



Scottish Government Building, 1B-Bridge, Victoria Quay, Edinburgh, EH6 6QQ

Email – coqltr@copfs.gsi.gov.uk

<http://www.qltr.gov.uk>

Date: 07/03/2018

Dear

**THE HISTORIC BOAT COMPANY LIMITED (NOW DISSOLVED)
NOTICE OF DISCLAIMER OF BONA VACANTIA**

I refer to your request of 9 February 2018 under the Freedom of Information (Scotland) Act 2002 ("the Act"). In it, you request:

"A copy of all communications/correspondence of any kind (direct, indirect, formal or informal) in respect of, or relating to this matter. In particular:-

1. A copy of all communications with Catherine Patricia Dyer, in respect of, or relating to this matter.
2. A copy of all communications/correspondence of any kind in respect of, or relating to this matter between the Office of the [CO]QLTR and Harper Macleod LLP.
3. A copy of all communications/correspondence of any kind (in your possession) with the Forestry Commission for Scotland, in respect of, or relating to this matter.
4. A copy of the Survey carried out by Murray, Cormac Associates."

I have listed in the annex to this letter the information we have provided in response. As regards number (3) of your request, as I mentioned in my previous reply, this office did not correspond directly with Forestry Commission Scotland; all communication was with their legal agents Harper Macleod LLP.

An exemption under section 36(1) of the Act (confidentiality in legal proceedings) applies to some of the information requested because it is legal advice and disclosure would breach legal professional privilege.

This exemption is subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exemption. We have found that, on balance, the public interest lies in favour of upholding the exemption. We recognise that there is some public interest in release as part of providing transparency in the decision making process of the Queen's and Lord Treasurer's Remembrancer ("the QLTR"). However, this is outweighed by the strong public

interest in maintaining the right to confidentiality of communications between legal advisers and clients, to ensure that the QLTR is able to receive legal advice in confidence, like any other public or private organisation.

One of the papers released includes personal information about an individual third party which we have redacted accordingly. This information is exempt under section 38(1) of the Act as its disclosure would breach the first data protection principle of the Data Protection Act 1998. The principle requires that all personal information is processed fairly. In our view the disclosure of this personal information would be unfair to the individual concerned. This is an absolute exemption so no "public interest" has to be applied.

I have also not disclosed the information contained in our previous exchange since you already have that and it is publicly available online from our website.

If you are dissatisfied with the way in which your request has been handled, you do have the right to ask us to review it. Your request should be made within 40 working days of receipt of this letter and we will reply within 20 working days of receipt. If you require a review of our decision to be carried out, please write to The QLTR, Scottish Government Building, Victoria Quay, 1B-Bridge, Edinburgh, EH6 6QQ, or for requests sent by e-mail to coqltr@copfs.gsi.gov.uk.

The review will be undertaken by staff not involved in the original decision making process.

If our decision is unchanged following a review and you remain dissatisfied with this, there is a right of appeal to the Scottish Information Commissioner under section 47(1) of FOISA.

Should you subsequently wish to appeal against the Commissioner's decision on such an appeal, there is a right of appeal to the Court of Session on a point of law only.

ANNEX

THE HISTORIC BOAT COMPANY LIMITED (NOW DISSOLVED) NOTICE OF DISCLAIMER OF BONA VACANTIA

List of information released.

- 1) Survey prepared by Murray, Cormack & Associates
- 2) Various email correspondence between the former solicitor to the QLTR and Harper Macleod LLP
- 3) Copy of a letter sent by Ferguson Shipbuilders Limited to Harper Macleod LLP dated 30 May 2015
- 4) Email correspondence with an individual dated 26 and 27 August 2015
- 5) Correspondence with Edinburgh Gazette
- 6) Correspondence with Companies House

1

Brown, Andrew

From: Graeme Nisbet [graeme.nisbet@harpermacleod.co.uk]
Sent: 23 March 2015 13:47
To: Brown, Andrew
Subject: FW: Tay Steamer
Attachments: 7215Tay Steamer.pdf; 7215Tay Steamer photofile.pdf; Tay Steamer feenote.pdf

Hi Andrew,

See below/attached.

I have scanned the report briefly but need to review in more detail. As you will see, the prognosis does not look very good.

I will also need to get the report addressed to both FCS and QLTR (as per my original instruction). In the interim, I welcome any comments you may have.

Kind regards,

Graeme

Graeme Nisbet

Partner

Tel: +44 (0)141 227 9308
Mob: +44 (0)776 817 7112
Fax: +44 (0)141 229 7251



Harper Macleod LLP
The Ca'd'oro 45 Gordon Street Glasgow G1 3PE
www.harpermacleod.co.uk



From: Partnership Secretary [mailto:admin@murraycormack.com]
Sent: 23 March 2015 12:39
To: Graeme Nisbet
Subject: Tay Steamer

Dear Graeme,

Thank you for your instructions in the above connection. Please find enclosed our survey report for your consideration. Should you wish a bound copy, please advise and I will post this out to you.

If you wish to discuss any points contained within the report, please do not hesitate to contact Jim Abernethy at our head office or on mobile 07771 865617, and he will be happy to assist.

We have also enclosed our feenote which we trust you will find to be in order.

Thank you once again for your instructions and if we can be of further assistance please do not hesitate to contact us.

Kind regards,

Isla Witherow (Partnership Secretary)
Murray Cormack Associates Naval Architects & Surveyors
(Head Office): Old Bank House, Innellan, Argyll, PA23 7TP
Tel: +44 (0) 1369 830210
Fax: +44 (0) 1369 830790
Email: admin@murraycormack.com
Website: www.murraycormack.com

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MURRAY, CORMACK ASSOCIATES

NAVAL ARCHITECTS - SURVEYORS - CONSULTANTS

REPORT

ON

TAY STEAMER

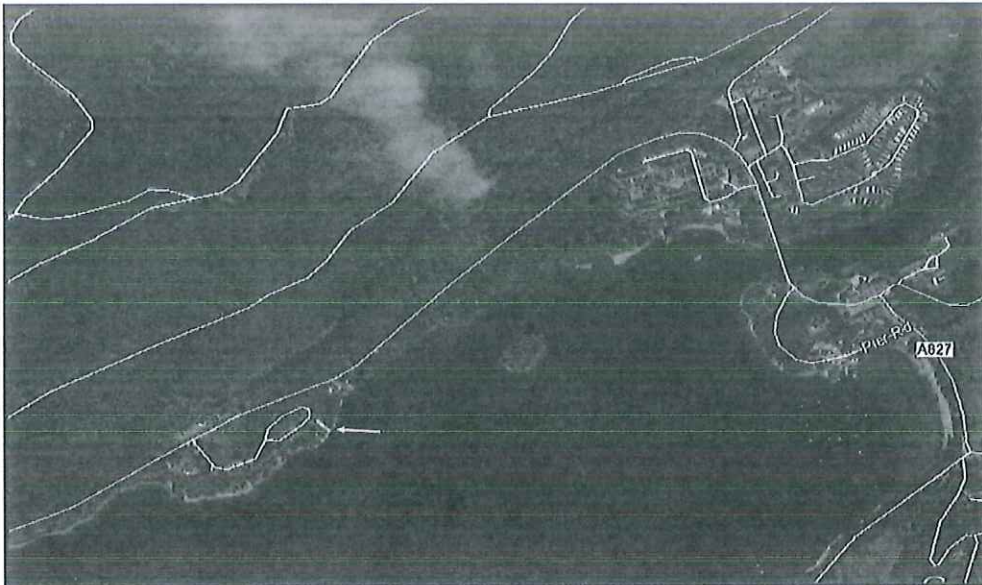
Survey Ref: CS/7/215

Client Ref: FOR0362/333149/GBN

SECTION I – INTRODUCTION

This survey was carried out at the request of Harper Macleod LLP, The Ca'd'Oro, 45 Gordon Street, Glasgow, G1 3PA on behalf of their clients Forestry Commission Scotland, for the purpose of estimating the value of the vessel as she lies ashore near Kenmore, Perthshire.

The survey was carried out on 12.03.15 as the vessel lay blocked off on the shores of Loch Tay at Dalerb. The site is adjacent to a car park on, we believe, Forestry Commission Scotland land.



Old Bank House, Innellan, Argyll, PA23 7TP Tel: +44 (0)1369 830210
Email: admin@murraycormack.com Website: www.murraycormack.com



SECTION 2 – BACKGROUND

Accurate background information is difficult to come by but, from press cuttings and hearsay, it would appear that in 2002/03 the Historic Boat Company Ltd / Loch Tay Steam Packet Company commissioned Ferguson Shipbuilders of Port Glasgow to construct a steel vessel of approximately 111 feet in length for assembly and fit out on the shores of Loch Tay with a view to operating the craft from that location as a passenger steam ship.

