

HMS VICTORY RIGGING HARDWARE CONSERVATION & FABRICATION

- PRIOR INFORMATION NOTICE

3.1 OVERVIEW

- 1.1. The purpose of this Prior Information Notice (PIN) is to alert potential suppliers to an opportunity to provide metalwork conservation and fabrication services for the masts, yards and rigging of HMS Victory.
- 1.2. Over the next 12 years the National Museum of the Royal Navy (NMRN) is leading on the conservation of HMS Victory to ensure the long-term preservation of a world-class historic vessel and an exemplar of a Royal Navy capital warship from the Age of Sail.
- 1.3. In addition to being a unique historic asset, HMS Victory continues to be a significant visitor attraction within the setting of No. 2 Dock and Portsmouth Historic Dockyard whilst continuing to serve as a commissioned warship and the Flagship of the First Sea Lord.
- 1.4. The aim of the HMS Victory Conservation Programme is to deliver a fully conserved ship, able to survive in an open environment for the next 50 years without major work beyond a programme of planned maintenance.
- 1.5. A key component of the project is the conservation of existing rigging elements including masts and yards - generally referred to as 'spars' - and assorted metalwork items. There will also be a requirement to fabricate replacement items.

3.2 SCOPE OF WORK

- 1.6. Throughout her service, HMS Victory has been 'sparred' using several different materials. As of 2010 these included Wrought Iron, Mild Steel and Douglas Fir (some sheathed in GRP).
- 1.7. The age and historical significance of the ship's spars vary significantly between the lower masts which date from 1873 ("exceptional heritage significance") to upper masts which were renewed in 1996 ("little heritage significance"). Lower masts, which have high heritage significance, require a conservation driven approach, whereas the modern spars, which are of a lower heritage significance, can be subject to an industrial driven approach.
- 1.8. The NMRN is seeking an organization, or organisations, to work alongside in house rigging and conservation teams to undertake this work.
- 1.9. Broadly, anticipated contract requirements for LOT 1 and LOT 2 include:
 - **Transport of Item between HM Naval Base Portsmouth to a suitable work facility**
Historically significant spars are the larger items with the largest of these is 33m long x 1m dia, weighing 19Te.
Modern spars are smaller in length and weight, with the largest of these 21m, and heaviest about 5Te.
Metal work is stored on pallets.
 - **Documentation**
Recording item details and details of work undertaken at all stages. 3D scanning could be required.

- **Removal of Wooden Cladding and mast bands**
Some spars are “dressed” in wooden cladding to make them look correct for the period, the lower masts have additional mast bands over the cladding. The cladding and mast bands will require documentation and removal to access the main body of the spar.
- **Removal of External Paint and Corrosion**
For historical items to conservation requirements.
For modern spars, to be carried out to a minimum of Sa 2.5 standard under ISO 8501.
- **Condition Assessment**
This should include but is not limited to NDT ultrasound testing, Dye Penetrant Testing of welds, internal visual inspection. Condition will inform repair requirements.
- **Repairs and modifications**
Undertake the agreed scope of repair and modification work for each item.
- **Apply Protective Coatings**
Apply protective coatings, as specified by NMRN. Spars to be connected externally and internally. Specifics of paint (external) and preservation wax (internal) to be decided.
- **Fitting of Wooden Cladding and mast bands**
Installation of wooden cladding and mast bands, where required. To include painting of the cladding.

For LOT 3, anticipated contract requirements include:

- **Transport of Item between HM Naval Base Portsmouth to a suitable work facility**
Movement of original items for measuring and design purposes.
- **Design of new items**
Structural design on new items in consultation with the NMRN. Design based on original items, modifications required on some items to improve life and maintenance.
- **Fabrication of new items**
Fabrication to agreed design to relevant industry standards.
- **Apply Protective Coatings**
Apply protective coatings, as specified by NMRN. Spars to be connected externally and internally. Specifics of paint (external) and preservation wax (internal) to be decided.
- **Fitting of Wooden Cladding and mast bands**
Installation of wooden cladding and mast bands, where required. To include painting of the cladding.
- **Disposal of original items**
Significant original items will require returning HM Naval Base Portsmouth. Other items will require disposal to scrap in a condition they cannot be reused or sold, once approvals are received.

- 1.10. Works will be separated into batches which will need to be addressed at different stages of the project.

3.3 CONTRACT

- 3.4 It is proposed to tender the work in Lots. Interested parties are invited to express interest in all or single Lots:

Lot 1 – Historically Significant Rigging Elements and larger spar Conservation.

Lot 2 – Modern Spar and Metalwork Conservation.

Lot 3 – Fabrication of New Spars and Metalwork.

- 1.11. NEC4 contract(s) will be employed.

3.5 TENDER PROCESS

- 1.12. The NMRN is planning to host an industry day at the Portsmouth Historic Dockyard in November 2024.
- 1.13. The tendering approach is yet to be determined although the aim is to advertise the opportunity in February 2025, with envisaged contract award mid to end of June 2024.
- 1.14. The NMRN may ask its appointed consultants to engage with interested bidders on its behalf.

3.6 HOW TO APPLY

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