

CHICHESTER HARBOUR CONSERVANCY INVITATION TO TENDER

REGNUM IV- OVERHAUL

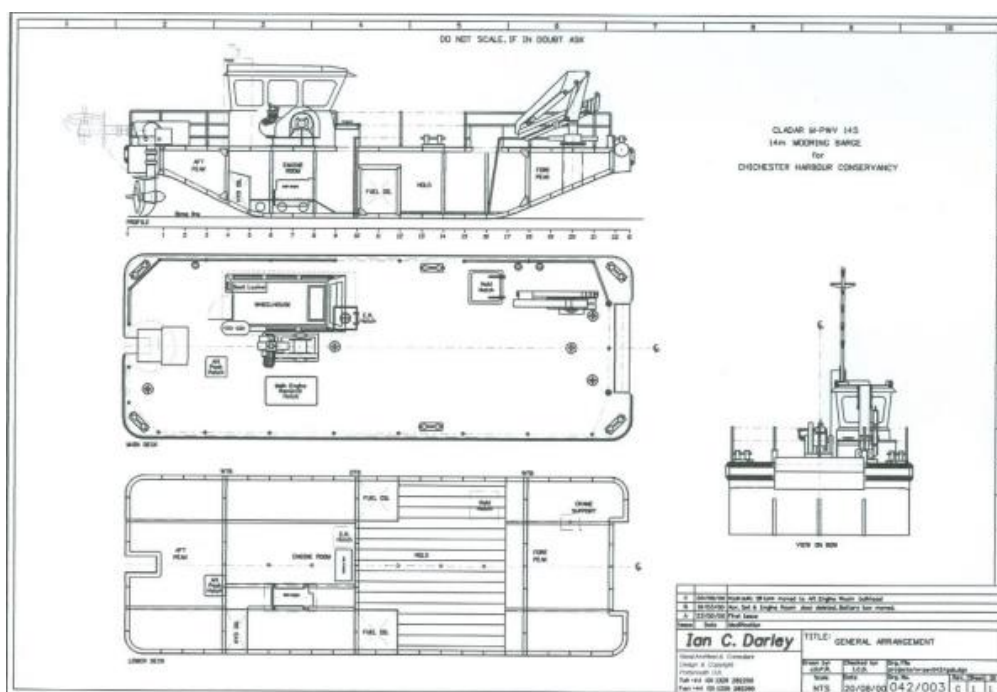
Opening Date: 08 August 2025
Closing Date: 23:59pm 14 September 2025
Submission to: tenders@conservancy.co.uk

1.0 Introduction

- 1.1 Chichester Harbour, one of the country's most popular leisure harbours is home to over 12,000 vessels, representing about 25% of all the recreational craft in the Solent. Combined membership of the 14 sailing clubs amounts to 12,000 people and each year an estimated 25,000 enjoy the Harbour's waters for racing, cruising and fishing. The Conservancy maintains its own assets afloat and is responsible for 600 Harbour Authority moorings, multiple Aids to Navigation (AToNs) as well as acting as a contractor to a number of sailing clubs and boatyards to maintain their swinging moorings. In turn, Chichester Harbour supports many marine-related businesses, providing jobs and making a valuable contribution to the local economy.
- 1.2 The Conservancy own and operate a purpose built workboat `Regnum IV` for the maintenance of moorings, AToNs, infrastructure and salvage and is now inviting responses for the overhaul of this hard-working vessel.
- 1.3 Regnum IV was built by Manor Marine, Portland, in 2001 and is not on the UK Registry of Shipping. The hull and superstructures are of steel with a single Cummins main engine, reported to be rated at 99kW, driving a hydraulic pump which in turn powers a Sykes Hydromaster drive leg with a fixed pitch propeller. The vessel had a valid United Kingdom Workboat Certificate (Brown Code) that has now expired. Refit work will be expected to meet the criteria of Workboat 3 coding.
- 1.4 Measurements:

Dimensions	14.00 x 5.00 x 2.00 Metres, deep draught 1.20 Metres.
Displacement	44.60 Tonnes, lightship and maximum deadweight 14.80 Tonnes.
Gross and Net Tonnage	The vessel has not been measured for tonnage.

