The Tenderer should be aware that the works detailed in this package are constrained due to the nature of the location they are to be conducted in.

**Project location**

HM Naval Base Portsmouth

The Contractor shall be expected to adhere by the HMNB site security requirements, all Contractors and Sub-Contractors shall be BPSS security vetted and will be required to hold the relevant site security passes.

The Contractor shall be expected to hold the following levels of insurance £10m Public Liability, £10m Product Liability, £5m Professional Indemnity.

KBS Maritime - Introduction

KBS Maritime is a joint venture between KBR and BAE Systems, bringing together two global players with a rich heritage of delivering excellence, innovation and reliability. The joint venture will combine the expertise of KBR as a global leader in infrastructure asset management and services with BAE Systems' experience and capability within Portsmouth Naval Base. KBS Maritime are delivering an ambitious, modern and enduring change to the Portsmouth Naval base infrastructure, securing investment in the local community and ensuring fit-for-purpose, world-leading fleet support for the Royal Navy and the UK in the decades ahead.

***Project Opportunity***

**Overview:**

Portsmouth Naval Base is required to provide Royal Navy vessels with a hull/keel support system that will allow for complete inspection and refurbishment of a ship’s hull and keel, whilst remaining in dry dock during a single dry-docking evolution. The aim of this project is to design, build, and commission such a solution. Below is a list of the envisaged key competencies that will be required, a high-level overview of the project requirements and some of the anticipated constraints to aid suppliers with determining whether adequate suitably qualified experienced personnel and resource are available to deliver such a solution. Value £3.5M

**Desired competencies:**

* Prior experience of designing and building maritime docking solutions.
* Knowledge of Naval Architect design principals.
* Knowledge of docking and undocking procedure for vessels.
* Quality Assurance management of maritime manufacturing processes.
* Experience with Research and Development type projects.
* Experience in project managing high profile projects with significant number of stakeholders.
* Adequate resource to deliver the project on time.
* It is expected that the chosen supplier will have adequate suitable experience and qualification within their resource to undertake and validate load calculations.

**The desired solution must:**

* Provide a time and cost benefit when compared to existing hull/keel inspection and refurbishment methodology.
* Allow for complete vessel hull/keel inspection and refurbishment, during a single docking evolution.
* Conform to all relevant regulations and standards including (but not limited to) Safety in Docks Approved Code of Practice, Manual Handling, Lifting Operations and Lifting Equipment Regulations, Provision and Use of Work Equipment Regulations, The Dry Dock Code, (with specific consideration to the environment in which the solution is to be used).
* Be able to be utilised in multiple dry docks at Portsmouth Naval Base.
* Include a docking plan.
* The capability must be available for use with completion of all appropriate testing, asset registration with a detailed operation and maintenance manual by Dec 25.

**Consideration shall be given to:**

* Maximum Vessel Displacement Tonnage.
* Suing and Post-Docking Loadings.
* Overall system Height.
* Limitation of damage to vessel hull/keel and preservation coatings.
* Compatibility with various current and future Classes of Royal Navy Ships.
* Ease of operation.
* Operating Conditions (Salt laden environment and long-term immersion in salt water).
* Lifting Arrangements - from Cope Edge to Dock Floor and within Dock Bottom.
* Low Maintenance Design.
* Through-Life Support Costs / Maintenance Frequency and Procedure
* Compatibility with the existing infrastructure within the various docks (N.B. changes to the existing infrastructure to accommodate a proposed solution should not be considered out of scope as part of the overall solution).
* Whole Life Carbon Assessment using system wide and major component Environmental Product Declarations
* The re-use of existing assets where appropriate.

***Key Dates (approximate)***

Expressions of Interest close: May 2024

Bidders Selected: May 2024

ITT Published: June 2024

ITT Close: July 2024

Construction commencement : Sept 2024

Completion : Dec 2025