# 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](mailto: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](mailto: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 regulations  3)      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 |
|  | 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.**

**Questions – Circulated 28/06/2017**

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| 1 | What extent do we apply exclusion zones to the aloft works? Does the NMRN have a specific requirement for the exclusion zone sizes and when they need to apply? |
|  | Any aloft work should offer exclusion zones to ensure the safety of any persons on or around the vessel. With regards to the size and time of the exclusion zones, this is up to the tendering company and their previous experience with rigging and H & S procedure. The proximity of the main mast and the brows however does mean that aloft work for the main should take place before 10am, before the public are onboard. It is up to the company for the remaining areas of the vessel. |
| 2 | I understand that caulking work will be taking place this summer. Will this impact on the rigging repairs? |
|  | Yes caulking work is taking place during the summer on the weather deck. This is sequenced to run from forward to aft. The H & S priority of the rigging is such that we would like the rigging repairs to be a priority when scheduling with the caulking works. |
| 3 | Can we offer variations to the scope of the work and the costs? |
|  | No. You should offer costs to the scope and the format as laid out in the ITT. This is to ensure a fair comparison between the different submitted tenders. We do however welcome additional comments on works and costs as a supplementary document if you feel this is required. |
| 4 | We want to use hotworks. Is this permitted? |
|  | Yes however a hot works permit will be required. |
| 5 | Would working from closure at 5pm till late be possible? |
|  | I am sure we can schedule this in with our site. Often we need to open the museum site outside of usual hours for contractors. If you can coordinate the equipment and subcontractors then this should not be a problem. |