

2 TENDER OPPORTUNITIES

1/ 4 Turnkey Technical Solutions

2/ 360 Review

Bids invited up £45,000 inc. for both tenders



**SS Robin: Brief for 4 “Turnkey” Technical Solutions**

**Background:**

The SS Robin is the world’s oldest complete steam coaster, currently moored in the Royal Docks in East London. It is held in trust by the SS Robin Trust, a registered charity. The SS Robin is an important piece of maritime and industrial heritage, but does not have a clear sustainable future.

The ship currently sits on a floating pontoon which in theory can be fitted out and used for a range of uses, either involving the SS Robin or not, subject to commercial viability.

The Heritage Lottery Fund (HLF) has agreed a Transition Grant for the Trust to investigate and reach this sustainable future. This will involve a “360 degree” review of all possible options (non-heritage and heritage). Given the limited resources of the SS Robin Trust, this is likely to lead to a heads of terms agreement with a third party organisation that will buy or lease all or some of SS Robin. For example this could be a 20 year agreement to lease the hold (a large space running the length of the ship) as a café, or indoor market, or exhibition space.

The Trust needs to assess options that both involve the SS Robin staying on the pontoon, (whether or not the pontoon is bought into use) and options that envisage the SS Robin being sited on land. Previous surveys have indicated that there is not a realistic prospect of the SS Robin being re-floated.

The SS Robin is currently located in the Royal Docks in Newham, East London, where she has been for the last 5 years. Discussions are ongoing with local regeneration initiatives as to whether or not they might provide a medium or long term home for the SS Robin.

We are looking for technical advice on various potential commercial uses as set out below. It is useful to think of the SS Robin as two steel structures rather than a heritage vessel: the hold (from 1890) and the pontoon (from 2010).

The SS Robin’s hold is essentially a rectangular steel box, 20 metres long, 6 metres wide and 3 metres high. This sits on a large floating pontoon, 50m x 15m x 3.15 m. There is one large space of about 275m2 and surrounding smaller spaces partitioned by bulkhead doors.

As this a ship, there are no statutory heritage requirements, though clearly we want to respect the vessel’s history. The ship could stay on the pontoon or move to land.

**Objectives:**

The objectives are firstly to enable the SS Robin Trust to know what options are technically and financially viable, and secondly to provide a potential operator/purchaser with sufficient initial information to feed into more detailed and specific work.

A separate “360 degree” review will identify a range of practical outcomes where there is evidence of a viable business model and marked demand from potential operators.

In order to progress from general interest to serious commercial discussions, the SS Robin Trust requires 4 ‘turnkey’ technical options that can be presented to potential partners and costed to a rough order of magnitude.

These will include assessing the viability, with architectural, structural engineer, and QS input as appropriate, both for the ship staying on the pontoon and for it to be lifted off the pontoon to stand on land e.g.

* + What are the key technical challenges and how might they be addressed?
  + What is the design methodology and solution?
  + What are the likely costs in broad terms (ie plus/minus 20-30%)

We will also want to explore in a similar manner making an entrance in the side of the hold to provide access and how could we enable natural lighting via the hatches.

Rather than separate contracts for QS, Surveyor, Architect and Structural Engineer we are looking for a contractor that provide an integrated solution with input from all these disciplines as appropriate.

We expect the 4 Turnkey solutions to address some of the following, based on the outputs of the 360 degree review:

1. Taking the SS Robin off the pontoon to sit on land and be operated as a “shell” for a shop, café, art gallery etc
2. The SS Robin to be moored alongside a regeneration initiative and be operated as a “shell” shop, café, art gallery etc
3. The same as 1 and 2, but with the Hold also housing toilets, kitchens etc
4. The options for the pontoon as a stand-alone floating object
5. An integrated floating solution as a youth hostel

**Details and Fee:**

This work is being tendered competitively.

The preferred approach is to contract with a single organisation which has all the appropriate technical disciplines, Architect, QS, Structural Engineer etc;

Input from architects with regard to concept design we consider broadly speaking will involve work up to RIBA Stage 2 (2013).Detailed designs e.g. RIBA stage 3 and planning considerations are not part of this brief.

**We will also be open to quotes which combine the technical brief and the 360 degree review as an integrated piece of work. See the 360 degree review tender information, available on the SS Robin Website.**

Please submit your tender in no more than 4 sides of A4, plus background information about your business.

Please include any relevant previous experience, this does not have to be heritage or maritime. Please include details of the all staff/consultants that will be involved, their expertise, role, and day rates.

Please include indicative costs for the “4 turnkey solutions”. As these are not yet fully defined we would expect this to be presented as a range of costs, with the breakdown explained. We would expect the contract to be in two parts, with some initial analysis, e.g. the feasibility and cost of lifting the SS Robin to sit on land and then some more detailed work depending on what has come out of the 360 degree review is terms of viable uses.

The successful organisation will be chosen based on their ability to demonstrate an understanding of the brief, demonstration of a flexible and transparent approach, evidence of the range of expertise required, evidence of track record, and evidence that integrated solutions can be delivered. Cost is not therefore the main driver, but be aware that the SS Robin Trust is only a small charitable organisation and the total budget for both these “Turnkey solutions” any additional investigations, fees, and the 360 review is no more that £45,000.

**Resources:**

The Project Officer can provide site access, document support, query answering and other day-to-day support to fulfil the brief.

The Project Manager can provide higher level query answers and feedback on direction.

A wide range of reports/surveys are available from the Trust include a point cloud survey carried out in late 2015. A list of this available material is shown in the summary of technical info on the SS Robin website (or by request from info@ssrobin.com).

**Timescale:**

**Please submit tenders by 31st March 2016 by email to info@ssrobin.com**

**If you have any queries please contact Donald Findley at donald@amawsonpartnerships.com**

Interviews will be held in early April. We expect work to be completed by the end of July 2016.

Both tenders can be found on the SS Robin Website http://www.ssrobin.org/

**Expected Products:**

1. 4 x Technical analysis of the viability of the options produced by the 360 degree review.
2. For these 4 options a “turnkey” costed design and architectural solution to facilitate conversations with potential operators, with associated concept drawing and cost plan.