

**Angus Aviation & Shipping Ltd**

Companies House Registration Number SC422503

**Financial Statements & Accounts**

*[Small Companies (M.E. Accounts) Regulations 2013]*

For the period:

1st May 2019

To

30th April 2020

With effect from 1st January 2021 this company has been

**DORMANT**



**Angus Aviation & Shipping Ltd.,  
Abbey Studios Business Centre,  
280 High Street,  
Arbroath,  
Angus.  
DD11 1JF.**

## **Angus Aviation & Shipping Ltd**

Companies House Registration Number SC422503

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*The company to which these financial statements relate, relies, where relevant, upon the following statute:-*

#### **The Small Companies (Micro-Entities Accounts) Regulations 2013**

*Specifically rules for qualifying as a micro-entity. This requires at least two of the following conditions:*

- 1. Turnover: Not more than £632,000.**
- 2. Balance Sheet Total: Not more than £316,000.**
- 3. Number of Employees: Not more than 10.**

Reference A] Statute: [www.tinyurl.com/M-Company-10-Law](http://www.tinyurl.com/M-Company-10-Law)

Reference B] Companies House: [www.tinyurl.com/M-Company-10](http://www.tinyurl.com/M-Company-10)

## **Angus Aviation & Shipping Ltd**

### **Company Information**

Company Director:	}	David Rutherford
Appointed on 30/11/2015.	}	
Company Secretary:	}	Russell McLean
Appointed on 5/3/2020.	}	
Post Balance Sheet Event	}	
Company Director:	}	Russell McLean
Appointed on 14/5/2020.	}	
Registered Office	}	Abbey Studios Business Centre,
With effect from: 5/3/2020	}	280 High Street,
		Arbroath, Angus,
		Scotland, U.K.
		DD11 1JF.
Solicitors:		Hay Cassels,
		Solicitors & Notaries Public,
		Almada Chambers,
		95 Almada Street,
		Hamilton,
		ML3 0EY.

## **Angus Aviation & Shipping Ltd**

### **Company Report**

Angus Aviation & Shipping Ltd, company number: SC422503 was originally incorporated at Companies House on 23rd April 2012 with the name "Shetland Ferries" as part of a project being considered by our directors at that time. The original purpose has now passed. On 5th March 2020, the company name was changed to: "Angus Aviation & Shipping Ltd." Effectively "parked" as dormant within the portfolio of companies owned by the subscribers. We reactivate our dormant companies as and when needed. Mainly to renovate closed down shops, empty factories and expired hotel business premises. Occasionally for more substantive projects. The penultimate aim is to create good quality, viable new jobs.

As at the date of this Annual Report, the subscriber along with his friends and colleagues have renovated over 30 buildings and created in excess of 151 new jobs during the past 20 years.

Further information can be located on the company directors main website....

**[www.scotslion.co.uk](http://www.scotslion.co.uk)**

The website has a contact page to help folk seeking to re-open closed premises and create jobs.

The current name: Angus Aviation & Shipping Ltd., is part of an initiative to study new air travel, ferry and sub-sea routes to the Island of Arran and other islands in the UK.

This Annual Report is more candid than normal due to the fact many of our shareholders tend to obtain their due diligence from impeccably managed sources with the gravitas that such archives confer. In this case the Registry at Companies House.

The founder of our associate company, formerly known as Argyll Group plc and now Argyll Group Private Equity served as a law officer and is acutely aware that material held in perpetuity at Companies House must be accurate and capable of robust examination. Hence the forthright and unvarnished narrative.

One of our directors is currently engaged in renovating and re-opening a closed-down hotel at Sannox on the Island of Arran. This is via a separate, ring-fenced limited company. By legal definition, we have 383 "Sophisticated Investors" and 182 "High Net Worth Investors".


Each job-creating renovation project has aspects that appeal to a different mix of our private equity group and the UK Companies House Registry has the best structure for open, public-domain clarity on who directs a company, the shareholder ownership, and to verify we ban bank borrowing. The veracity of this policy and our 100% equity driven business model can be proven any minute of any day sits well with they way we have managed to create the current total of 151 new jobs (and hopefully another 31 within the next financial year). Why ban bank lending? You may be shocked: <https://www.buzzfeed.com/heidiblake/dash-for-cash>

With respect to the Sannox Hotel, the government owned and heavily subsidised ferry service to the island of Arran has been failing for many years and whilst Arran is the most popular island for tourism in the entire network, there is still significant room for improvement to the ferry service...