- 1.5 The vessel is of single chine displacement hull form with layout from aft; aft peak, engine room, hold and fore peak. Deck structures comprise a wheelhouse located aft to port.
- 1.6 The deck crane was replaced in 2019 and is in good order, the 8 tonne deck winch fitted to the vessel was salvaged from a previous workboat and originates from 1974. A more modern unit is included as part of this tender.
- 1.7 Naval Architect's Drawing – General Arrangement



(Source: Ian Darley (M.R.I.NA. – I. Eng) report of 2021)

- 1.8 In accordance with the Conservancy's financial regulations, this brief has gone to a public tender process. The Conservancy will award the work to one single successful contractor.

2.0 Purpose of the Tender Specification

- 2.1 The ultimate aims of the specification are to: (i) identify a suitable contractor; and thereafter (ii) enter into an agreement between that party and the Conservancy to undertake the works.
- 2.2 Due to the program of maintenance works the vessel is committed to, the Conservancy are looking for a yard that can overhaul the vessel as efficiently as possible over the Autumn with works completed by mid-December 2025 ready to undertake the winter maintenance schedule.

3.0 Interested Parties Page

3.1 The primary 'customer' for this project will be Chichester Harbour Conservancy.

4.0 Condition Report- October 2021, see supporting documents.

4.1 An inspection was undertaken by Ian Darley (M.R.I.NA. – I. Eng) in October 2021. This report informs part 1 of the schedule of works and is available in full as a supporting document.

4.2 Further works identified by the Conservancy informs Part 2 of the schedule of works.

5.0 Schedule of Works

Unless stated otherwise all replacement parts should be a similar specification and quality to the original components.

Total Costed Price (Tenders will be scored by assessing the Criteria Categories which will be used, along with the price, to calculate a Price : Quality Ratio. See 9.4 in Invitation to Tender document for more information.	
Work component	Further detail/breakdown
Vessel delivery and haul out	Receive the Vessel Regnum IV which will be delivered by sea to any yard between Chichester Harbour and Hurst Castle. Any yard outside this area, due to the expiry of the vessel workboat licence, must arrange towage or transport by land, with costs itemised within the tender.
Part 1 – Works identified on Ian Darley (M.R.I.NA. – I. Eng) report of 2021	
Report item No 2	Repair dent in the fore foot, pull and plate as required.
Report item No 4	Shotblast hull and decks externally, including wheelhouse and Hydromaster chassis, back to clean metal.
Report item No 5	Overhaul seized bow roller. Free off roller, replace bushes, fit new hold down plates and bolts.
Report item No 6	Replacement of fendering and supporting structure, including building up and renewing deck edge.

Report item No 7	Overhaul watertight hatches, to include complete renewal of forward hatch mechanism. (New replacement springs provided)
Report item No 8	Test and mark bollards with safe working load (subsequent to shot blasting as per report item 4)
Report item No 9	Replacement guard rails, wires and stations.
Report item No 12	<p>Replacement of deck winch, pulling a minimum of 8 ton.</p> <p>Existing mounting bed to be used and any necessary alterations made.</p> <p>Pull test to be carried out.</p>
Part 2 – Works identified by Chichester Harbour Conservancy	
Preparation and Painting of topsides, weather deck wheelhouse exterior and Hydromaster chassis	<p>Remove oil and grease with suitable detergent followed by fresh water cleaning to remove salts and other contaminants on entire area to be painted. Remove loose paint and corrosion to bare metal by Ultra High-Pressure Waterjetting (UHPWJ) to Wa2 (ISO 8501-4) using fresh water. Acceptable flash rust grade according to Application Guide.</p> <p>Prepare all areas for painting, including repair and renew of all defects (post shot blasting as per report item 4).</p> <p>Apply appropriate epoxy paint system, in line with manufacturer's instructions.</p> <p>Weather Deck to be painted using non-slip finish.</p> <p>No RAL number is specified but it should be as close a match to the existing RAL colours as is available with the paint product used.</p>
<p>Preparation and painting of:</p> <ul style="list-style-type: none"> - Engine room - Hold - Aft Peek - Forward Peek 	<p>Prepare all areas for painting. Including;</p> <ul style="list-style-type: none"> - Remove oil and grease with a suitable detergent followed by fresh water cleaning to remove salts and other contaminants on entire area to be painted. - Remove corrosion and loose coatings on affected areas to min St (ISO 8501-1) - Application of protective cover to all items which cannot be removed prior to painting.

