

FUSION SOUTH KERRIER

England & Wales · Charity number 1179220

Details

Other names	FUSION BUS PROJECT
Status	Registered
Legal form	CIO
Registered	2018-07-17
Register	View on the Charity Commission register

Contact

Address
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Activities

Objects: TO ADVANCE THE CHRISTIAN FAITH AMONG YOUNG PEOPLE, FAMILIES AND THE WIDER COMMUNITY; IN SCHOOLS AND THROUGH OTHER COMMUNITY NETWORKS AND OPPORTUNITIES, IN CONJUNCTION WITH THE CHURCHES IN THE AREA OF SOUTH KERRIER, CORNWALL.

Activities: The outworking of our Christian faith and the advancement of our religion to share the love of God by meeting the needs of the young people in our communities by both practical and spiritual expression. To this end we will use a refitted bus to meet with young people in the locations they live, providing Bible teaching via board games, consoles, Youth Alpha and Bible theme based activities.

Classification

- **How:** Provides Services
- **What:** Religious Activities
- **Who:** Children/young People, The General Public/mankind

Geography

- Cornwall

Finances

Period end	Income	Expenditure	Assets	Employees
2025-03-31		£0	£2,484	-
2024-03-31		£0	£2,484	-
2023-03-31		£0	£365	-
2022-03-31		£0	£1,278	-
2021-03-31		£0	£433	-

Trustees

Name	Role	Appointed
MARK JOHN BAYLISS	Chair	2018-06-01
ISAAC MCNISH		2018-06-01
MIKE BRITTON		2018-06-01
PAUL HARRISON		2018-06-01

FUSION SOUTH KERRIER

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Accounts

Statement from the Chair

To make my annual report this year I am largely able to copy and paste my report from last year. This is not because we have achieved nothing, but rather we have continued to focus largely on similar mechanical works.

Our current operations remain legally correct in terms of our policies (primarily health and safety, and risk assessments) and insurance, and for the time being we continue an informal connection with Scripture Union. In the past year the Bus Project has made significant practical progress, with volunteers working on the refurbishment of our vehicle on Monday evenings throughout 2025 and on the last Saturday of the month, for 10 of 12 months, known as 'Progress Saturdays'. There remains further mechanical work to do, with the front and rear axle and gearbox, but we have replaced eight of eight air tanks and hoses serving the braking and air suspension systems, making steady progress with our stated aim to achieve an excellent mechanical standard of maintenance and refurbishment. While we have made small progress with bodywork, we have achieved good progress with the opening, inspection, cleaning and renovation of engine service parts. We are now ready to replace the engine oil, fill the cooling system and fire the engine.

We continue to communicate with our volunteer group weekly by email and more widely by posts on Facebook. We have had a small core of regular and reliable volunteers, mostly from one Church, for which we are grateful, but as before, we continue to look for other opportunities to broaden our appeal and achieve a wider engagement, particularly since some of our team are getting too old to be out in the colder months. Presently however, it continues to be difficult to work productively if we have more than 3-4 volunteers at each weekly Monday evening or monthly Saturday session, this due to space, equipment, and knowledge. The support of a professional HGV mechanic has still not materialised, and there are aspects of work and sign-off that we will shortly begin to struggle to complete without this expertise. We are vigilant however, to keep record of what needs to be done or reviewed professionally and we are not inviting risk by guesswork. To our benefit however, our knowledge has grown significantly and we have acquired a good level of equipment. Even so, we are unable to change the space in which we operate, and these facilities limit the project's attractiveness to professionals and volunteers alike.

Slowness in progress has in the past prevented us from making potentially serious mistakes, so while we desire faster progress, the old adage of more speed, less haste, generally holds good for the project. Within that we have this year made good progress with understanding function, stripping components and rebuilding the engine and systems that support it. This thorough process has led to the discovery of significant defects that with care and detailed maintenance we have managed to correct, often at minimal cost. It would be good to expedite progress further, but the base and facilities available are a constraint we need to work within. It also keeps us within the commitment to ensure that to the best of our ability we will return to the road a vehicle that is far less likely to experience mechanical breakdown. This best assurance of reliability is regarded as essential to maintaining the goodwill of volunteers, service users and the communities within which we will operate.