**Our research material relating to the State owned ferry operator's demise/remedy...**

**[www.scotslion.co.uk/calmac](http://www.scotslion.co.uk/calmac)**

Our directors' penultimate aim at Sannox Hotel is to create at least a 11 new jobs at that hotel site.

This page signed as part of these financial statements by:  .....
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**Company Report: continued**

However, the State run ferry company are painfully over-budget to excess cost of £200,000,000 with the Island of Arran's newbuild ferry, *MV Glen Sannox*...

**<https://tinyurl.com/calmac-77>**

In the summer of 2019 Ferguson Shipyard, the company building the two distressingly over-budget part-completed ferries went bankrupt. The condition of the hulls is highly controversial....

**<https://tinyurl.com/calmac-78>**

This impacts upon the company for which this annual report is being prepared. There is a way to save £100,000,000 of taxpayer subsidy each and every year. A representative of the world's richest business person telephoned us following a Facebook article. Social media may, indeed, have it's good points.

As a result of contact inbound from a major American transport company and "disruptive innovation", one of our director's on the island of Arran was contacted (at 2am GMT) from Los Angeles to discuss whether a tunnel under the Kilbrannan Sound would be viable. This call was almost dismissed as a spoof or bit of leg-pulling. Fortunately, the gentleman from America made a great deal of sense. The new technology and well funded subterranean system to resolve traffic chaos might have been dismissed, but it all checked out with impeccable credentials. Crucially the tunnel boring company have a great set of minds and specialise in lateral thought solutions. The parent organisation of the tunnel boring company possesses the skillset that made the founder one of the most productive and successful job creators on the planet.

The enquiry? A tunnel from the Island of Arran! Whether under the Kilbrannan Sound or one which leaves Arran in an ultra low-impact manner from North Sannox (Island of Arran) undersea to Garrochty Kilchattan then Great Cumbrae and thereafter to the Mainland has huge potential for tourism convenience and vast savings of taxpayer money that can then be deployed to create viable jobs. Thereby ensuring NO jobs are lost if/when certain ferry routes are withdrawn to be replaced by subterranean fixed link routes.

**<https://tinyurl.com/ElonMuskTBC1>**

**<https://tinyurl.com/ElonMuskTBC2>**

The initiative for a "demonstrator" tunnel from a small entry/exit point in the non-controversial (nimby) areas to the south of Pirnmill (Island of Arran) and north of Carradale (mainland) or where subterranean geology allows, in areas such as North Sannox to the north east mainland via a couple of optional peninsula and/or island-hops to Great Cumbrae. This would revolutionise reliability and produce much needed massive cost savings in the post-Covid era to pay for the hefty UK Treasury Coronavirus bill.

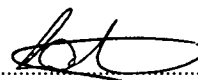
**An excellent ancillary benefit is, new jobs would be created at no cost.**

**Better news: The tragic effort to reduce ferry emissions that helped bankrupt CalMac's shipbuilder would be achieved as the tunnel boring machine provider also manufactures the worlds best selling ecological electric car.**

There is an understandable reason why a tunnel boring company would seek a "demonstrator" tunnel system in the UK. HS2 is a long term project and with some TBC variation and a new generation of railroad/railtrack tunnel systems would yield great savings if/when this innovation arrives in the UK.

The biggest irony, is our director thought this was a prank telephone call as the gentleman from America mentioned the name of his company, which was boring and his boss who is called "Steve Davis". A similarly named gentleman in the UK self deprecates as the king of boring.

Only good fortune and serendipity resulted in the 2am telephone call being completed with enthusiasm rather than a more abrupt: "Good prank, I owe you one" rejoinder. More information on the progress of this project in due course. We are likely to utilise our main website to announce further news...