	<p>Paint with an acrylic, vinyl or solvent based paint, suitable to cover existing coating systems. Apply in line with manufacturer's instructions.</p> <p>No RAL number is specified but it should be as close a match to the existing RAL colour as is available with the paint product used.</p>
Preparation and painting of side bottom (from bilge keel to scantling draft) flat Bottom (from bilge keel to bilge keel) bow bottom and stern bottom	<p>Remove oil and grease with suitable detergent followed by fresh water cleaning to remove salts and other contaminants on entire area to be painted.</p> <p>Remove loose paint and corrosion to bare metal by Ultra High-Pressure Waterjetting (UHPWJ) to Wa2 (ISO 8501-4) using fresh water. Acceptable flash rust grade according to Application Guide.</p> <p>Apply primer, tie coat and antifoul in line with manufacturer's instructions</p>
Anode studs	Renewal of all anodes and studs. To the same specification and type fitted. 14 in number.
Ventilation tubes	Replacement of all ventilation tubes and overhaul of sealing units. 7 in number. Fit flame gauze to fuel and hydraulic tank breathers.
Hatch holdbacks	Replace hatch holdbacks for the engine room and hold hatches.
Fuel tanks	Fuel tanks to be drained, inspected and cleaned. Deck fillers removed and fit fillers direct inside of hold on top of tanks 2 in number.
Helm cabinet	Replace rusted helm cabinet with equivalent unit in metal or GRP. Refit all instruments to new cabinet.
Exhaust pipe	Replace exhaust pipe through the funnel, to original specifications.
Crane and pedestal	<p>Remove oil and grease with a suitable detergent followed by fresh water cleaning to remove salts and other contaminants on entire area to be painted.</p> <p>Remove corrosion and loose coatings on affected areas to min St (ISO 8501-1)</p>

	<p>Paint deck crane with a coating suitable to cover existing coating. Apply in line with manufacturer's instructions.</p> <p>Colour to be yellow to improve visibility and safety.</p> <p>Manufacture and install a new crane control pedestal suitable for the marine application.</p> <p>Prime and paint with epoxy paint as per the handrails and exterior coating Apply in line with manufacturer's instructions.</p>
Hand operated bilge pumps x2	Supply and install 2 hand operated bilge pumps to operate independently and comply with the Workboat Code Edition 3. (i.e. sufficient to pump out the engine room and hold from the working deck and discharge overboard).
Fire pump	<p>Supply and install hand operated fire pump including permanent fixed suction pipe with sea cock.</p> <p>Supply and install fire hose with adequate length to reach all parts of the vessel.</p>
Wheelhouse scuppers	<p>Install scuppers below the wheelhouse door to comply with the Workboat Code Edition 3. (i.e. enable the wheelhouse to self-drain in the event of flooding through a broken/ open window).</p> <p>Scuppers to have ability to close and maintain watertight integrity when required.</p>
Raise water strainer	Raise the fire pump raw water strainer to above waterline.
Thermal Insulation	Bulkhead between engine room and hold to be fitted with thermal protection.
Remote fuel shut	Install cable system to the fuel line valve in the engine room, to allow operation from the working deck in the event of fire.

