

Q1- Please can NMRN clarify in relation to the indemnity at Section 1.7.1 the requirement of a 'hold harmless' obligation. We cannot accept this. Our view is that this is a vastly disproportionate and unreasonable obligation to place on tenders for this type of tasking, furthermore, the obligation is generally uninsurable. We request removal of the wording '...fully and to hold it harmless at all times from and...' from Section 1.7.1.

Agreed and documentation will be updated and distributed to reflect this.

Q2- Please can the level of indemnity for professional indemnity insurance be reduced. We can offer a level of indemnity of £1m for PI cover.

The PII was discussed with the risk of the CAD work, however, on reflection of this clarification we've re-assessed this and agree that £1m is sufficient and will consider this for the contract when awarded. The documentation will be updated to reflect this.

Q3- Please are you able to answer the following clarifications regarding the NMRN's standard terms and conditions;

- Please ensure that the levels of indemnity at Clause 22 align with those requested and agreed within the ITT.
 - Agreed, will be amended in final contract.
- At Clause 27.2, please remove ability to terminate for 'something occurs under the law of any jurisdiction, in relation to the other Party.' This is a very broad and unbounded ground for termination.
 - Agreed, will be amended in final contract
- The definition of "Losses" please remove references to 'penalties'. This is not insurable.
 - Agreed, just for reference the NMRN's draft contract is to fit services/goods therefore we would adjusted accordingly to the procurement opportunity upon award.

Q4- We would like to ask if this Tender would be suitable for an Engineer Design Team

Yes, this is appropriate for this tender.

Q5- We can't find any tender documents for the CAD Technician for HMS Victory Conservation Project on MyTenders. Could you help me locate them please?

The tender documentation can be found here;

<https://www.contractsfinder.service.gov.uk/Notice/065bef76-4c96-4266-8aa8-fa33aa004382>

Q6- Is the project open for subcontracting, and if so, can it be subcontracted to a country outside of the UK?

It is preferable for the company to be based within the UK due to the requirements set out in the Scope of Requirement. If you are based outside of the UK you must state this within your tender response.

All subcontractors should be detailed in full in Section1 of the SQ if you are looking to outsource any part of your bid.

Q7- Will the work packages be distinct and predefined, or will there be ad-hoc work?

The majority of the work will be in distinct and pre-defined work packages with deadlines dictated by the project schedule, however there will be ad-hoc work arising as required.

Q8- Is the work expected to be done remotely, or is an onsite presence required?

The NMRN understands that tendering parties would wish to undertake much of the work remotely however the NMRN would appreciate onsite presence for key planning meetings and design discussions; these may be organised at short notice.

The NMRN always seeks a collaborative and integrated working relationship with contractors.

Q9- How are the various software packages used at the moment?

The VIM (Victory Information Model – a 3D visual representative model of the ship) is in Rhino, and we share that information to our teams using Revit Visualiser. The shipwrights extract design drawings from Rhino.

3DS Max is used mainly for producing imagery that the marketing and public engagement teams can use.

AutoCAD is used for technical 2D drawings.

Q10- Are the successful tendering party expected to provide licences for the software?

If the successful tendering party does not have the required software, the NMRN is able to provide a remote access solution.

Q11- Is the tender for the entirety of the project length or for Stage 1 alone?

The tender is for a 3-year contract (with the potential for a two-year extension based on performance). This time frame broadly aligns with the Stage 1 schedule.

Q12- Would the successful party be expected to provide one person specifically for the project?

No. The NMRN will consider individual or team-based approaches.

Q13- What are the aims of the modelling? And what is a key driver of success for the CAD role?

We have two broad aims; the first is to provide detailed design drawings for the repairs to the ship that can be used by shipwrights for producing precision timber elements.

The second is to support with the building of the historical record by supplying drawings of works completed.

The key driver of success will be for drawing production to keep pace with the project schedule.

Q14- What would a deliverable look like?

A key initial deliverable for this contract would be to turn 2D plans of the ships 'as-built' planking into a 3D model that can be used by shipwrights to build precision elements. There is potential for these designs to be used for CNC milling at a future date.

Deadline for Submissions is Friday 5th April 2024 at Midday (1200), all submissions are to be sent to tenders@nmrn.org.uk