We believe that she was constructed in 5 sections at the shipyard and was transported by road to Dalerb on Loch Tay where the components were lined up and welded together to form a complete hull and deck shell. Separate fabrications for superstructure were also delivered to the site but were never fitted. We are advised that a steam engine had been earmarked to fit to the vessel but this was not installed and we assume that it was never delivered.

It is our understanding that, after the 5 sections forming the hull and deck shell were welded together at Dalerb, the MCA (the Maritime and Coastguard Agency) requested a non-destructive test inspection and x-rays apparently revealed defective welding. We do not know the extent of this but it would appear to have been a major stumbling block and the project ground to a halt in 2005. Without MCA approval of the structure, the vessel could not operate commercially.

We believe that the vessel has lain at the same location since that time with no further progress.

SECTION 3 – FINDINGS

At time of our inspection, the vessel was blocked off on the hard standing at Dalerb, Loch Tay within a fenced compound. She is designed along traditional steamer lines with a clipper bow and counter stern carrying centreline keel and shallow rolling chocks each side. There is an outreach aft supporting the rudder assembly and there is a bow thruster tunnel forward with the single engine tailshaft exiting on the trailing edge of the keel and carrying a 4 bladed bronze propeller. She is of all welded steel construction and is shown in Photograph No's 1 & 2.

The stern was overhanging the Loch and it was not possible to take accurate dimensions. The LOA would appear to be approximately 34m with a beam of 5.7m and an estimated draft of 1.8m. The 5 sections varied in length from approximately 6m to 8.3m with the forward and aft components being the longest. The individual sections would appear to have incorporated the complete hull and deck shell including bulwarks and bulkheads. The structure is continuously welded round the hull and across the deck in way of the joins. The hull plate thickness appears to be 8mm at sheerline with deck plating approximately 6mm thick. Hull framing and deck beams are at 500mm centres with bilge floors and deck stringers incorporated. There are also 4 full bulkheads across the vessel.

There are 10 windows fitted to the hull each side and the shell had been painted with sacrificial anodes fitted. There were also propellers fitted on the bow thruster and tailshaft. The 4 bladed bronze propeller measures approximately 1.6m in diameter but we were unable to sight the tailshaft. There are undulations in the shell plating with variable quality welding including multiple runs in areas but we sighted no evidence of structural failure. We understand that the x-rays taken at the request of the MCA identified defects here. Photograph No's 3 – 8 refer.

The deck and bulwarks are largely completed but no hatches or superstructure had been fitted. There are 4 large lifting brackets welded to the deck and there are fairly widespread undulations on the deck plating between the beams with pools of water gathering at points. The hydraulic steering ram had been fitted aft but was not connected up. Debris is accumulating on the deck but no critical corrosion was sighted. Photograph No's 9 - 12 refer.

The interior of the vessel is basically an empty shell. There is a bulkhead across some 4m from the bow for anchor cable and other storage locker. There was no safe access to this. Again no deterioration of note was evident. Photograph No. 13 refers.

The next section aft of this measures approximately 5.5m between bulkheads. There were steps down aft with a holding tank under. A bow thruster tunnel has been installed forward but no motor was fitted. There are plate floors across the central bilge which was filled to a depth of approximately 400mm aft and there is a deep centreline stiffening keel member running the length of the vessel. There is also lighter angle framing installed, presumably to act as sole supports. The welded joint for the forward 2 sections is approximately 3.8m aft of the first bulkhead. Surfaces here have been painted and, although there is some surface corrosion, no critical deterioration was sighted. There is however a fairly significant accumulation of bilge water. The glass windows are set into recessed surrounds with brass internal frames. Photograph No's 14 - 16 refer.

The next section aft has steps down at bulkheads and is much larger with 8 windows each side. It was presumably to be the main accommodation cabin and is some 14m in length. Again the space is bare apart from the basic structure and there is a fairly significant accumulation of bilge water. Here too we noted some surface corrosion although no critical deterioration was sighted but the weld quality was variable. The welded section joints are located at approximately 4.75m aft of the forward bulkhead and 3.2m forward of the aft bulkhead. Photograph No's 17 - 20 refer.

There was no safe access to the machinery space or steering compartment aft. Within the engine space the engine beds, tanks and tailshaft have been incorporated in the build but again it is basically a bare shell. The distance between the bulkheads here is approximately 6.4m with welded joint between the 2 aft sections at approximately half length. Photograph No's 21 - 24 refer.

The steering compartment aft had been assembled but we were unable to gain access to properly inspect this. We did not sight any evidence of significant deterioration here. Photograph No's 25 & 26 refer.

Lying nearby are a number of items to be fitted to the deck including bollards, a funnel assembly and 3 steel casings. The casings are presumably accesses to accommodation and wheelhouse. The larger ones measure 3m x 3m x 2.1m and 2.8m x 2m x 2.2m. Photograph No's 27 & 28 refer.

SECTION 4 – SUMMARY

As can be seen from the above, the hull and deck shell of this vessel appears to be virtually complete structurally but no deck fittings or superstructure are fitted and the interior is a bare shell with no machinery or systems installed. We are of the opinion that, although the external appearance would suggest that the project was at an advanced stage, the total build exercise would only be approximately 30% completed. There are very major costs involved in machinery, systems and fit out which have still to be incurred.

We do not know the exact details of why the project failed but we understand from the MCA that there had been issues with the assembly of the 5 sections and x-rays had revealed defective welding. We do not have information as to the extent of this or how much work would be required to rectify it. A formal approach to the MCA and possibly paying a fee may clarify this. The extent of the defect would have a significant bearing on any potential purchaser considering an afloat operation.

We suspect that the failure of the venture may have been a combination of this defective welding and, possibly more significantly, lack of funding to complete what would have been a major project. We believe that The Historic Boat Company Ltd / Loch Tay Steam Packet Company are no longer trading and Ferguson Shipbuilders in Port Glasgow is under new ownership.

The vessel was transported by road to the site in 5 sections and was apparently assembled at its present location. It could therefore presumably be dismantled by reversing the process. This would however be a major exercise including shoring up and supporting the whole structure as it is being dismantled and bringing in heavy lift equipment and transport to remove the sections from the site. We do not know the limiting factors as regards the access roads to the site and whether it would be possible to reduce the number of sections. We did however note soft ground near the vessel. When transporting the sections, these would be regarded as abnormal loads and the authorities would have to be notified with an escort presumably required.

It is evident that removing the vessel from the present site for re-assembly elsewhere would be an expensive exercise, possibly approaching £40,000.00, and, when it has arrived at its destination, there would still be lining up and re-assembly costs. This does not take into account any weld quality issues outwith the section joints. When the shell is re-assembled, any purchaser would still be facing machinery, equipment and fit out costs which would approach two thirds of the overall build price. Any parties interested in the vessel on this basis would have to specifically want this rather specialised craft and have the wherewithal and ability to complete the project. The possibility of finding such a person or company is limited but possible outlets could be local councils envisaging waterfront development and requiring a static exhibit or individual/company with a project involving a classic style of vessel.

If a project could be found which used the vessel at its existing location as an exhibit or museum/restaurant, this would certainly be the best solution. If such a project existed or if someone with a pressing need for this type of vessel could be found, then it would undoubtedly have a value to that person/company. We are of the opinion however that this would be a remote possibility.

With any of the above options, we are of the opinion that the vessel has little or no value where she lies unless there is a specific use found for her at her present location. The cost of removal and reassembly would certainly be a major consideration.

We have spoken with Ferguson Marine in Port Glasgow and they were not able to supply much information on the vessel. They indicated that the total weight of the steel in the structure was approaching 60 tonnes and we would estimate a scrap value of approximately £90.00 per tonne. There are also some higher value items, e.g. propellers and tailshaft which would give a total value of approximately £5,500.00 to £6,000.00, delivered to a scrap yard. Again however dismantling costs on site and transportation would be very significant, possibly in excess of £15,000.00.

The above figures are purely our opinion of the commercial costs which could be incurred. We have not approached any contractors to ask for quotes as we are treating this as a confidential exercise at present. If a person or organisation could be found who

wanted the vessel and could write off labour costs, the project would become more feasible.

We realise that the above does not paint a particularly bright picture of the situation but it is, we believe, realistic. If sale of the vessel is being considered, then we may be able to assist to some extent by putting out feelers in the marine industry.

We trust that the above is of assistance and should any further information be required, please do not hesitate to contact us.

