



## CHRONOLOGY DOCUMENT 2

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### MICHEAL P NUGENT ANNOUNCES ENGAGING LEGAL COUNSEL TO FILE REPARATION LEGAL CLAIM OF \$1.5 Billion

Micheal Peter Nugent (MPN) of Arundel, Gold Coast, Queensland, Australia has engaged legal counsel to file damages and reparation claims. This document is document 2 in chronology and needs to be aligned with Chronology Document 1.

In February of 2003 Micheal Nugent contacted his collaboration partners, Kvaerner Masa Marine and enquired about moving forward with the Roadships project. Kvaerner Masa Marine stated, *“find a way to move forward, we said we would always stand by you and support your work and we meant it”*.

Roadships as a company and brand had been severely damaged and required strategic direction to recover and the decision was made to pivot into engine technologies during the rebuilding phase.

Micheal Nugent completed his discipline with Cummins Diesel and is described as a “born natural” in the engine industry. Early in his career Micheal Nugent developed an interest in the use of permanent magnets as a power source in new engine geometric configurations. In February of 2003 Micheal Nugent laid out the basis for the magnetic engine project and how it could be a conduit to the reinvention of Roadships. Kvaerner Masa Marine agreed with the plan and approved moving forward with the business plan. Cycclone Magnetic Engines was corporatized, and the business plan enacted upon.

Cycclone Magnetic Engines is the concept of utilizing permanent magnets in a geometric configuration that engages in velocity creation of magnetic pole cloning.

In March of 2003, a prospectus for Cycclone Magnetic Engines Limited was filed with the Australian Securities and Investment Commission. The prospectus was extremely vetted by the ASIC and in April 2003, the prospectus was cleared and authorized for release by the ASIC.

In August of 2003, Cycclone Magnetic Engines Limited changed its name to Cycclone Limited and in consultation with legal counsel, all of the oppressed shareholders in Roadships Limited were offered shares for no consideration pro-rata in Cycclone Magnetic Engines Limited. The take up was 99%.

On 12 November 2003 Cycclone Limited filed a prospectus with the ASIC which was uncontested.

In February of 2004, Cycclone Limited captured the remnants of the Roadships project and began ongoing work of both Roadships and Cycclone Magnetic Engines.

In March of 2004, Cycclone Limited engaged legal counsel to prepare documents for listing on the Australian Stock Exchange.

On 6 June 2004 Roadships Logistics Limited (formally Cycclone Limited) filed an Australian Stock Exchange listing prospectus with the ASIC. The prospectus was approved by both the ASIC and The Australian Stock Exchange after the exposure period expired.

In July of 2004, the ASIC originating officer (originating officer) that filed the illegal Roadships court matter rallied ASIC employees and a stop order was issued on the prospectus citing the inclusion of the court matter and this effectively oppressed the prospectus. It became very apparent that the ASIC officers were going to use their positions to frustrate the company and projects.

On 2 December 2004 Roadships Logistics Limited divested Cycclone Magnetic Engines Inc. pro-rata to the shareholders and exited the engine technology business.

In January of 2005 Roadships Logistics Limited business partner, Kvaerner Masa Marine asked Roadships to increase project representation in the United States of America. Work carried out during the 2005 year migrated Roadships to one of the top qualified contenders for the establishment of Blue Water Highways (Marine Highways) in Australia and the Americas including Jones Act trade routes.

On 6 December 2005 Roadships Logistics Limited filed a prospectus with the ASIC which was not contested during the exposure period. The prospectus disclosed the company's business plan dealing with the work in the USA and establishing road trailer technology and operations.

In January of 2006 Roadships Logistics Limited capitalized contractual agreements with its partner Kvaerner Masa Marine and received acceptance in the high-level banking arena bringing Roadships close to capital realization. At that time Roadships Logistics Limited had 3 board members, CEO Micheal Nugent and a Chairman and CFO.

On 23 March 2006 Roadships Logistics Limited reached minimum subscription on the prospectus and the CEO was fronted by the Chairman and CFO with a demand of a third of the company to be issued to each them.

