

## Clarification Questions for the NMRN Coastal Forces Collection Conservation Management Plan

	Question	Response
1.	Can the NMRN provide the ITT in WORD format?	Yes. The NMRN will provide this separately.
2.	Is an asbestos survey required for CMB 331 and MTB 71?	The NMRN are considering this question and will respond shortly.
3.	Are there any specialist surveys required i.e. paint analysis, metal corrosion, mechanical?	<p>The ITT does not specify that specialist surveys are required. Costs should be given just in line with what is specified within the ITT Specification. This means that all tenders submitted can be equally judged.</p> <p>If the tenderer believes further surveys can be conducted, then they must provide these costs in a separate document from the submitted proposal. This will then be considered separately from the proposed tender work.</p>
4.	Are there any project drivers for the programme / dates i.e. deliverables to support HLF applications?	<p>MTB 71 and MTB 331 are due to be moved to Gosport for a new exhibition by the end of 2017.</p> <p>RML 497 is due to be lifted out of the water this winter and moved to Hartlepool in late Spring 2018.</p> <p>The aim is for the CMP to be a driver for work on these vessels, therefore, completion by Spring 2018 is desirable.</p>
5.	Where will RML497 be located when she is lifted out of the water?	On a cradle under cover at Solent Refit, Hythe, Southampton
6.	Will access be available at any time after RML is out of the water?	Access will be available during working hours at Solent Refit. There is a formal induction and sign in process as it is a working boatyard.
7.	Where is it planned to exhibit these vessels? Will they be displayed together? How much visitor access is envisaged?	<p>MTB 71 and 331 – Will be exhibited in a newly refurbished Building P at Explosion Museum, Gosport. These vessels will be displayed together and inside. Visitor access is envisaged around the vessels but not inside</p> <p>RML 497 – Exhibited at NMRN Hartlepool. The long term is within a building however it is likely the vessel will be under a temporary shelter for 3 years in the car park of the Museum. The public will be able to watch the vessel's conservation and care unfold. This however will be behind a barrier and not on the vessel.</p>
8.	Will mechanical / scaffold access be required to undertake the surveys?	For the external hulls, yes. Certainly for RML 497
9.	How long is it likely that the vessels will be displayed outdoors?	MTB 331 and 71 will not be outdoors. RML 497 will be outdoors for approx. 3 years under a temporary building cover.
10.	What (if any) maintenance is currently being undertaken on each vessel?	<p>No interventive maintenance is currently being undertaken to MTB 331 and 71. MTB 331 was cleaned under the direction of our in-house Conservator when it arrived at FAAM, Yeovilton.</p> <p>RML 497 is being monitored on the water every 1 – 2 weeks. The vessel is being prepared for her tow and lift out, meaning additional bracing is being added to and in-between the frames, as well as improvements to the bulkheads. This is on the advice of</p>