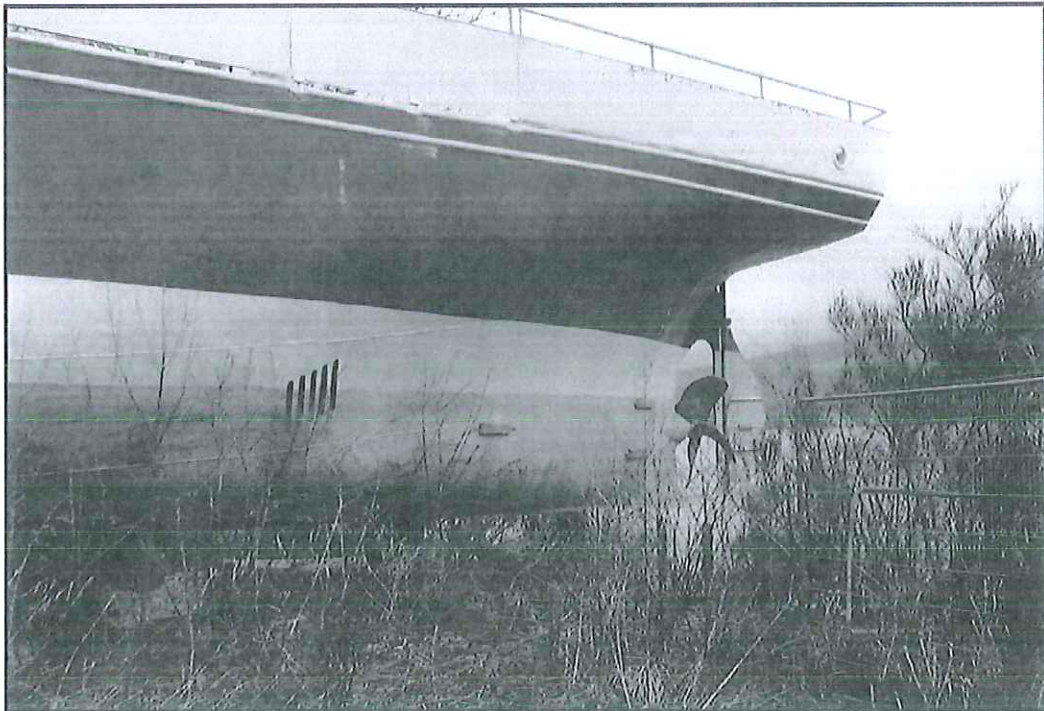
Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. O.', written in a cursive style.

