# Clarifications for the Tendering of Rigging Repairs to HMS Trincomalee.

Please see below the questions asked by a number of contractors regarding the current open tender process for the rigging repairs to HMS Trincomalee:

**Questions – circulated 12/06/2017**

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| 1 | Can I visit HMS Trincomalee? |
|  | Yes. Please contact me at hst.procurement@nmrn.org.uk to confirm. I will then put you in contact with the Curator of the vessel who will be able to accommodate your visit. |
| 2 | Can I have the Rigging Survey? |
|  | A Dropbox folder has been created for the Rigging Survey and other documents relevant to this tender on request. The ITT states for the tenderer to get in contact with the NMRN via hst.procurement@nmrn.org.uk for access to this folder. |
| 3 | Is the timescale on Contracts Finder for the contract a guideline for the work? |
|  | This timescale is an estimate, however, we would like the high priority elements as expressed in the Rigging Survey to be addressed quickly. This priority between jobs needs to be understood and reflected within the schedule of work as specified in your tender. |
| 4 | Are there problems with access to HMS Trincomalee’s Rigging? |
|  | Yes. The ITT specifies restrictions around access to the tops of the rigging, as recommended by the Rigging Survey. These restrictions can been viewed in Point 3.3.4 of Annex 1 of the ITT.  |
| 5 | In Point 4.2.2 of the ITT under General Policy Requirements it states that “*the tenderer must have an in-depth understanding of caulking large historic timber ships.”* This this a requirement for the contractor? |
|  | No. This is not a requirement. It is a typo. Many apologies. Point 4.2.2 should instead allude to the requirement for the tender to have experience in rigging large historic vessels |

**Questions – circulated 21/06/2017**

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| 1 | Re Annex 2, Part 2 – does the NMRN have a policy with which the contractors are required to comply? |
|  | With regards to confidentiality, the ITT provides the information relevant to the contractor-client relationship for the works. This can be found at point 4.4 in the ITT which is on page 8.  |
| 2 | What do the initials 'POIA' and 'EIR' stand for, and does the NMRN have an approved source of information on this? |
|  | POIA stands for Public Online Information Act and EIR is Environmental Impact Report. As you know this is an open procurement process. This second section of Annex 2 is essentially a way of providing an official means if you want to submit information which you want to keep confidential within this open tender process. May I stress this is an optional part of the tender process, however, we felt that the option to protect confidentially where seen fit should be given to tenderers. |
| 3 | Annex 1 item 3 'Shrouds' ref 3.1 'Tighten rig and fit anti-chafe protection to shrouds'. Does this include tighten the Headstays and Backstays? |
|  | Yes it can apply to the Headstay and Backstay where you see fit |
| 4 | Should the 'Wire Rope, bulldog grips, shackles' comment in materials required refer to item ref 3.2? |
|  | Re the material, these are simply a reference and not an exhaustive list of what will be required. They certainly can apply to point 3.2 as they are placed to refer to the shroud work as a whole. |
| 5 | On visiting HMS Trincomalee, is it possible to climb up to the Tops in order to ascertain an understanding of the condition of the rigging for the tender? |
|  | Yes we would be happy to allow for access to the vessels rigging up to the tops. As you stated, no access is permitted above the tops. We will only permit, however, if:1)      The appropriate risk assessments and method statements are provided and signed off by myself and Clare Hunt.2)      Provide qualifications of those who intend to climb the rigging and also certification that the equipment you are using is within regulations3)      Confirmation from yourselves that you are in understanding of the risks involved, making aware the condition of the shrouds and the requirements set forward in the Rigging Report.4)      We would also suggest you use your own safety lines.  I do hope you understand that these requirements are put in place to ensure maximum safety for both yourself and also staff onsite before the rigging repairs take place. Please note that any climbing will have to occur outside of public opening hours and during fair weather. |
| 6 | Going through the rigging report there are items listed which are not in the ITT. Please clarify the following items:* Figure head
* Flagstaff on bowsprit cap
* Aft Flag staff
* Fore Topsail  Brace P & S
* Mizzen Topgallant Lift P
* Lightening Conductors – CAT 4/5
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|  | Figurehead – The figurehead is not included within the rigging repairs as it is currently under the observation and care of our conservation team.Aft & forward flagstaffs & mizzen topgallant lift P – These should have been included within the ITT work and were missed off. Apologies for human fault here and thank you for bringing this to my attention.Fore topsail brace p & s – yes this should be in the ITT. Apologies, this was not clear in the ITT’s reference to safety chains.Lightning conductors – These are being sorted through the NMRN and are therefore not within the rigging repairs. A company is due to survey and repair the conductor straps within the coming weeks. There was an unfortunate delay to this work due to a number of issues however these have now been resolved and should be repaired by the time the rigging repairs take place. |

**Please note that in response to these latest clarifications, a newly revised ITT#2 is issued on Contracts Finder. This is to ensure the ITT reflects these clarifications and also that there is minimum confusion between documentation and enquiries.**