At the present rate of progress it is hoped we will be able to complete the mechanical refurbishment of the bus by the end of Summer 2026. We will then turn to the completion of the interior and preparation of bodywork. As previously reported when the bus can be moved under its own power to a commercial garage, any outstanding mechanical work will be completed, the vehicle MOT tested, and then taken for completion to a vinyl wrapper. As above we intend taking all prudent measures to reduce the risk of a breakdown when the bus is in service, and through our volunteers nurture a team with sufficient operational knowledge to be good stewards of the asset.

Since the beginning of the project we have received donations totalling £31,500 and we still believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the end of November 2025 is £16,712.75, our expenditures in the past year relating primarily to replacement engine components, air tanks and hoses.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust continues to pay £1.00 per day. As ever I am most thankful for the support of fellow trustees, volunteers and others who have kept faith with the vision for the Fusion Bus and helped in maintaining a momentum for the project.

Mark Bayliss – Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust Accounts 2024-25

	£
Income	
	Income 0
Expenditure	
	Bus repair 1,804
	Health & Safety 209
	Admin 106
	Storage rent 365
	<u>2,484</u>
Surplus for the year	-2,484
Surplus brought forward	22,048
Surplus carried forward	<u>19,564</u>

FUSION SOUTH KERRIER

England & Wales - Charity number 1179220

Accounts

Statement from the Chair

Our current operations remain legally correct in terms of our policies (primarily health and safety, and risk assessments) and insurance, and for the time being we continue an informal connection with Scripture Union. In the past year the Bus Project has made significant practical progress, with volunteers working on the refurbishment of our vehicle on Monday evenings throughout 2024 and more recently on the last Saturday of the month also. There remains much work to do, however progress is no longer piecemeal, but structured and presently focused on achieving an excellent mechanical standard of maintenance and refurbishment.

Last year we reported that we had produced a self-promotional video to encourage interest and support from local Churches, and from this recruited volunteers (24) and restructured our Bus Project Plan (which we continue to review). We communicate with volunteers weekly by email and more widely by posts on Facebook. We have a strong core of regular volunteers, mostly from one Church, for which we are grateful, but continue to look for other opportunities to broaden our appeal and achieve a wider engagement. Presently however, it is difficult to work productively if we have more than 4-5 volunteers at each weekly Monday evening or monthly Saturday session, this due to space, equipment, and knowledge. The support of a professional HGV mechanic has not yet materialised, but we are confidently working within our skills. Our knowledge has grown significantly and we have acquired a good level of equipment, but we are unable to change the space in which we operate.

Slowness in progress has in the past prevented us from making potentially serious mistakes, so while we desire faster progress, the old adage of more speed, less haste, generally holds good for the project. Within that we have this year made good progress with understanding function, stripping components and rebuilding the engine and systems that support it. This thorough process has led to the discovery of significant defects that with care and detailed maintenance we have managed to correct, often at minimal cost. It would be good to expedite progress further, but the base and facilities available are a constraint we need to work within. It also keeps us within the commitment to ensure that to the best of our ability we will return to the road a vehicle that is far less likely to experience mechanical breakdown. This best assurance of reliability is regarded as essential to maintaining the goodwill of volunteers, service users and the communities within which we will operate.

At the present rate of progress it is hoped we will be able to complete the mechanical refurbishment of the bus by the end of Summer 2025. We will then turn to the completion of the interior and preparation of bodywork. As previously reported when the bus can be moved under its own power to a commercial garage, any outstanding mechanical work will be completed, the vehicle MOT tested, and then taken for completion to a vinyl wrapper. As above we intend taking all prudent measures to reduce the risk of a breakdown when the bus is in service, and through our volunteers nurture a team with sufficient operational knowledge to be good stewards of the asset.

Since the beginning of the project we have received donations totaling £31,500 and we still believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the end of November 2024 is £17,675.00, our expenditures in the past year relating primarily to replacement engine components.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust continues to pay / owe £1.00 per day. As ever I am most thankful for the support of fellow trustees, volunteers and others who have kept faith with the vision for the Fusion Bus and helped in generating a new momentum for the project.

Fusion South Kerrier Trust
Accounts 2023-24

	£
Income	
Income	0
Expenditure	
Bus repair	1,804
Health & Safety	209
Admin	106
Storage rent	365
	<u>2,484</u>
Surplus for the year	-2,484
Surplus brought forward	22,048
Surplus carried forward	<u>19,564</u>

FUSION SOUTH KERRIER

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Fusion South Kerrier Trust

12 November 2023

Statement from the Chair

In the past year the Bus Project has continued to make slow practical progress, but in other regards we have moved ahead significantly. Our current operations remain legally correct in terms of our policies and insurance, and for the time being we continue an informal connection with Scripture Union.