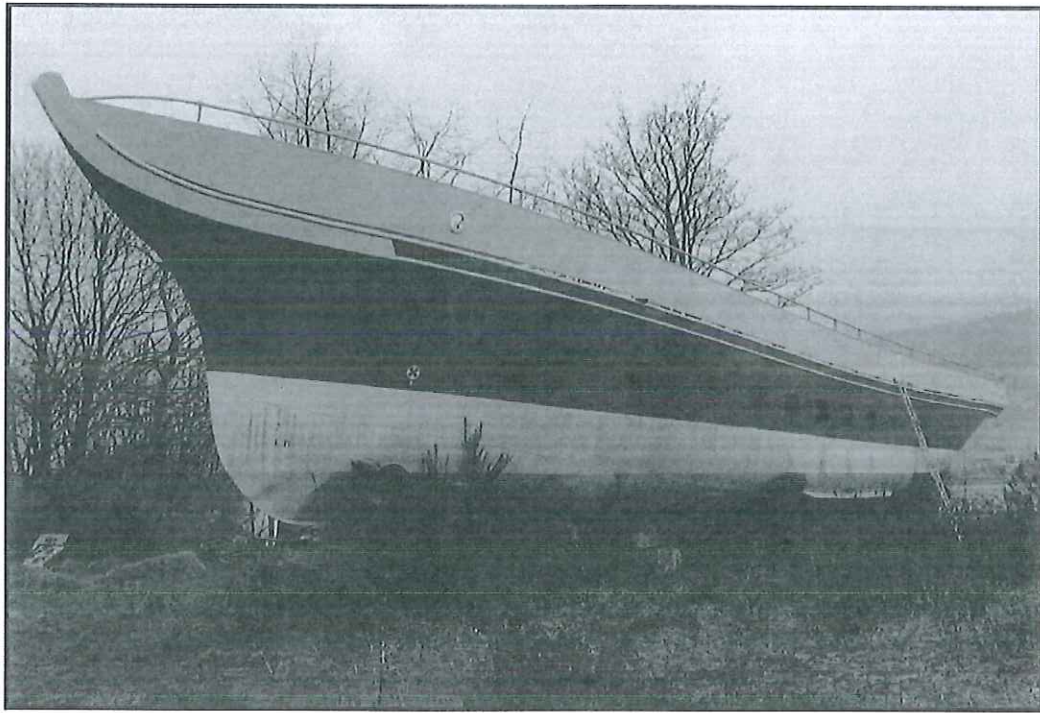
MURRAY, CORMACK ASSOCIATES
OLD BANK HOUSE
INNELLAN
ARGYLL, PA23 7TP



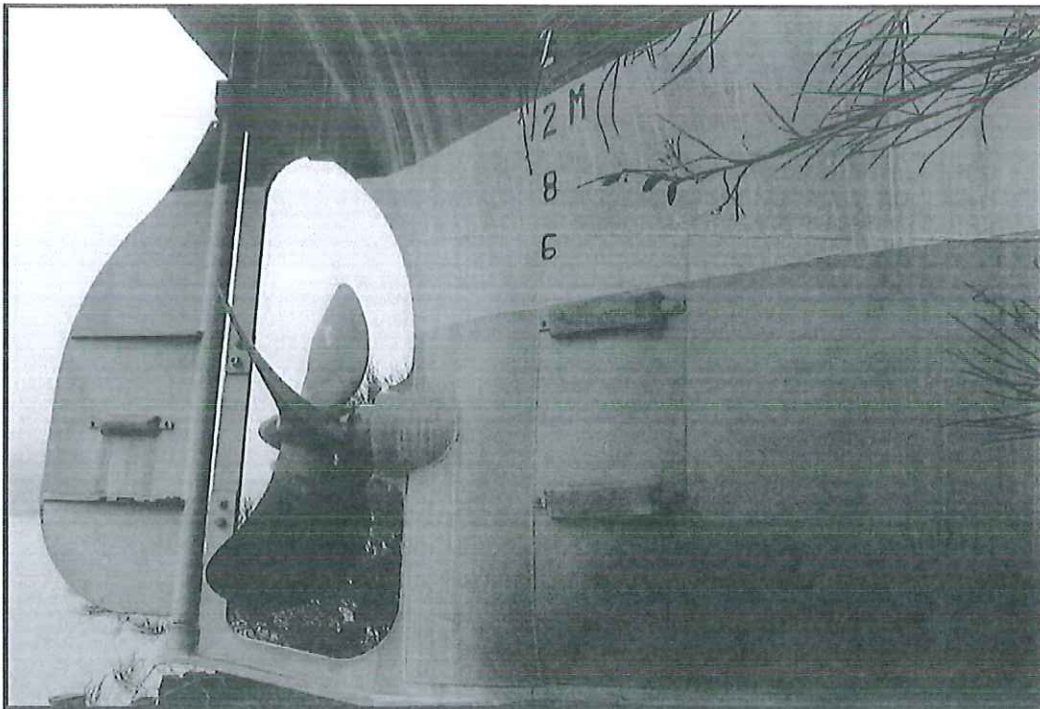
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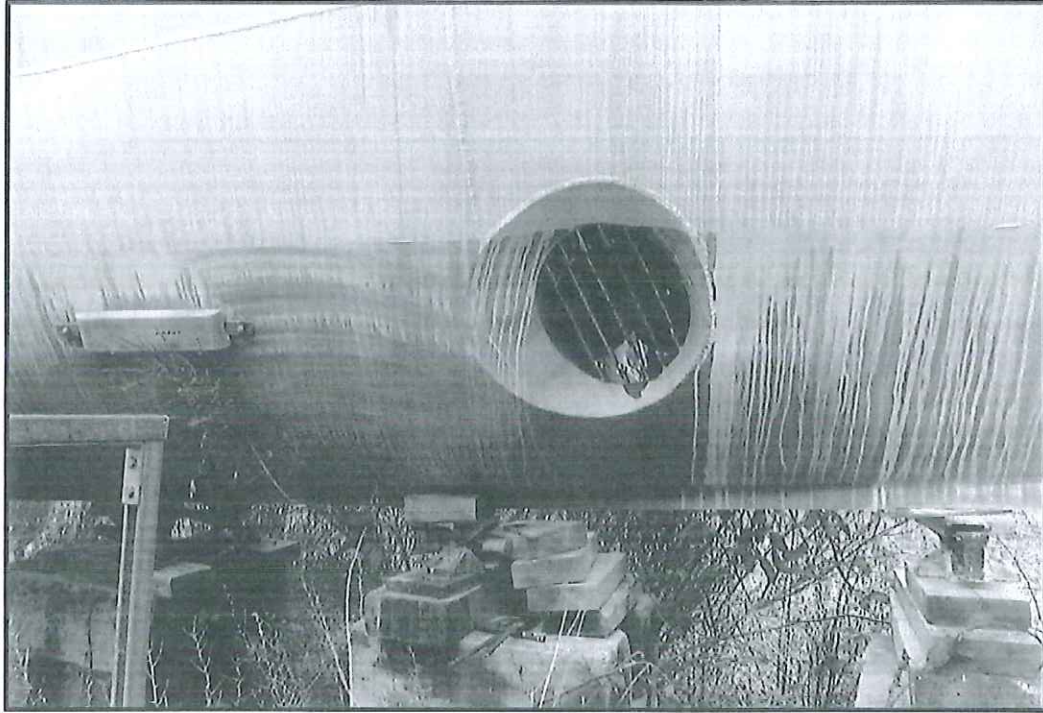
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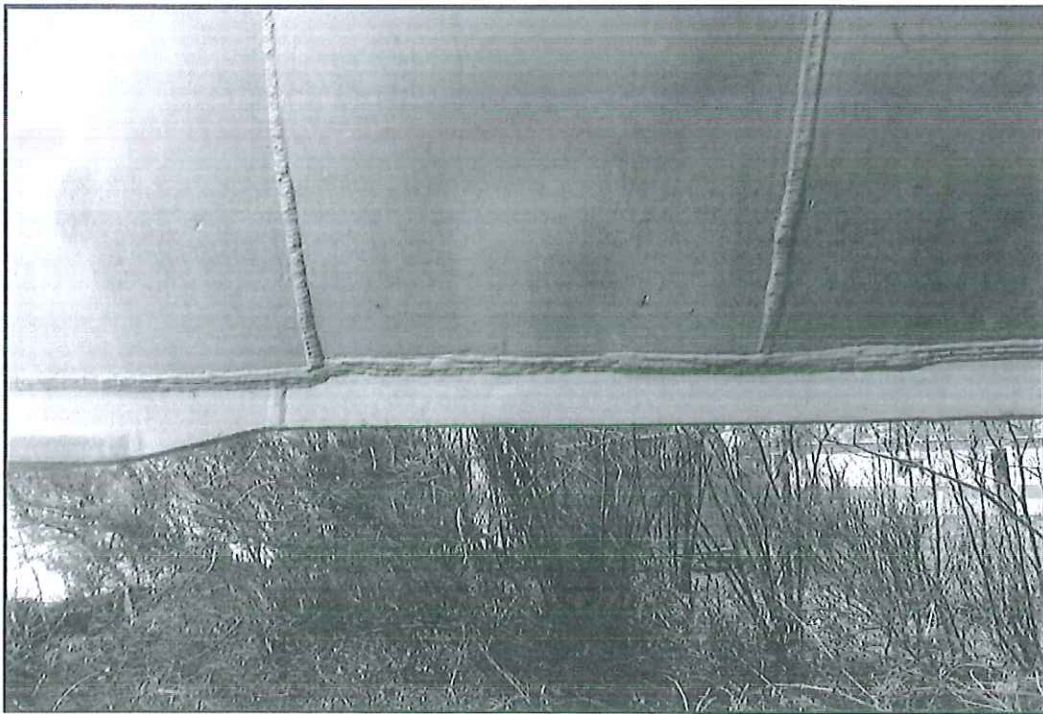
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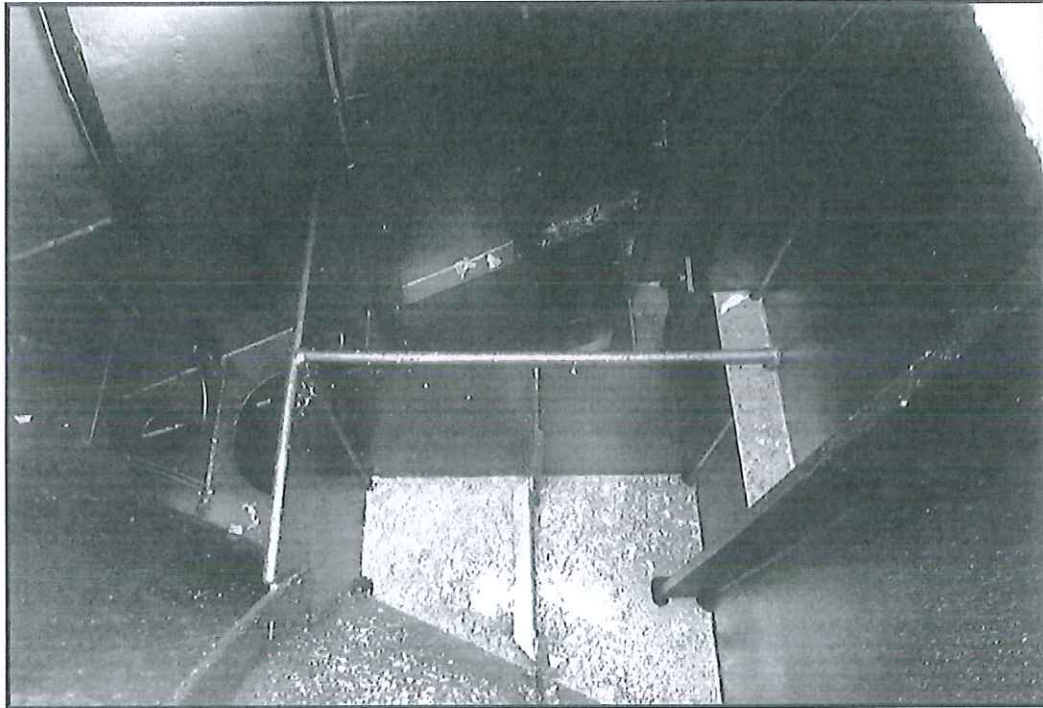
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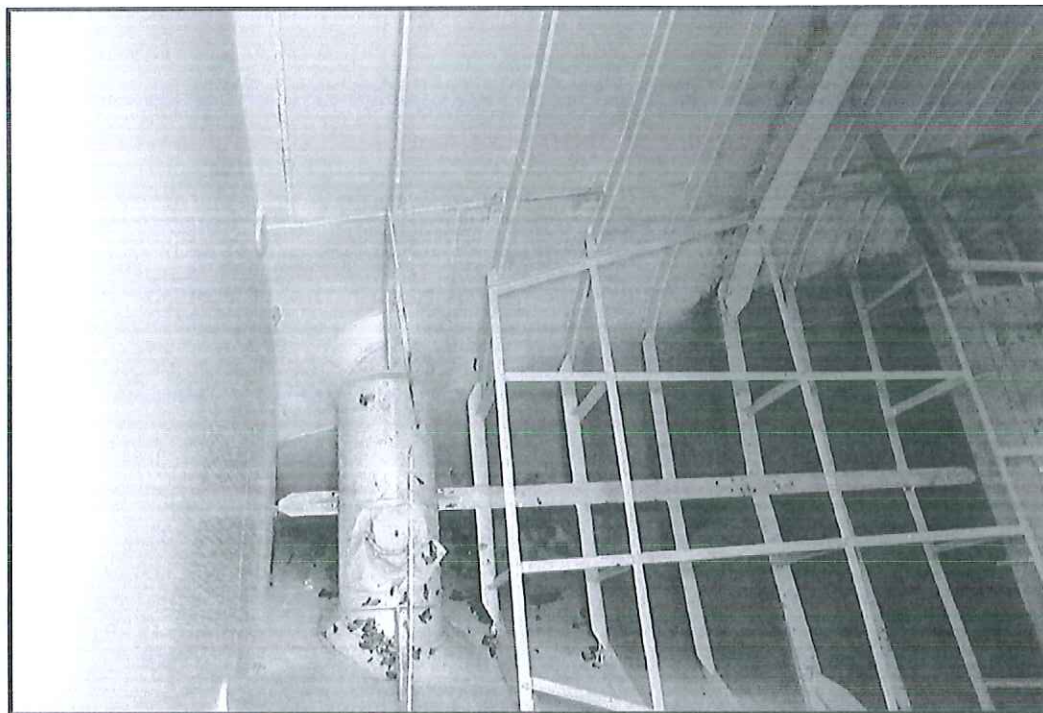
