Close

BLACKFIELD

SO45 1WJ

Telephone : 023 8089 1628

e-mail : terryford@calshotsc.freemove.co.uk