Vessel launch and delivery	<p>Vessel to be launched and ready for sea trials no later than 19th December 2025</p> <p>Itemise any towage or land transport charges (for yards outside of the area between Hurst Castle and Chichester Harbour)</p>
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6.0 Emergent Works

- 6.1 Any further necessary works identified, outside the scope of this tender specification, must be agreed in writing with the project officer prior to commencement by the contractor.
- 6.2 As the scope of these works is unknown, for scoring purposes each respondent is required to provide a labour only price, based on 100 hours (50 hours level 1-3, 50 hours level 4-5).
- 6.3 This labour only price will be added to the price of scheduled works for scoring purposes only. The awarded contract will be for scheduled works only, with further necessary works by agreement.

Emergent Works	For scoring purposes only
50 Hours Labour (Level 1-3)	<p>Chargeable hourly rate for yard operators skill level 1-3.</p> <p>Such as competent labourers, painters etc</p>
50 Hours Labour (Level 4-5)	<p>Chargeable hourly rate for yard operators skill level 4-5.</p> <p>Such as proficient metalworkers, expert engineers and certified welders.</p>

7.0 The Role of the Contractor

- 7.1 In order to be considered for the contract, the Conservancy need to do necessary checks under the Health and Safety at Work Act 1974 and the Management of Health and Safety at Work Regulations 1999. This is to ensure that you will take reasonable care of your own safety and that of others. The contractor is required to provide the following information:
- Organisation Details (Please use Tender Submission document provided).

- A Costed Price for each aspect of the works (excluding VAT) as detailed in Section 5 (Please use Tender Submission document provided).
- A Method Statement – a detailed proposal of how you would undertake the works and ensure compliance with all relevant standards and regulations.
- A Risk Assessment for the works.
- The Health & Safety Policy for the applicant.
- The Environmental & Sustainability Policy for the applicant.
- Proof of Insurance for the applicant.
- Evidence of 2 similar pieces of work completed within the last 3 years.
- Quality Assurance Details. Please provide detail that reflects the ability and quality of your work, together with the name and contact details of references.

7.2 Please be aware that this project will require the contractor to hold a minimum level of £5m Public Liability Insurance.

7.3 Contractors that do not yet have any one of these documents, for instance the Environmental & Sustainability Policy, are encouraged to prepare one for the purposes of this brief and for future work with the Conservancy.

7.4 It is expected while the vessel is in refit, 3rd party contractors appointed by the Conservancy attend the vessel to carry out works not included within the schedule of works such as engine service, hydraulic pipe replacement and coding surveys. 3rd party contractors will be expected to comply with all health and safety and policies in place by the successful tender submission.

8.0 The Role of the Conservancy

8.1 Until the deadline for responding has passed, contractors may contact the Conservancy for further information if required. The Conservancy also strongly advise that the vessel is inspected prior to submitting your tender due to the complex and variable nature of the work required. The vessel will be available for survey and inspection prior to submitting your tender and appointments should be made by contacting:

- Deputy Harbour Master - Adrian Karn (Lead Contact)
(Adrian.Karn@conservancy.co.uk / 01243 510986)

or

- Lead Harbour Technician - Sam Perrin (Secondary Contact)
(Sam.Perrin@conservancy.co.uk / 01243 512301)

8.2 The Conservancy will ensure that the vessel is delivered to the yard (if within the geographical limits as set out within the tender) see 5.1, with empty cargo and all floorboards and ballast removed.

8.3 Upon the passing of the deadline, the Conservancy will assess and score the responses. The weighting will be as follows (Table 1).

