

## HMSVP.2025.001- RIGGING COATINGS PLANNED PROCUREMENT NOTICE (PPN)

### HMS VICTORY: THE BIG REPAIR

#### 1. CONTRACTING AUTHORITY

National Museum of the Royal Navy (as NMRN Operations)  
HM Naval Base (PP66)  
Portsmouth  
PO1 3NH

Email: [tenders@nmrn.org.uk](mailto:tenders@nmrn.org.uk)

#### 2. OVERVIEW

- 2.1. The purpose of this Planned Procurement Notice (PPN) is to alert potential suppliers to an opportunity to provide coatings options for the conservation of HMS Victory's masts, yards and assorted rigging hardware.
- 2.2. Over the next 12 years the National Museum of the Royal Navy (NMRN) is leading on the conservation of HMS Victory to ensure the long-term preservation of this world-class historic vessel.
- 2.3. In addition to being the only surviving exemplar of a Royal Navy capital warship from the Age of Sail, HMS Victory continues to be a significant visitor attraction within the setting of No. 2 Dock and Portsmouth Historic Dockyard whilst continuing to serve as a commissioned warship and the Flagship of the First Sea Lord.
- 2.4. The aim of the HMS Victory Conservation Programme is to deliver a fully conserved ship, able to survive in an open environment for the next 50 years without major work beyond a programme of planned maintenance.
- 2.5. A key component of the project is the conservation of existing rigging elements including masts and yards - generally referred to as 'spars' - and assorted metalwork items – generally referred to as 'hardware'. As part of this, suitable coatings will need to be applied to the external surfaces of spars and hardware, and the internal faces of hollow spars.
- 2.6. Throughout her service, HMS Victory has been 'sparked' using several different materials. As of 2010 these included Wrought Iron, Mild Steel and Douglas Fir (some sheathed in GRP). Many of the spars also feature wooden cladding, acting as set dressing to give the correct shape. The hardware is predominantly Mild Steel, some of it is galvanised.
- 2.7. The age and historical significance of the ship's spars vary significantly between the lower masts which date from 1873 ("exceptional heritage significance") to upper masts which were renewed in 1996 ("little heritage significance"). Due to this the existing coatings on the spars vary from topcoats of modern paints to historical primer coats of lead-based paints.

#### 3. MARKET ENGAGEMENT

- 3.1. As prescribed by the project's Conservation Management Plan (CMP), all new materials employed in the conservation of HMS Victory must be subject to NMRN led laboratory testing.
- 3.2. The NMRN is initially seeking product manufacturers to put forward candidate systems deemed potentially suitable for external and internal use on rigging elements of differing material composition and heritage significance (see 2.6 and 2.7). Single and 2 pack options will be considered.

- 3.3. These systems will be subject to laboratory testing, following which an Invitation to Tender (ITT) will be issued to procure the product.
- 3.4. The NMRN will host an online engagement session on **Wednesday 7<sup>th</sup> May 2025** to allow interested parties to pose questions and seek clarifications before the close of the expression of interest period, **Friday 16<sup>th</sup> May 2025**.
- 3.5. After this date, interested parties will be required to supply samples of candidate products. NMRN will undertake approximately three months of testing in collaboration with our research partner, nC2 Engineering Consultancy (University of Southampton).
- 3.6. The trials will seek to understand the most appropriate product for application in this unique context. Key points of consideration:
  - a. Colour Match: HMS Victory has a bespoke paint scheme that will need to be matched.
  - b. Availability: The products will need to be available in small batches (5 – 10L at a time) for future maintenance.
  - c. Application: Many of the spars are too large to fit into a conventional paint booth, and this will not be available for future maintenance, so correct application must be achievable in-situ using brush and roller.
- 3.7. Broadly, external products will be tested to assess the following:
  - a. Adhesions Ability to adhere to Wrought Iron, Mild Steel (some galvanized surfaces), Wood and existing coatings.
  - b. Abrasion & impact resistant.
  - c. Excellent colour retention.
  - d. Weather resistance.
  - e. Corrosion resistance.
  - f. Application with brush and roller for future maintenance.
- 3.8. Broadly, internal products will be tested to assess the following:
  - a. Ability to adhere to existing coatings (lead containing), Wrought Iron and Mild Steel.
  - b. Abrasion resistance.
  - c. Corrosion resistance.
  - d. Application with brush and roller for future maintenance.
- 3.9. Expressions of interest should be issued to [tenders@nmrn.org.uk](mailto:tenders@nmrn.org.uk) no later than 16<sup>th</sup> May 2025.

#### **4. CONTRACT INFORMATION**

- 4.1. Once market engagement and testing are complete, the supply of goods invitation to tender will be issued in October 2025.
- 4.2. Product procurement will be through an Open Procedure under the Procurement Act 2023 Regulations. This is subject to change.
- 4.3. Contract award should be expected in November 2025.
- 4.5. No supporting documents are available at the time of issuing this PPN however clarifications should be referred to [tenders@nmrn.org.uk](mailto:tenders@nmrn.org.uk).