**Angus Aviation & Shipping Ltd****Financial Statements****Balance Sheet As At 30 April 2020****Holding ~ Non-Trading To Date****Year Ending**  
**30-04-2020****ASSETS**


Archived Material & Minor Maritime Assets:	£ 600.00	
AFMOK Assets From S/L Ferries A/c:	£26,800.00	
CalMac & EU Infraction Win: Archives:	£38,747.00	
AF 1997 - 2011 Assets: Campbeltown~RedBay/Ballycastle	£43,842.00	
Land Options: TBC (USA) Arran Project Route1A	£12,000.00	
Land Options: TBC (USA) Arran Project Route1B	£ 6,500.00	
Land Options: TBC (USA) Arran Project Route2A	£10,000.00	
Land Options: TBC (USA) Arran Project Route2B	£ 4,500.00	
Land Options: TBC (USA) Arran Project Route2C	£11,000.00	
Land Options: TBC (USA) Arran Project Route2D	£11,500.00	£165,489.00
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<b>TOTAL ASSETS: .....</b>		<b><u>£165,489.00</u></b>

**LIABILITIES**

Amounts Falling Due After One Year: .....	£150,000.00	
Amount Falling Due Within One Year:	£ 15,390.00	
Cumulative Profit & Loss Account - Note (3): ....	£ 0.00	
Called Up Share Capital - 99 x £1 Share: .....	<u>£ 99.00</u>	£165,489.00
		-----
<b>TOTAL LIABILITIES: .....</b>		<b><u>£165,489.00</u></b>

**Financial Statements**

(1). For the year ending 30th April 2020, this company, Angus Aviation & Shipping Ltd., was entitled to exemption from audit under section 477 of the Companies Act 2006 ("the Act") relating to small companies. The members of Angus Aviation & Shipping Ltd., have not required the company to obtain an audit of its accounts for this year, in accordance with section 476 of the Act. The directors acknowledge their responsibilities for complying with the requirements of the Act in respect to accounting records and the preparation of financial statements. These accounts and financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime.

  
 .....  
 David Rutherford, Director, 14th May 2021.

*continued overleaf:-*

## **Angus Aviation & Shipping Ltd**

### **Financial Statements**

Notes (continued)...

(2). The financial statements within this document have been prepared in conformity with the micro-entity provisions and delivered in accordance with the requirements of the Companies Act 2006 and the Small Companies (Micro-Entities Accounts) Regulations 2013.

(3). The director is aware of his responsibilities to prepare a profit and loss account in accordance with sections 394 and 395 of the Companies Act 2006. In terms of the Small Companies (Micro-Entities Accounts) Regulations 2013 and the Companies Act 2006 (as amended), after due consideration, the director has elected to exercise his ability and the appropriate protocol to exclude the profit and loss account from these financial statements. For the period ending 30th April 2020 the net loss was zero. As such, the directors are of the view the empirical profit and loss figure for this dormant set of accounts is neutral. The subscribers are more than comfortable with this position and are content that the statutory corporate solvency regulations are complied with.

(4). Following the disability of one of the directors, a wholesale re-organisation of the various companies within his directorship has taken place. As a consequence, he is ordering an orderly close of several surplus, ultra-low asset dormant companies. Those others that are currently holding dormant assets have had those moved across to the ownership of this company: Angus Aviation & Shipping Ltd., as the most suitable and relevant single entity for this class of assets.

(5). The directors are of the view that these financial statements are a fair reflection of the company's financial position to the year ending 30th April 2020.

(6). The following responsibilities are adhered to:-

- (i) The director acknowledges his responsibility for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of accounts.
- (ii) The Director confirms that the information contained within these accounts present a true and fair view of the state of affairs of this company at the end of the financial year: 30th April 2020.
- (iii) The financial statements within this document have been approved by the Director in accordance with the micro-entity provisions of the Small Companies (Micro-Entities Accounts) Regulations 2013 and Part 15 of the Companies Act 2006 relating to small companies.

These Financial Statements for the year-ending 30th April 2020 have been approved by the Board on 14th May 2021.

These Financial Statements and Notes to the Balance Sheet & Statutory Statements are signed by:-



David Rutherford, Director, 14th May 2021

# THE HISTORY OF THE

REIGN OF HENRY THE SEVENTH

OF ENGLAND

BY JOHN HALLAM

LONDON: PRINTED BY J. JOHNSON, ST. PAULS CHURCH-YARD, 1795.