

**REQUEST FOR INFORMATION (RFI) FOR ACQUISITION OF
30 NEXT GENERATION INTERCEPTOR CRAFTS (30 NGICs)**

1. The Indian Coast Guard, Ministry of Defence, Government of India, intends to procure 30 Next Generation Interceptor Crafts (NGICs) from prospective Shipyards.
2. This Request for Information (RFI) consists of three parts as indicated below:-
 - (a) **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the Vessel. Few important technical parameters of the proposed Vessel are also mentioned.
 - (b) **Part II.** The second part of the RFI states the methodology of seeking response of vendors. Submission of incomplete response format will render the vendor liable for rejection.
 - (c) **Part III.** Guidelines for Framing Criteria for /Pre Qualification in Buy Indian (IDDM), Buy (Indian) and Buy & Make (Indian) Cases.

PART-I

3. **Intended Use of Equipment (Operational Requirements).** These 30 NGICs will be used for multipurpose Close Coast Maritime Operations as follows:-

Primary Roles

- (a) Carry out Search and Rescue Operations upto the sea state 4.
 - (b) Detect, Intercept, Investigate and seize high-speed water borne craft and other intruders for anti-smuggling, anti-piracy and anti-drug trafficking surveillance.
 - (c) Disaster relief operations including fisheries protection.
 - (d) Should be capable of day/night coastal patrol and surveillance including high speed interception in law enforcement duties.
 - (e) To function as water ambulance for causality evacuation and medical help.
 - (f) Aid to civil power and assistance to civil authorities during natural disasters.
4. **Important Technical Parameters.** Broadly elucidated at **Appendix 'A'**.
 5. Vendors should confirm that following conditions are acceptable:-
 - (a) The shipyard/vendor should have a valid Technical Capacity Assessment

Certificate to build NGICs/ equivalent class as detailed in Chapter-XII of DAP-2020 till signing of contract.

(b) The solicitation of offers will be as per 'Single Stage-Two Bid System'. It would imply that a 'Request for Proposal' would be issued soliciting the technical and commercial offers together, but in two separate sealed envelopes. The validity of commercial offers would be at least 18 months from the last date of submission of offers.

(c) The Financial Parameter of the bidders would be evaluated by a Financial Parameter Evaluation Committee.

(d) The technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check its compliance with RFP.

(e) Amongst the vendors cleared by TEC evaluation, a Contract Negotiations Committee would decide the lowest cost bidder (L1) and conclude the appropriate contract.

(f) Vendor would be bound to provide product support for time period specified in the RFP, which includes spares and maintenance tools/jigs/fixtures for field and component level repairs.

(g) The vendor would be required to accept the general conditions of contract given in the Standard Contract Document at Chapter VI of DAP 2020.

(h) **Integrity Pact**. An integrity is a mandatory requirement in the instant case (Refer Annexure I to Appendix M of Schedule- I to chapter II of DAP 2020).

(j) **Performance-cum-Warranty Bond**. Performance-cum-Warranty Bond equal to 3% value of the contract inclusive of taxes and duties is required to be submitted after signing of contract.

PART-II

6. Procedure for Response.

(a) The procedure for response to this RFI is at **Appendix B**. Vendors must fill the form of response as given in **Appendix C** and the questionnaire attached at **Appendix D** to this RFI document (Reference **Annexure II,III to Appendix A, Chapter II, DAP 2020**). Apart from filling details about company, details about the exact product meeting other generic technical specifications should also be carefully filled. Additional literature on the NGICs can also be attached with the form.

(b) The filled form should be dispatched at under mentioned address:-

The Principal Director (Ship Acquisition),
Coast Guard Headquarters,
National Stadium Complex, New Delhi- 110001,
E-mail- dte-sa@indiancoastguard.nic.in,
Tel: 011-23074235, 011-23074125. Fax: 011- 23072201

(c) An interaction meeting / VC will be held on **30 Jul 2024** to address the queries of vendors Last date to receive queries is **23 Jul 2024**.

(d) Last date of acceptance of filled form is **24 Sep 2024**.

7. The Government of India invites responses to this request only from Original Equipment Manufacturers (OEM)/Authorised Vendors/Government Sponsored Export Agencies (applicable in the case of countries where domestic laws do not permit direct export by OEMs). The end user 30 NGICs is the Indian Armed Forces (Indian Coast Guard).

