

## Clarification Questions - HMS Warrior Analysis of Inboard Mooring Structure

4<sup>th</sup> March 2019.

1	<p>In your scope of work, phase 4 Documentation, you ask for “certification that the mooring system inboard of ship is capable of sustaining the design load”. What form of certification do you require? Do you require the successful contractor to liaise with an independent organisation such as MCA or Portsmouth Council to provide you with certification that the mooring system is fit for purpose, with the production of an industry standard certificate? Or do you require the successful contractor to be able to certify to its own certified quality standards that the system is fit for purpose? If it is the former please advise who it is to be certified with, i.e. who currently certifies the vessel and its infrastructure.</p>
	<p>There is currently no certification in place and so either approach would be acceptable. It is the NMRN’s intention to get the mooring system under a proper certification/inspection regime and there is not at present a defined approach to this, so any proposal can be considered.</p> <p>If using an independent organisation, then the MCA would be a suitable benchmark organisation although it could also be a class society.</p> <p>If it is certification through a contractor to quality standards, then the process, standard and ongoing procedures need to be clearly defined and suitable for another company to pick up the work in the future.</p>
2	<p>Do we need to generate our own structural drawing pack, or are there drawings already in existence that will be sufficient for us to use? Would it be possible to provide some examples of existing structural drawings so that we can understand the level of information available?</p>
	<p>Please see the Dropbox link which shows the current drawings of HMS Warrior’s general arrangement and a number of her internal fittings for the mooring. These drawings offer a guideline but there is little record-keeping since the 1970-80s refit on any changes made to the internal fittings. We would therefore suggest that you generate your own structural drawing pack.</p> <p><a href="https://www.dropbox.com/sh/cgtayydeci4gglj/AAB1ehN6A6KR_B4CA4cL1NApa?dl=0">https://www.dropbox.com/sh/cgtayydeci4gglj/AAB1ehN6A6KR_B4CA4cL1NApa?dl=0</a></p>
3	<p>Can you advise if you require two documents submitted in response to this ITT, one technical and one commercial, or can we incorporate both sections into one document?</p>
	<p>You can submit it either as two or as one. You just need to ensure you have provided all the content as requested in the Tender document.</p>
4.	<p>Is there a certain level of insurance cover that you require for this project?</p>
	<p>We have requested companies to send through their insurance cover details as part of the tender process. At present there are no further requirements; however, this question has been sent for review. If the requirements do change we will send through a clarification</p>

	answer to notify bidders.
5.	Do you have HMS Warrior laser scanned?
	Yes. She was scanned in 2017. The modern line drawings seen in the Dropbox link are based on this data. Please note there are some blank areas within the data. This is due to access issues or the amount of content within the cabins/spaces at the time, corrupting the scan data. We also have the line drawings in .dwg format and hold the scan data on drives in Portsmouth.
6.	Are we able to use hydraulic testing of some of the mooring components? This does have a risk of potentially damaging these items in order to understand their capabilities.
	In the ITT, General Notes Point 4 it states that material assessment techniques may include non-destructive testing, material sampling, or other techniques at the discretion of the Contractor and as considered appropriate. NDT methods are strongly preferred by the NMRN but proposals for more destructive tests need to receive NMRN approval subject to a thorough Heritage Impact Assessment on the proposed area(s) for testing. The NMRN are open to the contractor suggesting appropriate methods for assessing the integrity of the current mooring structure. The Contractor would simply need to ensure they explain how they reached their conclusion, if NDT is insufficient, the methods they would use and that they will work in line with NMRN's heritage impact policy.
7.	Is the Tiller Flat going to be open to the public?
	No. There is no plan in the near future to make the tiller flat open to the public.
8.	Can we access the scaffold area on the outside of the transom?
	Yes. The transom scaffold is a CDM regulated site so access requirements will need to be run through our coordinator. This will involve booking a time that works around the work taking place on the transom, a short induction and wearing the correct PPE.
9.	We would like clarity on the extent of the scope of work. In your scope you recommend the contractor to put forward ideas and designs for any changes to mooring structure which may need to take place. Does this scope mean we need to include high level detailed design specifications or do you simply want a brief statement recommending what type of changes need to be made as part of a state people of design work?
	We want you to provide a recommended design which offers enough detail to be placed into a scope of work design tender.
10.	Numbered item 5 on page 17 of the ITT specifies that "Prices must not be subject to any pricing assumptions, qualifications or indexation not provided for explicitly by the NMRN as part of the pricing approach". Given our current level of knowledge of the mooring structures it will be difficult for us to provide a fixed price without making reasonable assumptions regarding, for example, the availability of information and site access arrangements. We therefore request that this ITT requirement be relaxed to allow for reasonable assumptions upon which are commercial offering would be based.
	The NMRN will require the contractor to provide pricing which are set out in item 5 page 17. The NMRN can provide the contractor will the necessary information and access arrangements to mitigate the need for assumptions before the tender is submitted.
11.	We have reviewed your terms and conditions in detail and there are a number of contractual clauses that we would seek to amend prior to signing a contract. We would prefer to provide these items as contractual assumptions in our bid to be discussed at a later stage rather than raise as clarifications beforehand.
	Please ensure you detail these assumptions and the terms as part of your tender submission.