9.0 Scoring

9.1 Table 1. Score Allocation and Weighting

Criteria Category	Overall Weighting	Assessment Method
Organisation Details	Not Applicable	Mandatory – Pass /Fail
Method Statement	40%	0,1,2,3,4,5 (See Scoring in Table 2)
Risk Assessment	10%	0,1,2,3,4,5 (See Scoring in Table 2)
Health and Safety Policy	10%	0,1,2,3,4,5 (See Scoring in Table 2)
Environmental & Sustainability Policy	10%	0,1,2,3,4,5 (See Scoring in Table 2)
Proof of Insurance	Not Applicable	Mandatory – Pass /Fail
Evidence of 2 Similar Pieces of Work	Not Applicable	Mandatory – Pass /Fail
Quality Assurance – Assessment and Review of Evidence of Previous Work	30%	0,1,2,3,4,5 (See Scoring in Table 2)
Price	Price: Quality Ratio	Used to calculate Price : Quality Ratio Score

9.2 Criteria that describes an Assessment Method of “Mandatory – Pass /Fail ” will not be scored as part of the tender, however **if the information is not provided or is incomplete, the tender will be judged as non-compliant and will not continue in the process.**

9.3 Quality Assurance will be assessed on previous work - as supplied. This assessment may require an inspection of previous work and or references from previous clients. The yard used to implement the project could also receive a request for inspection.

9.4 **The whole tender will be assessed using a “Price : Quality Ratio” scoring technique. This calculation will be based on:**

Quality Assurance + Method Statement + Environmental and Sustainability Policy
+ Health and Safety Policy + Risk Assessment = **Quality Score**

$$\text{Price : Quality Ratio} = \frac{\text{Quality Score}}{\text{Tender Price Submission}} \times 100$$

9.5 The winning tender will be calculated based on the highest ratio, which demonstrates the best value for money.

9.6 The Conservancy will use the following scoring criteria (Table 2) on the relevant evaluation categories:

9.7 Table 2. Scoring criteria

Score	Guidance
0 – Unacceptable	No response or any element of the response gives cause for major concern that requirement[s] will not be met.
1 – Poor	A poor response that addresses/meets few of the requirements. The response given does not provide full confidence that the requirements can be met.
2 – Limited	A limited response that addresses and meets some of the requirements. There are a few concerns about whether or not the requirements can be met, which require further clarification.
3 – Satisfactory	A satisfactory response that addresses most of the requirements in sufficient detail, providing confidence that most of the requirements can be met.
4 – Good	A good response that addresses and substantially meets the requirements, providing confidence that the requirements can be met in full.
5 – Excellent	An excellent response that has addressed all requirements in extensive detail, providing confidence that the requirements can be met in full, with added value solutions.
Quality Assessment criteria	Assessment on previous work, manufacturing and vessels the assessors will look at the following but not limited to: Services, Improvements, Satisfaction, Business Relationships, Customers, Guarantee and Standards.

9.8 Applicants that score 0 or 1 for any of the criteria categories will be automatically judged as non-compliant and will not continue in the process.

9.9 The contract will be awarded by 19th September 2025, with the delivery to the yard to be agreed, to meet the deadline for works. (see point 2.2)

10.0 Submission of Tender Bid

10.1 Your completed submission document saved as a PDF and supplementary documents should be **submitted by 23:59pm on 14 September 2025** in electronic format. Please send to tenders@conservancy.co.uk with the subject **"Private and Confidential – Regnum IV Tender Submission"**. DO NOT copy in any employee of Chichester Harbour Conservancy.

- 10.2 An automatic acknowledgement email will be sent upon receipt. Please contact the Harbour Office if this is not forthcoming within a reasonable time.
- 10.3 Adrian Karn, Deputy Harbour Master Adrian.karn@conservancy.co.uk will be the lead contact for this project, with Sam Perrin, Lead Harbour Technician sam.perrin@conservancy.co.uk secondary contact. Email both members of staff with any questions about the tender or to arrange to inspect the vessel.