



British Military Powerboat Trust

December 2008 Xmas News Letter and AGM Minutes.

The AGM took place as planned and despite the inclement weather, and very good number of Members attended. We thank you all for making the effort.

We also thank the large number of Members who sent their regrets, and we hope to see you in the year 2009.

It never ceases to amaze how generous our Members are, firstly in supporting all the effort we put into the Trust, and secondly with the your donations.

We thank you for your generosity, and kind words of encouragement, which are very much appreciated.

The minutes of the AGM are attached hereto, as are all the answers to the questions raised by Members.

Good points were made during the meeting and long discussions were held over a very pleasant lunch, kindly arranged by Clive and Rhona Frampton.

We are able to report that progress has been made since the meeting and the steps which we have taken are as follows.

1. David Ross has been in touch with the Beaulieu Maritime Musuem, and he awaits a response from them.
2. David Ross will be visiting the Cowes based Motor Boat Musuem in the near future to establish contact there.
3. The Coastal Forces Heritage Trust has indicated that they would rather stick to Coastal Forces craft. Richard Hellyer has had a long discussion with them.
4. The Trafalgar Dry Dock story is attached with this letter, and Richard Hellyer is liasing with the Federation in this regard.
5. The MTBI02 Trust news is attached to this newsletter, and the Board plan to visit Lowestoft in the first half of next year. See attached information.
6. The Royal Navy Museum will be approached shortly to establish contact there.

As you see we continue to move forward, and hope that we will be successful to achieve a good result.

The gearbox for ST1502 is due back as we write, and then the process of getting her ready for next year can begin.

Ark Royal continues to progress and seems to have gathered speed. Her trailer will be modified, and then we will be getting very close to this particular goal.

The Board would like to take this opportunity to wish all our Members and their families, a very Merry Christmas and Happy New Year, and once again thank you for your continued support.

We look forward to seeing you in 2009.

Peter Baillie.

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Terry Ford.

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Minutes of the British Military Powerboat Trust MPT Ltd.
Fourth Annual General Meeting.
Waterside Sports Centre.
Sunday 23rd November 2008.

The meeting opened at 1110 hours.

Chairman. Major the Hon P. Baillie JP.

1. Members present. 24 members present.
P Baillie, T Ford, D Ross, R Hellyer, R Anderson, J Baker, P Castagnola, R Clabburn, F Cloney, T Deacon, D Earle-Payne, C Frampton, R Frampton, F Gale, M Gilling, F Miners, A Morris, Sue Rowe, Simon Rowe, P Ridgeway, P Tear, T Warren, B Wealthy, Guest : R Smallman.
2. Apologies. Our President, Dr Julian Lewis MP, and 23 Members sent their apologies.
3. Minutes of 2007 AGM tabled. Proposed by Fred Gale, seconded by Jim Read.
4. Matters arising. No matters arising.
5. Chairmans report. The Chairman, Peter Baillie, read his report. See attached. Proposed by David Earle-Payne, seconded by Clive Frampton.
6. Treasurers report. Terry Ford, Treasurer, explained the annual accounts (previously circulated) in great detail. Proposed by Jim Baker, seconded by Fred Gale.
7. Appointment of Auditor. Terry Ford proposed Roger Smallman and Company as our Auditors for the next years accounting. Seconded by Jeff Morris.
8. Election of Officers. Peter Baillie, advised the meeting, that as both he and Terry Ford are stepping down as required by the Constitution, he would request Richard Hellyer to take over briefly. Richard Hellyer then advised the meeting that the list of names submitted to the membership, for election to the Board, remained as advertised in the calling paperwork. Richard asked the meeting to approve the selection of Officers for the 2008-2009 year as follows:

Major the Hon P Baillie JP.	Director & Chairman.
Mr Terry Ford.	Director & Treasurer.
Mr David Ross.	Director.
Mr Tony Alston.	Director & Membership Sec.
Mr Richard Hellyer.	Director & Secretary.

Proposed by Jim Read seconded by Rhona Frampton.
All proposals made at this meeting, were unanimously adopted by the Members present. (See note 1.)
9. The Future of the Trust. The 10 questions submitted by a Member, were answered fully, by the Board. Peter Baillie read these answers to the Members. Copy is attached. (See note 2)
10. Amalgamation with other Trusts. This question submitted by a Member, was answered fully, by the Board. Peter Baillie read this answer to the Members. Copy is attached. (See note 3.)

A few points were raised by Members as follows.

Note 1. Mr Jim Read kindly suggested a vote of thanks be offered by the Membership, to the Board, for the amount of work put into keeping the Trust alive and well. This was warmly applauded by the Members present. Peter Baillie thanked the members for this, on behalf of the board.