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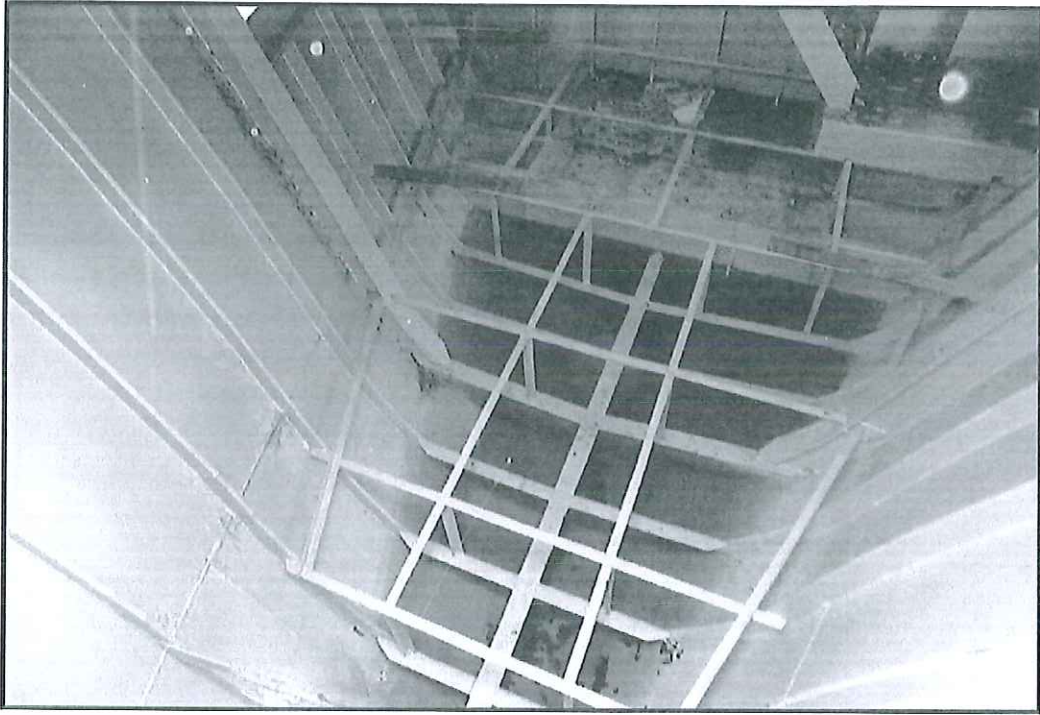
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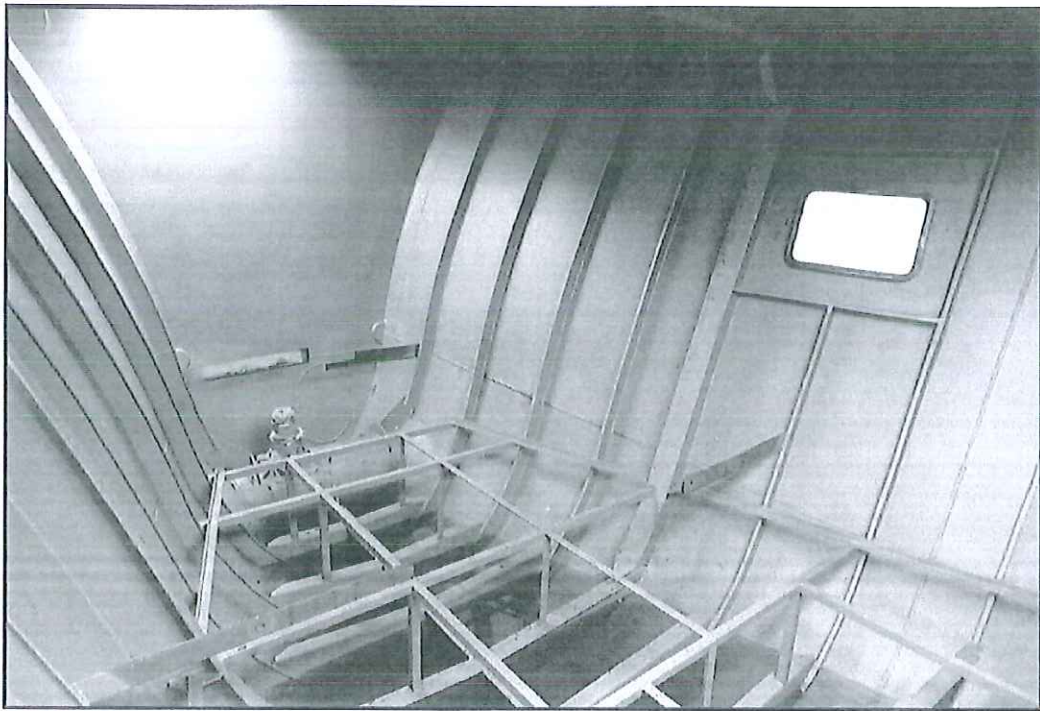
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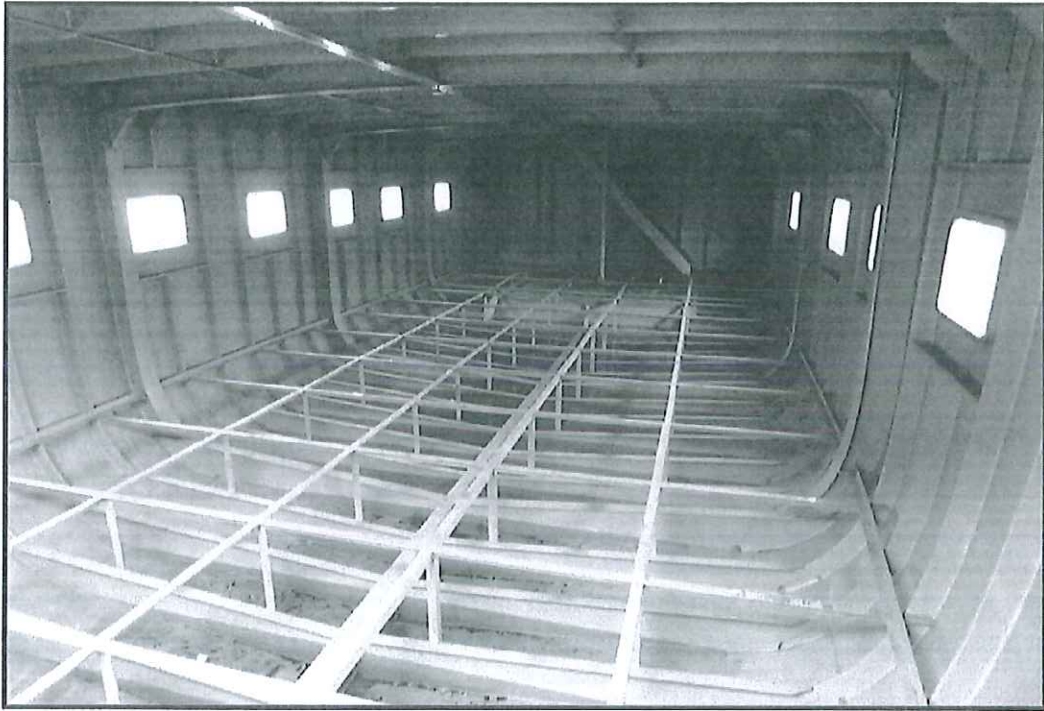
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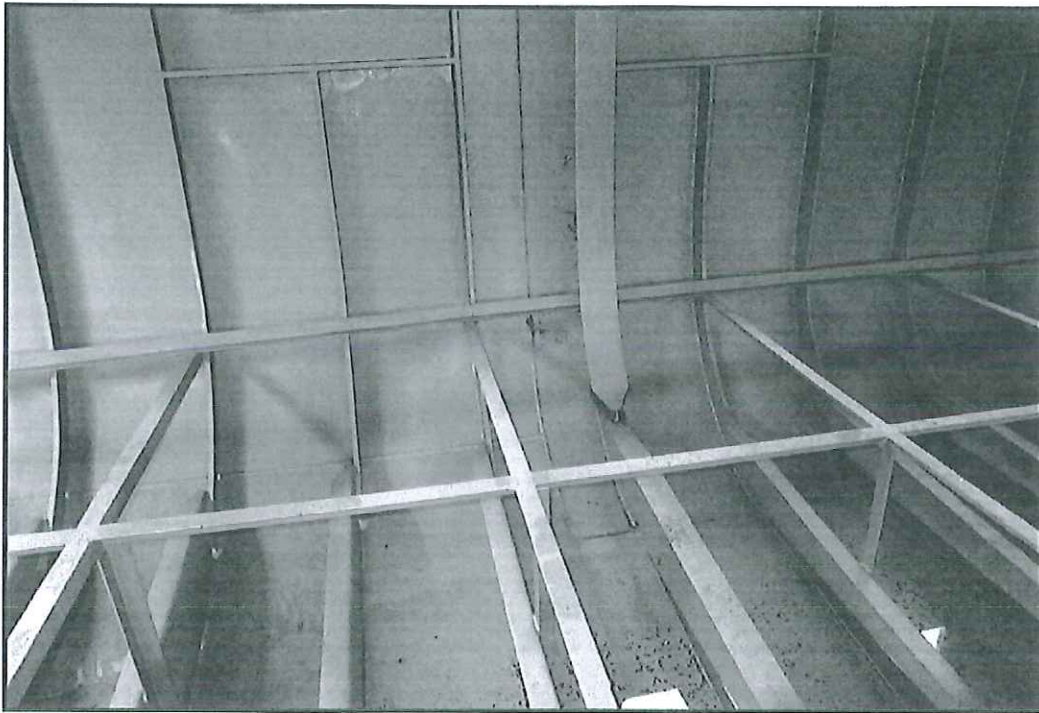
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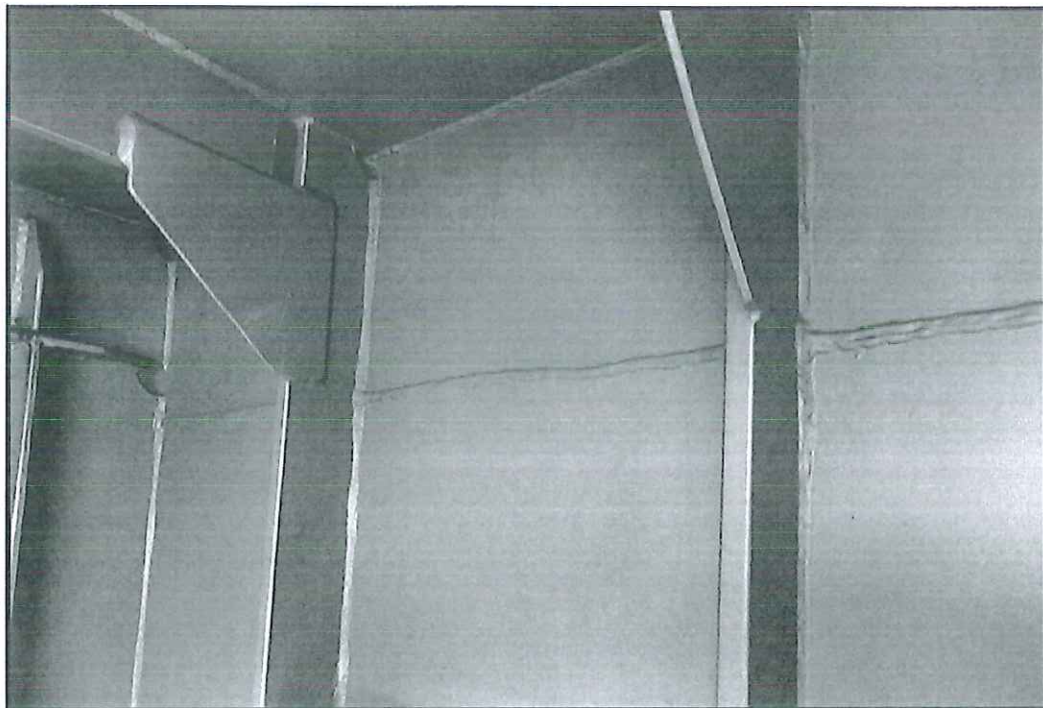