8. This information is being issued with no financial commitment and the Ministry of Defence reserves the right to change or vary any part thereof at any stage. The Government of India also reserves the right to withdraw it should it be so necessary at any stage. The acquisition process would be carried out under the provisions of DAP-2020.

PART – III

GUIDELINES FOR FRAMING CRITERIA FOR SHIPBUILDING CASES

9. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in case of ship building cases are detailed in Chapter XII of DAP-2020 (**Appendix C to Chapter XII of DAP 2020 is relevant**).

Appendix A
(Refer to Para 4 of RFI)

TECHNICAL PARAMETERS: 30 NEXT GENERATION INTERCEPTOR CRAFTS (NGICs)

<u>SINGLE SHEET SPECIFICATIONS</u>		
01.	Length (Overall)	15-17 mtrs
02.	Displacement	Shipyard to propose as per design
03.	Max Hull Draught (Full load)	Less than 01 mtr
04.	Max sustained speed	35 knots
05.	Cruising Speed	12-14 knots (Yard to propose economical cruising speed)
06.	Range	Not less than 160 Nm at Cruising Speed with 25% fuel remaining on-board as reserve fuel
07.	Endurance	Not less than 12 hrs
08.	Fresh Water	As per design requirement (Min 250 ltrs)
09.	Hull	Composite material / FRP with closed cabin concept
10.	Fuel capacity	As per design to meet endurance.
11.	Class Notations	IRS/ABS/DNV/BV
12.	Sea Worthiness	The IC should be capable of operating smoothly up to Sea State 4 and survivability in all sea state with Self-Righting capability (non-assisted)

SPECIFICATIONS IN DETAIL

<u>SECTION -A (GENERAL)</u>		
01	Primary Roles	<p>The Interceptor Craft would be required to :-</p> <ul style="list-style-type: none">(a) Carryout Search and Rescue operations upto sea state 4.(b) Detect, Intercept, Investigate and Seize high-speed water borne craft and other intruders for anti-smuggling, anti-piracy and anti-drug trafficking surveillance.(c) Carry out disaster relief operations including fisheries protection.(d) Should be capable of day/night coastal patrol and surveillance including high speed interception in law enforcement duties.(e) To function as water ambulance for causality evacuation and medical help.(f) Aid to civil power and assistance to civil authorities during natural disasters.
02.	Essential Features	<p>The IC should be :-</p> <ul style="list-style-type: none">(a) Should have unassisted Self-Righting capability.(b) Capable of operating in shallow waters.(c) Able to operate in extreme tropical conditions.(d) Able to do independent deployments at sea including surveillance around group of islands.(e) Have an expected service life of about 12 years for the machinery, equipment and hull.(f) Built as per Class, Certificate is to be provided by the Classification Society confirming that Class Notations have been provided for all functional requirements indicated. In addition, IMO Code for Structural Fire Protection for High Speed Craft shall also be met.(g) Annual exploitation of about 1200 hrs.(h) Capable of running at slow speeds. Engines are to be capable of running at minimum 33% load view patrolling in

		<p>harbour at low speed (speed within harbour are limited to 8 kn as per local harbour orders).</p> <p>(j) Possible to operate by a single operator.</p> <p>(k) Mono Hull construction.</p> <p>(l) Have arrangement to prevent towing rope from getting entangled in water jet.</p>
03	Dimensions	<p>The Principal Dimensions of the IC should be:-</p> <p>(a) Length Overall: Between 15 to 17 m.</p> <p>(b) Draught : less than 01 m.</p> <p>(c) Displacement : As per Shipyard Design (Yard to propose)</p>
04	Speed	<p>(a) Max Speed 35 knots.</p> <p>(b) Cruising Speed 12-14 knots. Yard to indicate economic speed.</p>
05	Endurance	Not less than 160 Nm at Cruising Speed with 25% fuel remaining on-board as reserve fuel.
06	Propulsion	Two suitably rated indigenised inboard Diesel Engines coupled to reversible gearboxes driving Water Jets.
07	Hull Material	The IC hull and structure should be of composite/FRP material. (Yards may propose any specific hull material).
08	Equipment Operating Condition	<p>The equipment and machinery should be marinised and capable of satisfactory operation, under the following environmental conditions:-</p> <p>(a) Ambient air temperature up to +45° C.</p> <p>(b) Water temperature upto + 32° C.</p> <p>(c) Max relative humidity of 98%.</p> <p>(d) Harbour water which have incidence of water hyacinth, contaminants like polythene bags of varying size and mud sediments.</p>
09	Sea Worthiness	The IC should be capable of operating smoothly up to sea state 4 and survivability in all sea state with Self-Righting capability (non-assisted).
10	Design and Construction	The Interceptor Craft shall be designed and constructed as per High Speed Craft HSC rules (as applicable) for Coast Guard/Military vessels. Main propulsion machinery is to be as per Classification Society Standards.