Note 2. Mr Robin Clabburn asked the Treasurer what the forecast earnings are for the use of the boats during the year 2009.

Mr Terry Ford responded by advising that the situation at this time required a number of things to happen.

The gearbox from 1502 has to be repaired and paid for.

A team has to be established to run the boat programme.

This is in progress, and Members present Sue and Simon Rowe have offered to prepare a plan for the summer season.

The results of this, which will include a financial forecast, will be presented to the Membership, at the Special General Meeting to be called in May 2009.

Note 3. Mr Robin Clabburn suggested that the options of joining with the MTBI02 Trust at Lowestoft would be beneficial to the future of the boats.

Mr Clabburn also suggested that the option of the Beaulieu Boat Museum should be followed up.

Mr Clabburn did say however that both of these options had adverse conditions attached in that they were far from the local active membership groups.

Richard Hellyer thanked Mr Clabburn, and advised that all the options tabled would be followed up, and a report submitted to the Membership at the May SGM.

There being no further business, the meeting ended at 1230.

The next meeting will be a Special General Meeting to be called in May 2009.

By Order of the Board.

Richard Hellyer.
Secretary.

Chairman's Report.
BMPT Ltd AGM 2008.
Presented by Major the Hon Peter Baillie. JP.

Since our last AGM, BMPT has carried on quietly but steadily. Membership has kept pretty steady and we have to thank all Members for continuing to support the Trust despite the lack of dramatic movement.

ST1502 has worked steadily and would virtually have paid her way, but gearbox problems did not help.

Ark Royal has got her new engine and should be ready for testing early next year. She will then be taken to Hythe on her trailer and made ready for her official re-launch and work next summer.

You will see from the Agenda an item referring to the future of the Trust. This covers two very important items:

1. Your Directors are not getting any younger (I myself am definitely feeling my years) We must find some new and younger Members for the Board. Even if a new site was located, unless it was very local, I doubt very much whether some of the Board, myself included, would continue.
Please can we have some names as soon as possible.
2. There is still no sign of a suitable site where we could possibly "grow again" and regain our past excellence. Without one we can only continue to tick over. Is this right? Should we possibly consider whether it would be better to continue as we are with little possibility of growth or consider finding a suitable partner with whom we could join forces to ensure the future of the boats, and our collection of items, are in a safe place for the long-term?

The Board feels that this is one for you and offers no advice one way or the other. We need to know your feelings and are entirely in your hands.

BMPT Ltd AGM Agenda.

Item 9.

If the Trust is to remain solvent and active...

1. **How will this be financed.**

The Trust is primarily funded by our Membership fees, and we are extremely lucky to have such strong support for the work we are doing.

We thank our Membership for this support.

We also benefit from donations, grants, and income derived from the use of ST1502 and FMB43957.

The boats are used for passenger carrying, as well as film and any other work for which they may be considered, such as TV documentary's and Historical recordings.

2. **How will it be operated in practise.**

The boats are operated by a small, but dedicated group.

We are hoping to extend this group to include marketing and organisational skills.

Any offers of assistance will be much appreciated.

3. **Who will finance it.**

Our funding is as per the answer to question 1.

4. **Who will run it.**

The Trust is presently run by the Board, assisted by the small, but dedicated group, who help with the running of the boats.

We need to expand this work group urgently, as the Board members have their hands full with the organisational side of things.

Any volunteers to assist with the advertising, marketing and liaison, work will be welcomed.

5. **How will the boats be operated, maintained, advertised and financed.**

The boats are presently berthed at our Marchwood site.

We have 2 members of the Board qualified to skipper the boats, as well as 2 qualified engineers. We have a small dedicated group who are available to crew the boats.

Running maintenance will be carried out on a weekly basis as at present.

Annual lift out, servicing and antifouling will be continued. Specialist work, which will be required from time to time, will be outsourced to local yards.

Advertising will be implemented in the local media, Rotary Clubs, Sailing Clubs and bodies seeking Corporate promotional activities.

It is the Boards aim that the boats will be operated in such a way, that the income derived from their operation will cover the expenses incurred.

6. **Where will the boats be operated from, and what costs are involved in getting them operational.**

The boats will be operated in the main, on the Solent and on Southampton Water.

As previously advised we berth the vessels at our Marchwood site. The berthing costs are included in our annual site rental amount of £750.00. Our main passenger pickup point is from the Hythe Marina outer pontoon. We are allowed the use of this pontoon from time to time, which is very much appreciated.

Outline approval has been negotiated to use the Hythe Ferry terminal at Hythe Pier, and this will be followed up. A condition of this useage is that we have an efficient operational team in place to oversee the advertising, organising, ticketing, boarding and disembarking of passengers at the terminal.

Any volunteers to form a suitable team would be very welcome.