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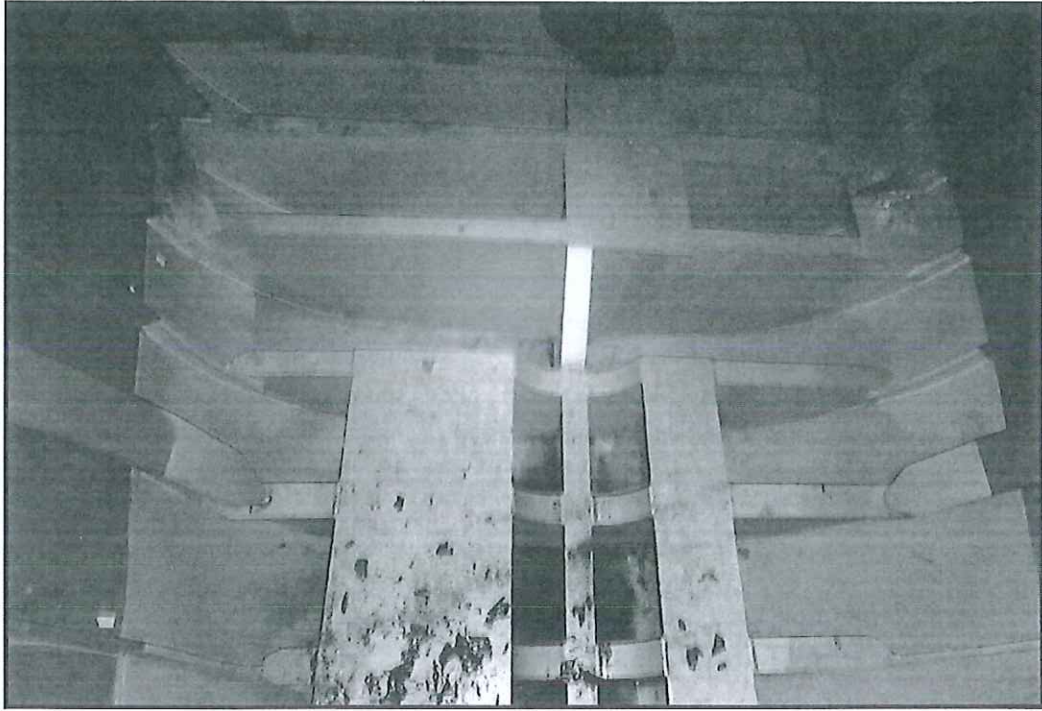
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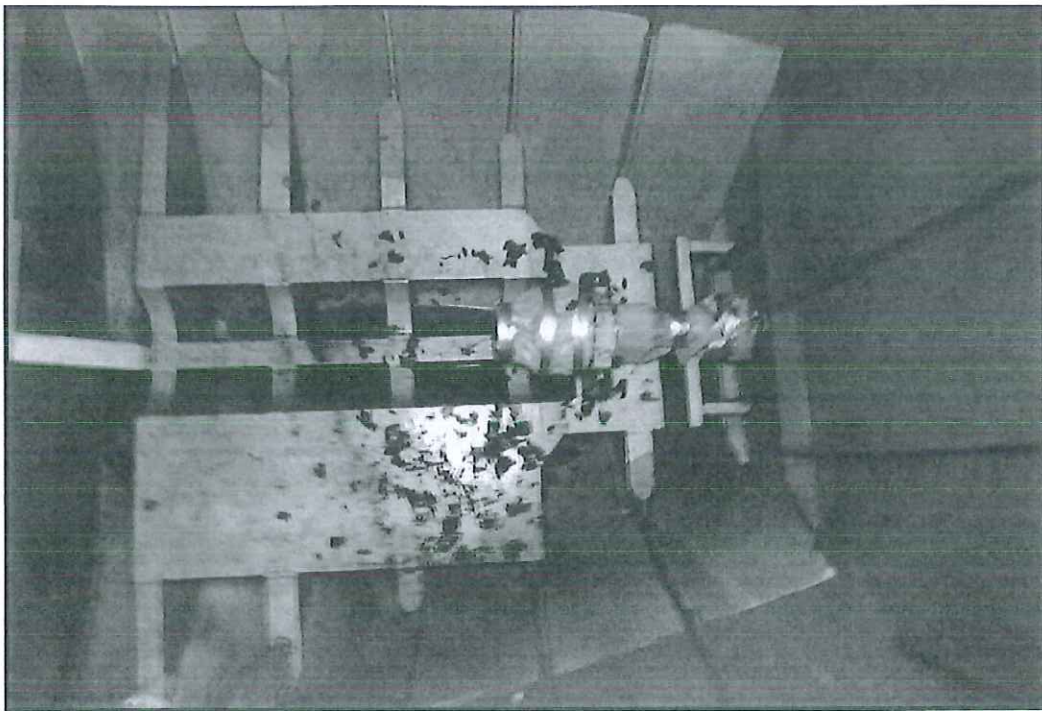
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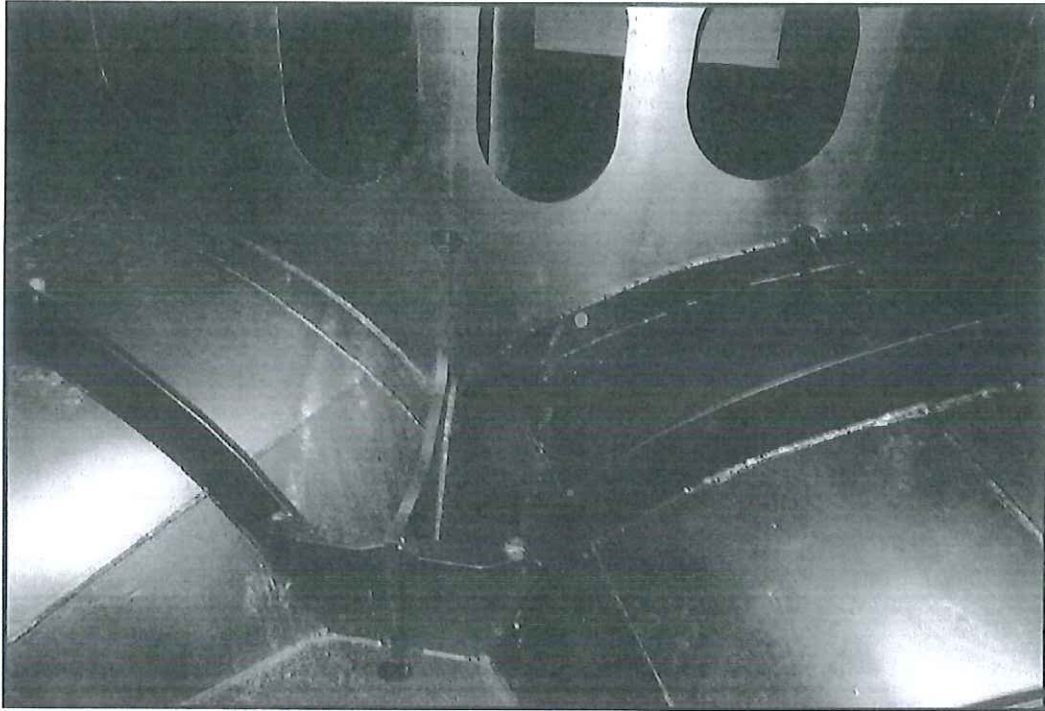
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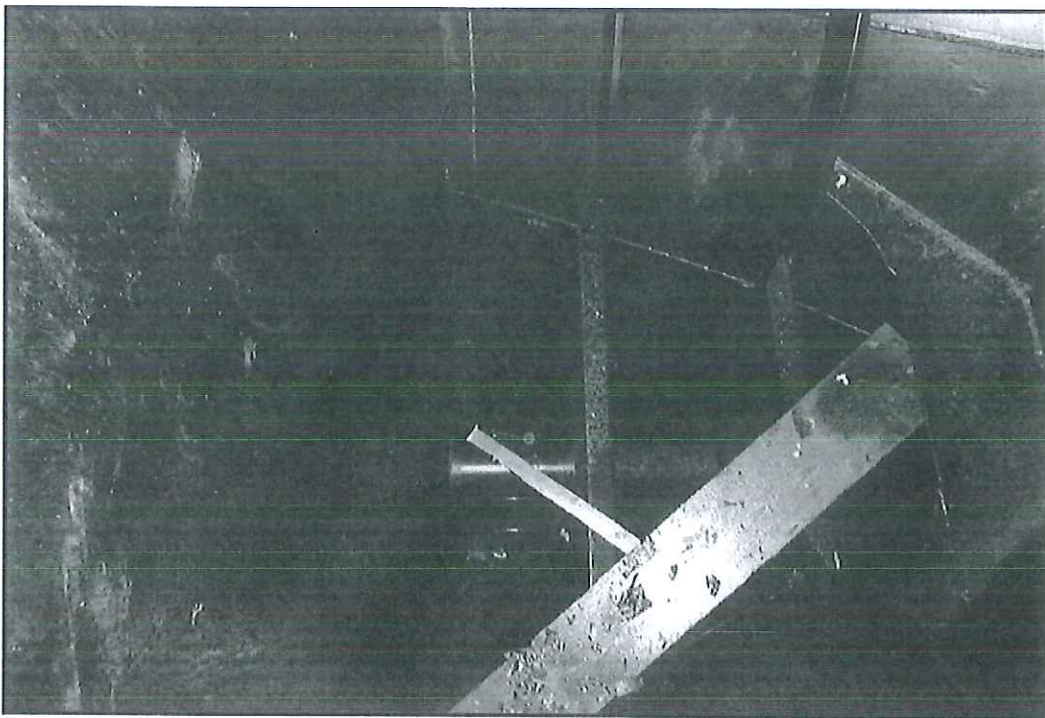
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QLTR Queen's & Lord Treasurer's Remembrancer