		the MCA and the Naval Architects due to the need for a structurally sound vessel whilst she is still afloat.
11.	<b>Please confirm the meaning and requirement of 'camera ready text?'</b>	The document is technically ready to be printed.
12.	<b>Please confirm the format if all digital files to be supplied to ascertain software requirements</b>	Please refer to point 4.2.3 in the ITT. If you foresee the need to supply other formats then please notify us for approval.
13.	<b>Will visits be limited to Portsmouth (client meetings / workshops), Yeovilton and Southampton for site surveys?</b>	These are the anticipated locations yes.
14.	<b>Will there be a need to visit other NMRN locations such as Hartlepool or Belfast?</b>	There may be a need to visit Explosion, Gosport if MTB 331 and 71 are moved down to the site sooner than expected. Visits to Belfast and Hartlepool are not necessary for completion of the CMP.
15.	<b>Does the NMRN require comparison of existing survey plans and original design plans? Should this be allowed as an additional cost item?</b>	Point 2.1.1 in Annex 1 of the ITT does specify the need to show a 'series of phase plans showing the development of the vessel(s)'. This should therefore occur for each vessel. As this is a CMP which draws together a Collection of Coastal Forces Craft, a level of comparison will be required to demonstrate the similarities and also the unique qualities between the different vessels and how they have changed over time. It is put to the tenderer, guided by the ITT, to consider how this will be executed.
16.	<b>Does the NMRN require digitisation of original plans? Should this be allowed as an additional cost item?</b>	The ITT does not specify that this is necessary, simply the need for phase plans showing the development of the vessels.
17.	<b>Does the NMRN hold archive drawings i.e. Admiralty Plans or Shipbuilders plans for any of the vessels?</b>	The NMRN holds ships plans for RML 497 but not for MTB 71 and 331.
18.	<b>Can the NMRN confirm the source of the RML line drawings for validation?</b>	The NMRN have a mixture of line drawings sourced from both the National Maritime Museum's digitised collection and from John Lambert's copied Admiralty drawings through his WW2 <i>Allied Coastal Forces</i> publication.
19.	<b>Does the NMRN have any minimum insurance cover requirements for conducting this CMP?</b>	Please see point 4.4 of Annex 5 of the ITT
20.	<b>Has there been any contact with the Royal Norwegian Navy about documents or files relating to MTB 71?</b>	The NMRN are considering this question and will respond shortly.
21.	<b>Do the NMRN intend to commission a condition survey of MTB 331 separately, or is this expected in this proposal? If the former, do you already have suppliers for this- if so could we be told who they are. Could we also have copies of all the additional documentation listed please?</b>	<p>The NMRN does not intend to commission a separate condition survey for MTB 331.</p> <p>The CMP is expected to include condition assessment during the field survey, gazetteer and inventory section of the document (ref. 2.1.3 Annex 1).</p> <p>The NMRN will provide a separate link to the requested additional documents.</p>

22.	<b>For similar “fleets” we have provided an overarching Fleet CMP, as well as the individual vessel CMPs. Would this be something you would be interested in?</b>	Not at present. The current set up for the Coastal Forces Collection CMP is based on the wish to tie together and develop the NMRN’s coastal forces craft in both their understanding, conservation and interpretation. It is evident that all three craft are similar in historic narrative, care and maintenance. They are also destined for display indoors. It therefore is considered a fitting strength that a CMP which integrates these three craft is created.
23.	<b>What is the location of the temporary cover for the RML? Will the MTBs be moved to Gosport for conservation or remain at Yeovilton?</b>	<p>The temporary cover for RML 497 is yet to be commissioned. This will be part of a separate tendered project. The vessel will however be covered over the winter once lifted out of the water as it will be within the Solent Refit shipyard shed.</p> <p>The MTB’s will likely be moved to Gosport and then undergo conservation.</p>
24.	<b>By sector quality standards/qualifications are we looking at heritage sector qualifications?</b>	<p>The heritage sector qualifications are reference to Historic England and also National Historic Ships (see 3..5.1, pag 14).</p> <p>For areas such as H&amp;S this should comply with IOSH standards.</p>
25.	<b>What level of Confined Spaces training is needed?</b>	Basic Confined Space Entry
26.	<b>Page 16, box Ref 3.1: do you require the certificates for these? For each team member?</b>	Yes please. This does depend on who is going into the spaces and who is managing, for example. For those entering and surveying the vessels we would like to see confirmation of certification for confined space, for example.
27.	<b>Page 16, box Ref 3.2: Should the tender follow the exact structure of the table or is it just to ensure all this information is within the tender?</b>	The checklist table in Part 1 of Annex 2 is simply a checklist for the tenderers to reduce the chance of items being missed out as part of their tender response. The tenderer is free to present the content in the order they wish.
28.	<b>Should all activity expenses be included in main fees table with indicative costs in the separate rates table?</b>	Yes please if possible.
29.	<b>Intellectual Property -We would normally retain IP rights and clarification on this clause is requested</b>	The NMRN require Intellectual Property rights over the data and documents generated by this contract. As this is a project which is commissioned and is being resourced by the NMRN, the NMRN wish for the supplier to uphold this requirement.
30.	<b>Indemnity – Is thee a timeframe for Clause 8 of the T&amp;Cs?</b>	The NMRN are considering this question and will respond shortly.