ST1502 and FMB43957 are both covered by insurance to carry passengers, but only ST43957 is covered for passengers carried for reward. Funding for the works required to get FMB43957 operational have been raised in the 2007/2008 financial year, and it is our aim to re-launch her in May 2009.

To get ST1502 up to standard for registry for passenger work, we need to find £500.00.

We will try to raise this amount in time for the summer 2009 season. Any assistance with this fund raising would be very much appreciated.

7. **Who will operate the boats, and what sort of schedule have you decided.**

The boats are operated by a dedicated crew team, with 2 qualified skippers and 2 qualified engineers. We need to increase the number of qualified "drivers", as well as crew. To this end any volunteers with Yacht Masters, Day Skippers etc would be welcome to join the team. The greater our crew base, the more work we can undertake with the boats.

The schedule will be based on a minimum of 2 trips per month, but to make our financial position more secure we will need to aim for more trips.

This can only be achieved with an increase in our crew base.

Schedules are governed by demand as well as weather, but with proper advertising, and a well constituted management team, this should be sufficient to cover all eventualities.

8. **Where will the Trust office be situated so as to allow members to visit.**

The Trust office is situated at the Marchwood site, where it has been since we left the Husbands Shipyard site.

The office will remain at Marchwood as we have a lease there until March 2010.

We have been looking for a new permanent home since we left Husbands. T

The previously proposed sites have all fallen through due to no fault of our own.

The Vospers site has been completely demolished and the slipways bricked up.

The Gosport site was going to be investigated but seems to have been ruled out.

The RAF Hythe site will not have us without a huge rental payment.

The Hythe boatyard site is available to us very briefly, as it is earmarked for development.

A possibility could be the Trafalgar drydock, as this may be dedicated to heritage. This will take some time to come to fruition.

We do however continue to search for a suitable solution to the problem of a permanent home.

We have 16 months or 1 year and 4 months, in which time we need to find a solution.

The Board continues the search, and we ask for Members assistance and ideas in seeking a suitable venue to make a permanent home for the Trust and its boats.

9. **What budget have you decided on for all the activity, and how will this budget be achieved.**

We have analysed our financial situation and are satisfied that our finances are sufficient to allow our plans to be implemented during the next 12 months.

The generosity of our Membership, and their continued support of our efforts to keep the Trust going, are of vital importance to our continued operational success. We thank you for this support.

Our ongoing efforts to raise funds via any legal means will continue, and any assistance from the Membership in this regard will be very welcome.

The immediate need is to raise the £500.00 required to get ST1502 registered to carry passengers.

10. **What plans are proposed for the possibility that the Trust may have to find alternate accommodation, for its boats and other assets.**

As previously advised we have 16 months or 1 year and 4 months to find a home for the Trust.

We cannot assume that the Marchwood site will be available to us after March 2010, though obviously this possibility will be fully investigated.

Our immediate plans are to continue with our intensive efforts to find a new home, and the next 6 months will be crucial in this regard. All possibilities will be investigated, including the possibility of merging with a Trust with similar aims to ours.

We plan to call a Special General Meeting in May 2009, to present our latest

findings and ideas to the Membership.

We have chosen this month as the weather should be warmer, the days should be longer, and we will hopefully have the boats available for Members to take trips on.

The Board will leave no stone unturned to find a new home, and be assured that we are making every effort to proceed our situation to a satisfactory solution.

This can only be achieved with your kind support and assistance.

Item 10.

Has the Trust made any progress toward amalgamation with either the Coastal Forces Heritage Trust or Coastal Motorboat Heritage Trust.

As you are aware the Board have been working tirelessly to find a new home for the Trust. To this end, we have approached each of the following, to find out if any common ground exists where our Trust and theirs could combine forces to achieve the aims of both Trusts.

1. **Coastal Motorboat Heritage Trust.** Mr John Cook has indicated his willingness to meet with us.
2. **Medusa Trust.** The Management of the Medusa Trust has indicated their willingness to meet with us.
3. **MTB102 Trust.** Mr Richard Basey has indicated his willingness to meet with us.
4. **Bucklers Hard Maritime Museum** Management have indicated their willingness to meet with us.
5. **The Portsmouth Naval Base Property Trust** have indicated their willingness to meet with us. (This is allied with the RN Museum in Portsmouth)
6. **The Motor Boat Museum** in Cowes have invited us to present to their Board.
7. **The Coastal Forces Heritage Trust** has yet to be approached.
8. **The The Classic Motor boat Association** have yet to be approached.

We will be following all of these leads up over the next few months, and will report back to you at the Special General Meeting to be called in May 2009.



MTB 102 TRUST

Patron: First Sea Lord, Admiral Sir Jonathon Band, GCB.
Reg. Charity No 1114950. Reg. Company No 3272289

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3rd November 2008

The MTB102 Trust wishes to announce that it has taken over Newsons Boatyard at Lowestoft with effect from today, 3rd November 2008.

