

RML 497 Cradle Tender Clarifications

14/07/2017

Section	Title	Question	Response
Annex 1 2.3 Delivery	Transportation and Handling of vessel	Will specifications be available for barge, road trailer and Synchro lift interfaces on award of contract?	<p>The NMRN already have an agreement in place for the synchrolift site where RML 497 will be lifted out of the water – Solent Refit. The synchrolift’s essential dimensions are 12m x 35m. The ITT specifies that the potential supplier tendering for the work can organise a site visit to Solet Refit if considered necessary by the tendering company. On award of contract, the contractor will also have available site access to Solent Refit when designing the cradle given the need for the cradle to fit onto the synchrolift.</p> <p>Regarding the barge and the road trailer, this package of work will be going out to tender over the winter period, ready for the Spring project. The NMRN therefore does not have specific dimensions of a particular barge or vehicle to be used as part of the transport of RML 497 from Southampton to Hartlepool. It is therefore necessary for the contractor to provide a design and cradle which can accommodate this variance.</p>
Annex 1 2.3 Delivery	Transportation and Handling of vessel	Does NMRN have its own road transportation for this vessel?	No. The road transportation at Hartlepool will be procured as part of a wider tender work package which combines the move of RML 497 from her location in Southampton onto a barge to Hartlepool.
Annex 1 2.3 Delivery	Transportation and Handling of vessel	Please clarify that the cradle will be used for support purposes only and not restraint?	The main purpose of the cradle is for support of RML 497. This support needs to be consist when she is laid up out of

			the water and during transit via crane, barge or road.
Annex 1 2.1 Design	Vessel Data	On contract award will there will be availability of the following : vessel Characteristics including C OF G positions, bilge locations, specific weight distribution and hull form	I have dropbox folder with all this information in. I will attach the link within the email I send you.
Annex 1 2.3.4 Delivery	Vessel weight	Please could you clarify the combined 100 tonnes as specified in 2.3.4 when the vessel weighs 85 tonnes?	The combined 100 tonnes was in reference to the blocks needing to bare the weight of both the vessel and the cradle combined when rested on the hard standing. The additional weight was an estimate for the weight of the cradle when combined with the vessel.
Annex 1 2.1 Design	Conservation	Please can you clarify the extent of the intended conservation and any restoration that could affect the vessels characteristics during support in the cradle	The general intended conservation will involve treatments to the timber to halt rot/fungus in the timber as well as allowing the timbers to dry out. Access to as many timbers as possible would be desirable when she is being supported.
ITT section 4 .1.2	Contracting requirements	Please could you clarify whether the good have to be delivered within a 40mile radius of Southampton docks or Solent Refit as 2.3.1	Thanks for picking this up. This reference to 40 mile radius was put in place before we had confirmation from Solent Refit that we could lift the vessel out there.