At our AGM in 2022 we reported that, 'As Trustees we are using the present opportunities to review the scope of the Bus Project, to agree its rebranding, and in so doing, develop the interest and support of additional local Churches, widening our appeal so as to foster further volunteer engagement.' So, early in 2023 the Trustees put together a self-promotional video and Facebook page inviting volunteers to engage with the project in practical and non-practical ways. We have also regenerated our Fusion Bus Project Plan as a post-pandemic vision.

This public invitation and direct promotion to leaders of local Churches developed into a 'volunteers' barbecue' on-site with the bus in October 2023. From this event, attended by 35 people, we were able to 'sign-up' 22 project supporters, from which 12 made a commitment to practically support the refurbishment and roadworthiness phase of the project, bringing practical skills as volunteers to the restoration and upgrade of our vehicle. This is significant and gives tangible hope to the completion of vehicle restoration within the foreseeable future, perhaps by the Summer of 2025. The volunteers will from time to time be supported by a professional HGV mechanic and then when the bus can be moved under its own power to a commercial garage, any outstanding mechanical work will be completed, the vehicle MOT tested, and then taken for completion to a vinyl wrapper. As said last year we intend taking all prudent measures to reduce the risk of a breakdown when the bus is in service, and through our volunteers nurture a team with sufficient operational knowledge to be good stewards of the asset.

The more formal structuring of volunteers has led us to review our insurance policy, update our health and safety provision, and introduce written method statement and risk assessment procedures, so that we can competently press ahead with weekly volunteer group meetings in 2024. We have undertaken to have one volunteer group meeting before the end of 2023 and move to weekly meetings as soon as practicable in 2024.

Our progress with practical matters in the past year has been more modest (only reinstating the previously rotten floor at the bus entrance beside the driver's cabin with new 18mm plywood and aluminum checker-plate floor), but without focusing on volunteer recruitment we would only be reporting piecemeal progress next year was well. But now we have a renewed hope.

Again, lifting from last year's report we said, 'It is clear that the need identified to justify the project has not diminished, and, by the cost of living crisis, additional needs are emerging and new areas of relevance are becoming clearer.' In further response to this we have revised and reiterated our Fusion Bus Project Plan as referred to above. This restates that our core intention remains to meet the needs of young people and adds the possibility to diversify to other Christian projects that need wheels and will keep our wheels turning.

Since the beginning of the project we have received donations totaling £31,500 and we still believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the end of October 2023 is £21,532.58, our only significant expenditures in the past year relating to publicity and 'rent' for barn storage.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust continues to pay £1.00 per day. As ever I am most thankful for the support of fellow trustees and others who have kept faith with the vision for the project in times of slow progress.

Mark Bayliss - Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust
Accounts 2022-23

	£
Income	
Donations	0
 Expenditure	
Storage rent	<u>365</u>
	<u><u>365</u></u>
Surplus for the year	-365
Surplus brought forward	22,413
Surplus carried forward	<u><u>22,048</u></u>

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Statement from the Chair

In the past year the Bus Project has continued to struggle to make progress. Post-pandemic project identity, and volunteer resources have frustrated all but minimal, yet important progress. The practical achievements have been to successfully install the vehicle's new fuel tank and begin fitting the new nearside body panels, the former of which is key to making progress toward being able to move the bus to a commercial garage for the full overhaul of wearing parts. We have also made progress with the refurbishment of the driver's cabin, this being necessary before installing the new driver's seat (acquired previously) and reestablishing the functioning of driver controls, again prior to accessing the services required at a professional garage.

As Trustees we are using the present opportunities to review the scope of the Bus Project, to agree its re-branding, and in so doing, develop the interest and support of additional local Churches, widening our appeal so as to foster further volunteer engagement. It is clear that the need identified to justify the project has not diminished, and, by the cost of living crisis, additional needs are emerging and new areas of relevance are becoming clearer. Delivery of the project's key objectives therefore remain as important as ever and our operational programme remains broadly as described in our ministry plan and mission statement.

Similar to last year's report, since the beginning of the project we have received donations totaling £31,500 and we still believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the beginning of April 2022 stood at £23,769 our only significant expenditures relating to the new fuel tank and 'rent' for barn storage.

