



CHRONOLOGY DOCUMENT

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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.

"I am a full reporting C officer in the United States of America having founded, acquired and merged several American private and public traded companies, I am an accepted reporting officer for the Australian Stock Exchange, I have produced over 20 prospectuses in 3 countries, I have been a law student at Bond University, I am a qualified Diesel Fitter among several industrial qualifications, I have qualified partnerships and relationships with some of the world's largest companies and I have stood firm for over 20 years protecting shareholder and stakeholder interest, I have never been charged with any corporate offence in any country and I am never sick at sea.

My name is Micheal Peter Nugent and I am a survivor of serial Australian Government employee corruption, abuse of process and abuse of power having been railroaded and subjected to extortion, industrial espionage and obstruction for over 19 years and now it is my turn to bat, I have engaged legal counsel to prepare and file claims for correction and reparation from over 50 Australian Government organizations, government employees and persons with a target of \$1.5 Billion".
Micheal Nugent.

Background;

During the last five years of the twentieth century Micheal Nugent collaborated with Kvaerner Masa Marine (the worlds largest ship builder) to create Marine Highways to address road congestion and land-based use of carcinogenic fuels. This culminated with the incorporation of Roadships Ltd, a public company under Australian law in early 2000.

Roadships is the combination of specialized ships being married to specialized road transport equipment and the transportation of road trailers via coastal shipping routes.

Part of the rollout of creating Roadships was a requirement to establish trucking ground operations and those operations were established from mid-2000 with warehousing and trucking operations in 4 states of Australia with consistent revenues of \$400,000.00 per month.

On April 5, 2001 the Australian Securities and Investment Commission (ASIC) made exparte application in the Supreme Court of Queensland to freeze Roadships Limited bank accounts and assets. Transcripts of that hearing clearly show that Justice Muir, J did not review the material before the court and that he was materially misled by counsel for the ASIC. Further, the material before the court clearly showed that legal jurisdiction for application of freezing orders was not met.

The primary base for freezing orders was the raising of capital without a prospectus when in fact Roadships had filed a capital raising document under the new Corporations Act 2001.

It is important to note that the Corporations Act 2001 was newly ratified and was to be governed by the Corporate Law Economic Reform Program.

At midday Friday April 6, 2001 Roadships was served with the ex parte orders and a stack of over 1500 pages for a return date of 9:00AM Monday April 9, 2001. Counsel was recommended and engaged and work on the file was carried out in chambers over the weekend in earnest.

"I was not a respondent to the application however, I was told repeatedly by counsel for Roadships, Barrister Richard Lilly that I was going to be incarcerated for a 10 year term on April 9, 2001 and that I should get bring my toothbrush to court". Micheal Nugent

On April 9, 2001 the matter was before the court and both counsel for the ASIC and Roadships requested holding the matter while negotiations took place in courthouse meeting rooms.

"I was placed in a room by myself and counsel for the ASIC and Roadships were in another room together. Across the day Roadships counsel held firm on intimidation and late in the day I was told that the freezing orders would remain in place and that further orders would require me to run the trucking operations while they sorted the mess out". Micheal Nugent

On April 9, 2001 further orders were issued by the Supreme Court of Queensland setting out directions for the matter and instructions for Micheal P Nugent to continue transport operations.

"I went back to work on setting the road transport base for Roadships and by February 2002, Roadships was managing and closing acquisitions which had Roadships with revenues of over 30 million per annum and operations in 5 states". Micheal Nugent

In June of 2001, the ASIC started a new investigation into Roadships and the direction order of April 9, 2001 drifted. Further, Barrister Richard Lilley was now acting for the ASIC in other matters.

On September 9, 2001 Micheal Nugent attended the offices of the ASIC under notice for investigative questioning. During the interrogation files and folders prepared by the ASIC were placed before him for clarification and comment. Micheal Nugent noticed that there were many incorrect changes made to accounting and other matters associated with the business of Roadships. The interrogation was adjourned at 5.30 pm and prior to leaving Micheal Nugent asked if he could take one of the files to add response material which he was granted permission to do so. The file showed where the ASIC had altered accounts to reflect their objective. In particular, the purchase of a Mack truck was changed to a Mercedes car. The interrogation remains adjourned to this date.

