

HMS Warrior Dry-Docking & Moorings PIN

Overview

HMS Warrior was built in 1860, is berthed at the National Museum of the Royal Navy (NMRN) Portsmouth and was last dry-docked in 2004 in the Portsmouth Naval Base (PNB). NMRN are planning to dry-dock HMS Warrior for hull, onboard moorings and rigging maintenance, when a dry-dock is available within the PNB. The availability of a dry-dock is dependent on Royal Navy requirements so the dry-docking may be during the winter of 23/24 or winter 24/25. Whilst the ship is in dry-dock, the permanent sea moorings are to be serviced or renewed and her berth dredged.

HMS Warrior was the Royal Navy's first iron hulled warship, launched in 1860 in Blackwall, London. The ship featured innovations such as hybrid propulsion of steam engines and sail, and advanced weaponry for the time. The speed of innovations at the time meant she was placed in reserve a mere 12 years after commissioning. Warrior became a training ship, then an oil hulk in Pembroke, Wales until being saved for preservation in 1979. She was fully restored at Hartlepool before returning to Portsmouth in 1987.

Scope of Work

The NMRN are seeking a profession team to develop the plans, specifications, and assist with the procurement of Contractors to carry out the Dry-docking works, mooring works and dredging for the following works:

- **Dry Dock Work.** Consisting of:
 - Hull preservation to give a maintenance plan for the next 25years. This includes works to below and above the waterline.
 - Onboard mooring adaptations to increase the environmental factor of safety for the mooring connections by two (indicative concept design available).
 - Mast works to the fore and main mast top mast sections and above. NMRN Riggers to assist.
 - Replace heavily decayed wooden sections at the bow. NMRN Shipwrights may carry out these works.
 - Provide cathodic protection to the ship.
 - Overhaul existing forward and stern brows.
- **Outboard Moorings.** The permanent moorings are a combination of chains, concrete blocks and sinkers that have failed previously. Some elements of the system are between 4.5m and 12m below chart datum. Arrange and interpret further surveys and model the system. Develop the specifications for the maintenance and if necessary, the renewal of the mooring system. Design a cathodic protection system for the outboard moorings which is compatible with the ship cathodic protection. It is anticipated that a Mooring Contractor will be appointed on a Design and Build basis and will be responsible for dredging, moorings maintenance works, cathodic protection and the disconnection and reconnection of HMSW from and to her moorings. Depending on the outcome of the surveys, the maintenance works may involve the renewal of parts of the mooring system.
- **Dredging.** Dredge the permanent docking area.

These requirements may change in scope and available funding, so this is currently indicative of at the time of writing.

Lots

The following Lots are to be tendered, please note the scopes are indicative and will be further developed in the tender documents:

- **Lot 1 - Health and Safety/CDM Regs Advisor.** Attending project meetings. Prepare and manage Pre-Construction Information, review and comment on Construction Plans, Risk Assessments and Method Statements, site visits and audits and produce the Health and Safety File on completion.
- **Lot 2 - Dry Docking - Naval Architect**
 - Naval architect with structural engineering capabilities. Responsible for specifying all works to the ship and brows whilst the ship is being prepared for and in dry-dock.
 - Engage or act as Employers Agent whilst the ship is in dry-dock.
 - Liaise with the Mooring Engineer to design any necessary improvements to the onboard moorings.
 - Assist with the procurement of the works contractors.
- **Lot 3 – Moorings Engineer**
 - Specify and arrange for NMRN appointment of further surveys as required.
 - Liaise with the Maritime Management Organisation and make and secure application/s and consents respectively.
 - Develop and or amend existing mooring model to improve the factor of safety to two
 - Liaise with the Naval Architect regarding onboard moorings.
 - Prepare performance specifications for development by the appointed Mooring and Dredging Contractor.
 - Act as Employers Agent during the mooring works
- **Lot 4 – Integrated Consultant Team**
 - This Lot is for Suppliers that have the capability and wish to provide the services for Lots 2 and 3 as set out above. If the Supplier does not have all the necessary expertise, then Sub Consultants may be proposed for NMRN acceptance.

Model Contract

The contract/s will be let using a Professional Services Contract, from either the NEC 4 or JCT model contract suite.

Tender Process

Once the PIN period has ended the NMRN will post the Invitation to Tender (ITT) for the HMS Warrior Dry-docking and mooring works, this will contain specification, full tender process. The tender is intended to be advertised in early/mid-June 2023, with envisaged contract award mid to end of July 2023.

How to Apply?

Suppliers interested in participating should register their interest by **Midday of Friday 23rd June 2023**, during this time we can engage in dialogue with interested in suppliers. The NMRN may ask its appointed consultants from Namur Projects Ltd (Project Support) and DCE Ltd (Procurement Consultant) respectively to engage with suppliers on behalf of the organisation.

Experience working in Historic/Heritage settings would be preferred for suppliers applying.

Please send an email expressing your interest to; tenders@nmrn.org.uk