As previously reported we particularly require professional assistance from HGV mechanics and vinyl wrappers, but the impasse regarding access to professional HGV mechanical support has not yet been overcome. For the interim and foreseeable future we will continue with volunteer support to make progress wherever we can, always looking for ways to engage the right mix of further volunteers and professional support wherever possible. As before, at least two things remain important; first, that we take all prudent measures to reduce the risk of a breakdown when the bus is in service; and second, that we continue to develop within the team sufficient operational knowledge to be good stewards of the asset. For the time being our critical path is to progress by volunteer and professional support so as to get the vehicle to the point where it can be taken under its own power to a commercial garage. This is challenging, but we remain hopeful and optimistic.

Our current operations remain legally correct in terms of our policies and insurance. At our request and in agreement, Scripture Union now regard us as a dormant project pending further developments. We recognise therefore the need to develop and invigorate our network of volunteer supporters, both for the refurbishment of the bus and for the team that will be required when we enter the operational phase of the project, as acknowledged above.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust continues to pay £1.00 per day. As ever I am most thankful for the support of fellow trustees and others who have kept faith with the vision for the project in difficult times.

Mark Bayliss – Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust
Accounts 2021 - 2022

	£
Income	
Donations	0.00
Expenditure	
Administration	0.00
Training	0.00
Bus refit	286.85
Rent	990.80
	<u>1277.65</u>
Surplus for the year	-1277.65
Surplus brought forward	25047.00
Surplus carried forward	23769.35

FUSION SOUTH KERRIER

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Accounts

Statement from the Chair

The Bus Project has struggled to make progress during the pandemic. Momentum was difficult before and now we have experienced periods where this has diminished to nil. Lockdowns and other regulations have exacerbated the difficulties in maintaining focus and contact with volunteers. Furthermore, given that the work to refurbish the bus, while highly desirable, cannot be described as essential, our progress has been minimal. Our youthworker support has also changed in that while still engaged with the project, their roles and employment have migrated to competing demands. 'Fusion' as a monthly youth church event has also ceased.

Even so, the need identified to justify the project has not diminished. The future operation of the project will need to be reviewed with sensitivity to public health and compliance with regulations that the project had obviously never contemplated at its inception, but the delivery of its objectives remain as relevant as ever.

The upside of continuing delay is the opportunity to procure better solutions and build a better project to extend existing Church-based youth work in our communities. This remains our focus. The loss of 'Fusion' as a monthly event may also present new opportunities to rebrand and / or link with similar projects elsewhere in Cornwall.

Since the beginning of the project we have received donations totaling £31,500 and we believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the end of March 2021 stood at £23,650. Our expenditure in parts and labour has concentrated on restoration of the fuel system, exterior bodywork and interior fit-out, carpenter, electrician, upholsterer and graphics designer. The interior work is approximately 75% complete, but challenges remain regarding the good mechanical function of the vehicle.

As previously reported we particularly require professional assistance from HGV mechanics and vinyl wrappers. We have resolved most concerns regarding the availability of parts and believe we can confidently source what we need at a price we can afford. For the immediate future we will continue to bring the interior of the bus to near operational completion, complete the rust protection, wheel dressing and body panel assembly so that these external supplier works can be undertaken. There is a current impasse regarding access to professional HGV mechanical support, but when this is overcome, the vehicle will then need to be taken to a commercial garage for full overhaul of wearing parts, and pass an MOT test. Subsequently it will be taken to be liveried by professional vinyl wrappers.

As before, at least two things remain important; first, that we take all prudent measures to reduce the risk of a breakdown when the bus is in service and second, that we continue to develop within the team sufficient operational knowledge to be good stewards of the asset.

Our current operations remain legally correct in terms of our policies and insurance. We continue to be supported by Scripture Union, for which we are most grateful. Our operational programme requires a Covid-19 revision, but remains broadly as described in our ministry plan and mission statement. We need to develop and invigorate our network of volunteer supporters, both for the refurbishment of the bus and for the team that will be required when we enter the operational phase of the project.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust now pays £1.00 per day. I am most thankful for the support of fellow trustees and others who have kept faith with the vision for the project in these unprecedented times.

Mark Bayliss – Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust
Accounts 2020-21

	£
Income	
Donations	0
 Expenditure	
Administration	30
Training	0
Bus refit	433
	<u>463</u>
Surplus for the year	-463
Surplus brought forward	25,510
Surplus carried forward	<u>25,047</u>