This is a major step forward for the Trust and is intended to provide a permanent home for MTB102 and similar vessels, some of which are already waiting in the wings.

The Trust intends to continue to run the yard as a traditional wooden boat repair facility with the present highly skilled and dedicated staff and build it into the UK Centre of Excellence in this field.

We have plans in place to renew the out dated western pontoons to the standard of the new eastern pontoons providing eleven new berths and to pile the main quay head to improve boat hard standings. Hopefully this will be completed by next spring.

As this is a major financial undertaking for the MTB102 Trust, we hope that you can be of assistance to us in promoting this venture and helping with fund raising either directly or indirectly by introduction to the right people in the right place.

There have been many attempts in the past by various organisations to secure the future of historic wooden military vessels, some of which we have been involved with, some not. We now feel that the steps we are taking are the right ones to achieve the desired result.

Richard Basey,

MTB102 Trust.

TRAFALGAR DRY DOCK, SOUTHAMPTON.

Associated British Ports in Southampton are considering handing over the use of an old disused dry dock, situated in the heart of Southampton, to be used as a Maritime Heritage Centre. The group taking this on is the Southampton Heritage Foundation, consisting of many diversified groups, including ourselves, Medusa, Calshot, the Calshot light vessel and Sheildhall. It will involve a lot of work, but could provide an excellent floating heritage centre for our boats.

Now that it looks that at last we may be getting a heritage base and with our first item for display, the baggage conveyor, we do need to consider the immediate steps necessary to keep up the momentum and ensure that we make the most of the site. I thought it might be a good idea to list the main items that will need to be addressed in the coming weeks.

1. The actual set up of the organisation, whilst we have the Trafalgar Dry Dock Company in existence the memorandum and articles require amendment and it could be that we should have the charitable organisation , which would not be VAT registered, owning the dry Dock Co. which would be the operating co. and Vat registered. This is a method used by a number of charities but we would need to take professional advice. There is also the question of using a Community Interest company.
2. Choose bankers who have a record of understanding the needs of charities.
3. Agree our preferred plan for the use of the site and the best places for the ships bearing in mind the interests of all the members of SHF and the need to have an efficient educational workshop and to present the whole to the public.
4. Agree an outline educational strategy including the use of space and facilities on the ships.
5. Contact the City College and other educational establishments to discuss the ideas.
6. Draw up a list of capital items and costs.
7. Draw up a list of income streams and provisional business plan.
8. Investigate sources of capital funding
9. Continue discussions with ABP on
 - Lease terms and conditions
 - Access and parking for cars, coaches and service vehicles
 - The caisson
 - Timetable
 - Movement of the crane
 - Electricity supplies
 - Use of the dolphins
 - Placement of pontoons
 - Clearance of the site
 - Publicity

10. Calshot Lightship, Savilles have announced that they have two serious bidders for the site and hope to agree a contract by Christmas. We need to keep in close contact and place her on the register of historic ships.

11. Contact the agents for Wightlink to arrange an inspection of one of the C Class ferries to be withdrawn from service.

12. Pump House

- Get copies of the plans including the originals with the steam plant.
- Investigate the cost of re roofing the Southern end.
- Investigate the possibility of laying a floor over the Southern end of the void
- Investigate the condition of the machinery and whether the sluices are open.

13. Keep in touch with the National Historic Ships Unit for

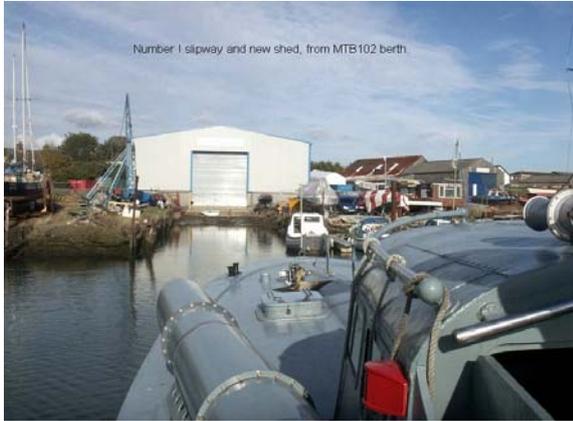
- Support for HLF funding
- Help with a web site
- Possible contribution to the Calshot Spit removal costs
- Contacts with the Universities and Lloyds

This is clearly a lot of work and we will need to find volunteers who can commit the time required and have the necessary expertise.

Any thoughts, ideas or offers of assistance would be welcome.



Newsoms Yard Lowestoft. October 2008. Home of the MTB 102 Trust.



Newsoms Yard courtesy of Google Earth.