		All the fittings should be corrosion protective material. Upper deck canopy should be bullet proof (NIJ Type 3, while glass should be NIJ Type 2). Carbon Fibre/ Epoxy resin or low weight high strength advanced composite/ Fibre glass may be used complying class rules for construction to provide light weight and low maintenance requirement in service. Automatic drainage system should be provided for draining water shipped on deck during operations.
11	Ergonomics	Latest design concept for functional aspects and crew comfort are to be catered.
12	Manning and Carrying Capacity	(a) Capable of being manned by single operator from a single workstation. (b) Operating Crew of 01 Officer & 12 SO/EP.
<u>SECTION B - ARMAMENT</u>		
13	Weapons	One LMG and Small Arms as per warrant allowance of Indian Coast Guard.
14	Magazines & Gun Wharf Stores	The IC should be fitted with following :- (a) RU Lockers in the vicinity of small arms posts. (b) Armoury for small arms with alarm, surveillance and suitable securing arrangements. (c) Four bullet proof helmet (NIJ Type 3A) with inbuilt microphone.
<u>SECTION C - NAVIGATION</u>		
15	Coxswain Post	(a) The coxswain post should have Mission Control System with one chair. (b) The MCS should be suitably sited so that the coxswain has a clear and unrestricted all-round clear vision with minimal visual obstructions. (c) Window wipers are to be provided with fresh water facility to clean window glass. (d) Two way communication between Coxswain Post and Upper Deck Posts.
16	NAVAIDS	FOG, Mini IBS with Radar(X-Band), ECDIS, DGPS, Echo Sounder, Speed Log, Magnetic compass, UAIS (Universal Automatic Identification System), Anemometer, Electric Horn, Search Light, Hand Held GPS and LRAHD. Necessary Meteorological Equipment.
17	Nav Lights	Navigational lights as per International Regulations for Prevention of Collisions at Sea, 1972 should be provided.
18	Miscellaneous Equipment	The following equipment to be fitted/provided :- (a) Two high definition, high beam search lights with

		<p>minimum two 90 AH maintenance free batteries mounted on rotating mechanism.</p> <p>(b) Four portable high magnification marine binoculars and four portable night vision binoculars.</p> <p>(c) Siren/light of suitable size with appropriate light characteristics to aid in providing ample alert to the vessels in vicinity. This should be controllable from the MCS.</p> <p>(d) One complete gears set for reduced VBSS party, comprising of one officer and eight sailors.</p>
19	Steering System	As per Shipyard design for water jet system.
20	Anemometer	Integrated anemometer should be provided to give wind direction and speed.
<u>SECTION D COMMUNICATION</u>		
21	Communication Sets/Equipment	<p>(a) A single operator should be able to use all forms of communication.</p> <p>(b) VHF MMB - 01</p> <p>(c) VHF Hands Free Radio - 05</p> <p>(d) SDR Fixed Portable (V/UHF) - 01 (BFE)</p> <p>(e) SART - 01</p> <p>(f) EPIRB - 01</p>
<u>SECTION E - HULL</u>		
22	Hull Fittings	<p>(a) <u>Anchor and Chain Cable.</u> Complete anchoring and berthing arrangements as per Classification Society Rules should be provided.</p> <p>(b) <u>Towing Arrangement.</u> Suitable towing arrangement to get towed and tow a craft of equal size should be provided.</p> <p>(c) <u>Ropes.</u> Polypropylene ropes as per Class Rules should be provided for berthing and towing. Stowage arrangement of all ropes including required for towing is to be provided on upper deck.</p> <p>(d) <u>Lifting & Stowing Arrangements.</u> The IC should be designed for being hoisted on to the jetty with crane and stowed on cradle. Suitable lifting slings/ arrangements shall be provided to cater for lifting the craft by crane.</p> <p>(e) <u>Cradle.</u> A total of 20 in no Cradles with</p>