In October of 2001 Micheal Nugent reached out to the ASIC and attended a meeting to attempt mediation and he was told point blank that Roadships would never have a prospectus in Australia and the only conclusion acceptable to them was a complete admission of a raft of law breaches to be forwarded to him next week.

There was no communication on the matter until February 2002 when Roadships received phone calls from customers associated with the transport operations. *"I received a phone call from the ASIC and they stated, "we know about all of the fraudulent business you are doing with Nugent so go stand near your fax machine because if you load his trucks we will do to you what we are doing to him" , do I need a lawyer".*

The ASIC then proceeded to roll out a campaign to frustrate and obstruct Roadships transport operations. At that time Micheal Nugent, under Supreme Court orders to run the transport operations, had grown to over 50 units, over 60 employees and over \$30 million in revenues per annum.

At 9.00am on Monday March 4, 2002 Micheal Nugent received a phone call from Ken Bull of the ASIC. He stated, "we need you to come into the office by 4.00pm today and yield to our demands otherwise all hell is going to break loose and you will be in trouble like you have never seen". Micheal Nugent replied "well I will man the Bastille and let's see what happens".

At 9.00am on Tuesday March 5, 2002 Micheal Nugent received a phone call from Ken Bull of the ASIC. He stated "as I told you yesterday, you are in real trouble and you have until 4.00pm today to yield.....". Micheal Nugent replied "you're kidding right".

At 9.00am on Wednesday March 6, 2002 Micheal Nugent received a phone call from Ken Bull of the ASIC. He stated, "you need to take this serious, you are in real trouble and today is the very last chance to save yourself, you need to yield to our demands by 4.00pm today". Micheal Nugent replied "I did not yield the first day, what makes you think I am going to now".

At 9.00am on Thursday March 7, 2002 Micheal Nugent received a phone call from Ken Bull of the ASIC. He stated, "as I told you, this is your very last chance to save yourself, get into our office by 4.00pm and yield to our demands or else". Micheal Nugent replied "you must feel silly making these calls every day I am manning the Bastille as I told you".

At 9.00am on Friday March 8, 2002 Micheal Nugent received a call from Ken Bull of the ASIC. He stated, "well you are in so much trouble now you only have one way out, get into our office and yield today by 4.00pm to save yourself". Micheal Nugent stated "have a nice weekend and I will wait for your Monday morning call".

On March 21, 2002 Roadships was served with an interlocutory application in the Supreme Court of Queensland to place Roadships into their chosen administrator with a hearing date of April 11, 2002.

On April 11, 2002 a hearing proceeded in the Supreme Court of Queensland before Justice Holmes, J. Micheal Nugent sought leave to act for Roadships having prepared and filed defense documents and was granted leave to do so. Justice Holmes ordered the parties to update the prior directions for the matter which was done. The ASIC did not get their orders for an administrator to be appointed.

On May 1, 2002 Ken Bull of the ASIC filed an interlocutory application in the Supreme Court of Queensland to appoint a receiver of their choice and effectively shut down the court ordered transport operations with a hearing date set down for May 10, 2002.

Roadships had been in dialogue with Australian Sea Freight Pty Ltd for some months with a view to seek a solution. A solution was tabled which required Roadships to enter administration and Armstrong Wily & Co. and on May 5, 2002 Roadships was placed into voluntary administration. The solution would not impede, evade or obstruct court action on foot and would allow the company to move forward.

On May 9, 2002 legal counsel for Roadships engaged by the administrator met with the ASIC prior to the May 10, 2002 hearing and they were told that they (ASIC) were just waiting for the damages claim.

On May 10, 2002 the originating orders remained in place other than acknowledging administrator fees. Armstrong Wily & Co. later placed Roadships into liquidation and settled out with creditors 100 cents in the dollar.

On November 11, 2002 a hearing was held in the Supreme Court of Queensland. Final orders disposed of the ex parte orders granted on April 5, 2001 and allowed for the assets and cash of Roadships to be liquidated. The ASIC knowingly banked funds from Roadships accounts with full knowledge of the manner in which they obtained the ex parte orders. Justice Holmes, J did not find breaches by Roadships as published by the ASIC and in fact relied upon the parties before the court. Armstrong Wily & Co. were under ASIC investigation at that time and later received a 6 month professional bond.

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”*.

“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 ex parte orders of April 5, 2001 have obstructed my career and is ongoing”. Micheal Nugent