Unit 5, 14 South St Andrew Street, Edinburgh, EH2 2AZ

Graeme Nisbet
Harper McLeod LLP
The Ca'doro
45 Gordon Street
Glasgow
G1 3PE

Telephone: 0844 5613803
Fax: 0844 5614276
Email - coqltr@copfs.gsi.gov.uk

<http://www.qltr.gov.uk>

Your ref:

Our ref: BV/1324/14

Date: 01/07/2015

Dear Graeme

THE HISTORIC BOAT COMPANY LIMITED (NOW DISSOLVED)
SUBJECTS: VESSEL KNOWN AS THE TAY STEAMER (OTHERWISE SS SPIRIT OF THE TAY)

Further to the above the QLTR has now disclaimed the boat (and associated items) and enclose a copy of the Disclaim Notice for your information.

A copy of this notice has been sent to the Edinburgh Gazette. The intended publication date is 3 July.

The original notice has been sent to Companies House.

Kind regards,

Yours sincerely



Andrew Brown,
Solicitor to the QLTR

Direct email - Andrew.Brown@copfs.gsi.gov.uk

Enc

From: Brown, Andrew
Sent: 15 May 2015 13:27
To: 'Graeme Nisbet'
Subject: RE: Tay Steamer BV/1324/14 + FOR362/333149

Thanks Graeme and yes that's fine. I may be off myself when you reply but I can pick it up on my return on 1/6

From: Graeme Nisbet [mailto:graeme.nisbet@harpermacleod.co.uk]
Sent: 15 May 2015 12:34
To: Brown, Andrew
Subject: RE: Tay Steamer BV/1324/14 + FOR362/333149

Hi Andrew,

Thank you for your email. Apologies for not getting back to you sooner.

I am fairly certain that FC accept that QLTR will disclaim any interest in the vessel although I would like them to formally confirm the position to avoid any doubt. My instructing agent is on holiday this week. Can I update you next week?

Kind regards,

Graeme

From: Brown, Andrew
Sent: 15 May 2015 10:34
To: Graeme Nisbet (graeme.nisbet@harpermacleod.co.uk)
Subject: Tay Steamer BV/1324/14 + FOR362/333149

Graeme

This has come around again on our case management system – FC wanted to put up briefing and you thought the end of April would be plenty to allow that. As we are now in the middle of May could I have an early update please.

Kind regards

Andrew

Brown, Andrew

From: Graeme Nisbet [graeme.nisbet@harpermacleod.co.uk]
Sent: 23 March 2015 15:29
To: Brown, Andrew
Subject: FW: Tay Steamer
Attachments: Tay Steamer feenote (2).pdf; 7215Tay Steamer.pdf

Andrew,

For information. Let me know if this is sufficient for your purposes (in terms of the report being addressed to QLTR).

Kind regards,

Graeme

Graeme Nisbet
Partner

Tel: +44 (0)141 227 9308
Mob: +44 (0)776 817 7112
Fax: +44 (0)141 229 7251



Harper Macleod LLP
The Ca'd'oro 45 Gordon Street Glasgow G1 3PE
www.harpermacleod.co.uk



From: Partnership Secretary [mailto:admin@murraycormack.com]
Sent: 23 March 2015 15:15
To: Graeme Nisbet
Subject: Tay Steamer

Dear Graeme,

Thanks for your email.

I attach amended report & feenote as requested.

Kind regards,

Isla Witherow (Partnership Secretary)
Murray Cormack Associates Naval Architects & Surveyors
(Head Office): Old Bank House, Innellan, Argyll, PA23 7TP
Tel: +44 (0) 1369 830210
Fax: +44 (0) 1369 830790
Email: admin@murraycormack.com
Website: www.murraycormack.com

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MURRAY, CORMACK ASSOCIATES

(SCOTTISH OFFICE)

NAVAL ARCHITECTS - SURVEYORS - CONSULTANTS

Forestry Commission Scotland
Aberfoyle
Stirling
FK8 3UX

Old Bank House,
Innellan,
Argyll PA23 7TP.
Scotland, U.K.

Tel: +44 (0)1369 830210
Fax: +44 (0)1369 830790

CS/094/1415

INVOICE No.

23.03.15

Date

Re: *Tay Steamer*
Survey Ref: CS/7/215

FEE NOTE

To attending at Dalerb, Loch Tay on 12.03.15, carrying out inspection of vessel, making various background enquiries and reporting with photographs

900.00

Expenses - 162 miles @ £0.63 per mile

102.06

Sub total

£1002.06

VAT @ 20%

£200.41

Total

£1202.47

Bank Details:-

Sort Code - 82-62-21, A/C No - 70401162 IBAN - 4BCLYD82G22170401162



V.A.T. Reg No. 264 5539 40

TERMS - NET 14 DAYS

NO RECEIPT WILL BE ISSUED UNLESS SPECIFICALLY REQUESTED

Brown, Andrew

From: Brown, Andrew
Sent: 26 February 2015 15:55
To: 'Graeme Nisbet'
Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Thanks Graeme and noted.