On 26 March 2006 Roadships Logistics Limited Chairman and CFO held a board meeting and resolved to remove CEO Micheal Nugent from all company positions including directorship. It is a criminal offence to do this in an Australian public company.

In April 2006, Roadships Logistics Limited Chairman and CFO withdrew all of the funds raised under the prospectus and paid themselves and family members.

In April of 2006 the Chairman and CFO of Roadships Logistics Limited illegally transferred 16 million ordinary shares owned by the CEO Micheal Nugent to their own holdings to control the shareholder vote. The CFO filed false transfer documents with the company share register, Computershare Limited. Computershare Limited declined to enact the transfer. At that time, the CFO fired Computershare and opened a registry for Roadships Logistics Limited at his residence. He then processed the transfer and filed the transfer with the ASIC.

On 20 May 2006 the Chairman and CFO filed a claim in the Supreme Court of Queensland against CEO Micheal Nugent and his wife citing embezzlement to cover their tracks.

On 6 June 2006 the Chairman and CFO withdrew their claim against the CEO Micheal Nugent and his wife when details of their illegal activity was being placed before the court.

On 8 June 2006 the Chairman and CFO filed a formal complaint with the ASIC against the CEO Micheal Nugent claiming embezzlement. The ASIC formally responded with a no action letter.

In mid-June 2006 the Chairman and CFO made contact with the ASIC Originating Officer and a partnership between the ASIC and Roadships Logistics Limited Chairman and CFO was established. A formal investigation was commenced into Roadships and Cycclone post haste.

From June 2006 through December 2006 the ASIC worked in collaboration with the Chairman and CFO of Roadships Logistics Limited. During this time the ASIC and several government departments were advised of formal complaints and supplied evidence with action being denied at every turn.

In December 2006 The Honorable Ian Causley MP (Speaker of the House) took up the matter and carried out investigating the background. During the months of January 2007 and February 2007 his Honor Ian Causley began placing the matter before government departments starting the process of a Senate Enquiry.

The Honorable Ian Causley MP continued to assist in the matter until his retirement in October 2007. Before leaving office, his Honor Ian Causley placed the matter directly to the Treasurer, The Honorable Peter Costello MP.

On 26 March 2007 the ASIC filed a claim in the Supreme Court of Queensland to liquidate Cycclone Magnetic Engines Inc. Roadships Logistics Limited, the Chairman and CFO of Roadships Logistics Limited were not parties to the action even though the formal investigation was of both companies. This claim placed the matter before the courts and negated the ability for political action or intervention.

In October of 2008 the Chairman and CFO of Roadships Logistics Limited sold Roadships Logistics Limited to Kevin Lynn of Martin Place Securities as a "shell company" declaring that they were the largest shareholders and they had the authority to do so. The Chairman, CFO and Kevin Lynn later placed Roadships Logistics Limited into liquidation to cover their tracks.

On 11 September 2009 Lloyd-Jones FM of the Federal Magistrates Court of Australia found the Chairman and CFO of Roadships Logistics Limited had breached the Corporations Law as stated above. To date the ASIC has not taken any action. Once again, shareholders and stakeholders of Roadships were oppressed due to the ASIC.

On 17 February 2012 ASIC investigator Michael Keily instructed 2 bullish officers to hand deliver a threatening letter to the NSW offices of Roadships. *"I am an Investigator with the Australian Securities & Investment Commission and I am conducting an investigation relating to the affairs of Cycclone Magnetic Engines Inc., Roadships Holdings Inc., associated companies and entities which are collectively referred to as the "Roadships Group"*.

*"The ASIC gains access to all of your business dealings under notices and then they proceed to break the relationships with intimidation and threats, their modus operandi is to run defendants out of funds and means of defending themselves. Australian government workers get a promotion and a pay rise when successful and it creates a serious motivation to bend the rules, abuse the power afforded them and abuse process. The abuse of power and process dealt to me from the exparte orders of April 5, 2001 have obstructed my career and is ongoing". Micheal Nugent*