Kind regards

Andrew

From: Graeme Nisbet [mailto:graeme.nisbet@harpermacleod.co.uk]
Sent: 26 February 2015 09:23
To: Brown, Andrew
Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Thanks, Andrew.

I attach a copy of the letter sent out earlier this week. Murray Cormack have been in touch and I have provided contact details for FCS (to arrange access etc).

I will keep you advised.

Kind regards,

Graeme

Graeme Nisbet

Partner

Tel: +44 (0)141 227 9308
Mob: +44 (0)776 817 7112
Fax: +44 (0)141 229 7251



Harper Macleod LLP
The Ca'd'oro 45 Gordon Street Glasgow G1 3PE
www.harpermacleod.co.uk



From: Brown, Andrew [mailto:Andrew.Brown@copfs.gsi.gov.uk]
Sent: 18 February 2015 11:25
To: Graeme Nisbet
Subject: FW: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Graeme

26/02/2015

Thanks for this.

This seems fine to me so no comment of substance - spotted a couple of typos and return the draft with tracking to pick those up.

Could I have a copy of the instruction when it issues please and looking forward to receiving the report.

Kind regards

Andrew

From: Graeme Nisbet [mailto:graeme.nisbet@harpermacleod.co.uk]

Sent: 06 February 2015 10:21

To: Brown, Andrew

Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Andrew,

I refer to recent emails. See suggested letter to Murray Cormack.

Subject to any comments you have, I will ask them to reconfirm their fee before formally instructing them.

I look forward to hearing from you further.

Kind regards,

Graeme

Graeme Nisbet

Partner

Tel: +44 (0)141 227 9308

Mob: +44 (0)776 817 7112

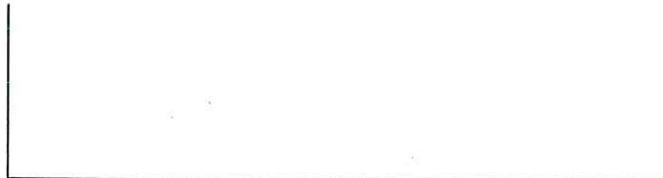
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Our ref: FOR0362/333149/GBN
Your ref:

Mr J Abernethy
Murray Cormack Associates
Naval Architects & Surveyors
Old Bank House
Innellan
Argyll
PA23 7TP

24 February 2015

Dear Sirs

**The Scottish Ministers per Forestry Commission Scotland
The Queen's and Lord Treasurer's Remembrancer
Tay Steamer, Dalerb**

We refer to previous correspondence.

As you are aware, we represent the Scottish Ministers per Forestry Commission Scotland (FCS), who own land at Dalerb, Loch Tay upon which the steamship known as the Tay Steamer (or SS Spirit of the Tay) was partially assembled. The hull and superstructure of the vessel remain on site. We have provided you with photographs (in electronic form) of the vessel.

You are also aware that we are in communication with the Queens and Lord Treasurer's Remembrancer (QLTR) on behalf of the Crown on the basis that ownership of the vessel may pass to the Crown if QLTR so elect.

On behalf of both FCS and the QLTR, we would like to commission you to undertake a survey of the vessel (including both hull and superstructure) and provide a report on:

- 1 the value of the vessel in its current condition,
- 2 the scrap value for the vessel (if different), and
- 3 (if possible) an estimate of costs to transport the vessel either for scrap or sale, as appropriate.

You indicated the survey will involve one day to attend at Loch Tay and carry out a general examination of the vessel and any equipment fitted and you would thereafter assess the feasibility of removal from the site (and the possible costs involved in this). On this basis you confirmed that the fee for the survey and report would be £900 plus expenses and VAT and that any further involvement would be charged at £65 per hour plus expenses and VAT.

FCS will be responsible for payment of your invoice. The report should, however, be jointly addressed to both FCS and QLTR.

Harper Macleod LLP The Ca'd'oro, 45 Gordon Street, Glasgow G1 3PE
Tel +44(0)141 221 8888 Fax +44(0)141 226 4198 Email info@harpermacleod.co.uk
www.harpermacleod.co.uk DX GW86 LP - 5, Glasgow 6

Glasgow Edinburgh Inverness Thurso

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Please confirm your acceptance of this instruction and let us know what, if any further information you require.

We look forward to hearing from you further.

Yours faithfully



Graeme Nisbet
Partner
Harper Macleod LLP

Direct Line: 0141 227 9308
Direct Fax: 0141 229 7308
E-mail: graeme.nisbet@harpermacleod.co.uk

30/1324/14

Brown, Andrew

From: Brown, Andrew
Sent: 18 February 2015 11:25
To: 'Graeme Nisbet'
Subject: FW: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149
Attachments: Let Murray Cormack - v1.DOC

Graeme

Thanks for this.

This seems fine to me so no comment of substance - spotted a couple of typos and return the draft with tracking to pick those up.

Could I have a copy of the instruction when it issues please and looking forward to receiving the report.

Kind regards

Andrew

From: Graeme Nisbet [mailto:graeme.nisbet@harpermacleod.co.uk]
Sent: 06 February 2015 10:21
To: Brown, Andrew
Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Andrew,

I refer to recent emails. See suggested letter to Murray Cormack.

Subject to any comments you have, I will ask them to reconfirm their fee before formally instructing them.

I look forward to hearing from you further.

Kind regards,

Graeme

Graeme Nisbet
Partner

Tel: +44 (0)141 227 9308
Mob: +44 (0)776 817 7112
Fax: +44 (0)141 229 7251



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The Ca'd'oro 45 Gordon Street Glasgow G1 3PE
www.harpermacleod.co.uk

18/02/2015



Our ref: FOR0362/333149/GBN
Your ref:

Mr J Abernethy
Murray Cormack Associates
Naval Architects & Surveyors
Old Bank House
Innellan
Argyll
PA23 7TP

[DATE]

Dear Sirs

**The Scottish Ministers per Forestry Commission Scotland
The Queen's and Lord Treasurer's Remembrancer,
Tay Steamer, Dalerb**

Deleted: 's Treasurer

We refer to previous correspondence.

As you are aware, we represent the Scottish Ministers per Forestry Commission Scotland (FCS), who own land at Dalerb, Loch Tay upon which the steamship known as the Tay Steamer (or SS Spirit of the Tay) was partially assembled. The hull and superstructure of the vessel remain on site. We have provided you with photographs (in electronic form) of the vessel.

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FCS will be responsible for payment of your invoice. The report should, however, be jointly addressed to both FCS and QTLR.

Please confirm your acceptance of this instruction and let us know what, if any further information you require.

We look forward to hearing from you further.

Yours faithfully

From: Brown, Andrew
Sent: 15 January 2015 14:28
To: 'Graeme Nisbet'
Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Noted thanks Graeme and shall await you shortly (I am off from 23/1 until 2/2).

Kind regards

Andrew

From: Graeme Nisbet [mailto:graeme.nisbet@harpermacleod.co.uk]
Sent: 15 January 2015 14:23
To: Brown, Andrew
Subject: RE: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Hi Andrew,

Thank you for your email. Apologies for not getting back to you before now.

I have received a costing for the survey/valuation which has been approved by FCS. I am currently preparing a letter of instruction (for FCS and QLTR) and will send the same to you separately for approval.

Kind regards,

Graeme

Graeme Nisbet
Partner

Tel: +44 (0)141 227 9308
Mob: +44 (0)776 817 7112
Fax: +44 (0)141 229 7251



Harper Macleod LLP
The Ca'd'oro 45 Gordon Street Glasgow G1 3PE
www.harpermacleod.co.uk



From: Brown, Andrew [mailto:Andrew.Brown@copfs.gsi.gov.uk]
Sent: 15 January 2015 14:00
To: Graeme Nisbet
Subject: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Dear Graeme

This caser has come up again on our case management system (resting with my email of 31 October though in reality I have been awaiting a response following our conversation at the end of August).

In view of the silence I am rather assuming I should not be expecting to hear anything further from you for Forestry Commission and if I hear nothing before February shall be considering this matter on that basis.

Regards

Andrew

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From: Brown, Andrew
Sent: 15 January 2015 14:00
To: 'graeme.nisbet@harpermacleod.co.uk'
Subject: Historic Boat Co Ltd (now dissolved) Spirit of the Tay BV/1324/14 + FOR362/333149

Dear Graeme

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Regards

Andrew