		spreader and slings for the complete project for undertaking maintenance/stowage should be provided.
23	Accommodation	The accommodation to cater following:- (a) Close cabin concept (b) One Bunk (c) Individual chairs for 04 crew (d) 02 Bench arrangement for sitting arrangement for 08 crew (e) The Benches should have facility to convert to emergency bed during medical evacuation.
24	WCs and Urinals	2 compact WCs (stowage facility) with hand basin, dustbin and with manual disposal hand operated pumping out arrangement.
25	Life Saving Equipment/ Appliances	(a) As per SOLAS rule. (b) Hazardous Duty Life Jacket for crew (Min 16) are to be provided i.a.w Class rules. (c) Other lifesaving appliances are to be provided as per SOLAS. (d) One 20 men life raft alongwith securing arrangement to be provided. (e) 03 x Lifebuoys with 30 m of line is to be provided. (f) Remote operated life buoy to be provided. (g) 01 x Marker Man Overboard (smoke and light) is to be provided. (h) One Jason Cradle. (j) One smoke marker. (k) Self igniting light as per SOLAS.
26	Stability	The Interceptor Craft should have Self-Righting capability (non-assisted) designed to meet stability requirements as per applicable HSC approved Classification Society Regulations.
27	Fendering	(a) Adequate fixed all around fendering should be provided. (b) 06 Nos Portable light weight fenders with stowage arrangement on upper deck should be provided.
28	Boarding Kit	One Boarding kit as per standard specs to be provided

SECTION F - ENGINEERING

29	Main Engines and Propulsion System	<p>(a) The Interceptor Craft shall be fitted with two suitably rated indigenous inboard Diesel Engines (one per shaft) coupled to reversible gearboxes driving Waterjets meeting the speed requirement of 35 knots above. MEs/DGs restart capability to be available in Manual and Remote mode.</p> <p>(b) Main Engines should be electrically started. Batteries to be maintenance free type and suitable provision for charging shall be provided. Batteries should be capable of giving at least six consecutive starts.</p> <p>(c) The engine (s) should be able to carry out sustained operations for about 12 hrs per day.</p> <p>(d) Main Engines, Gearbox and Waterjet shall be compliant to International Association of Classification Society (IACS) class rules. The diesel engine should meet the latest international norms on exhaust emission and personnel safety (IMO/ MARPOL regulations on exhaust emissions, SOLAS regulation on personnel safety).</p> <p>(e) The propulsion package should cater for shallow water operations.</p> <p>(f) Ballast system should be as per Class and MARPOL compliant.</p> <p>(g) Level indicators for all tanks be provisioned with digital display. Tanks should be connected to both engines.</p> <p>(h) The engines should be capable of running at minimum 33% load view patrolling in harbour at low speed.</p>
30	Fuel, Lubricants and Tank Capacities	<p>(a) Fuel used should be LSHFHSD.</p> <p>(b) Fuel capacity should cater for endurance requirement of the vessel.</p> <p>(c) Lubricant storage should be provided to cater for at least one change of POLs for all equipment.</p> <p>(d) Fresh water tank capacity is to be as per design.</p> <p>(e) 25% extra fuel over endurance limit should be provided as reserve fuel as per SI 5 of section A.</p> <p>(f) Transfer of fuel from storage to service tanks and vice</p>

		versa is to be automated and with manual control.
31	Waste Disposal System	As per Class norms.
32	Fire Fighting and Damage Control	<p>The following firefighting arrangement should be provided:-</p> <p>(a) Portable fire extinguishers and fixed firefighting arrangement to meet the requirement of Classification.</p> <p>(b) The machinery space should be provisioned with environment a friendly fixed latest gaseous firefighting System.</p> <p>(c) Fire detection sensors are to be provided in all vulnerable compartments.</p> <p>(d) Flood alarm sensors are to be provided in Red Risk Zones.</p> <p>(e) Fire pumps as per class.</p> <p>(f) One portable eductor and one fixed dewatering pump.</p> <p>(g) Diesel driven pump of capacity 20 TPH.</p> <p>(h) GRP / Composite material specific DC items are to be provided.</p> <p>(j) All materials fitted/used (curtains/lining/ covers/bunks) are to be SOLAS/HSC and Class code compliant.</p>
33	NBCD	NBCD allowance list is to be as per ICG Comprehensive NBCD allowance list.
34	AC & Ventilation	<p>Air conditioning system to be provided</p> <p>Adequate Ventilation should be provided as per Class rules.</p>
<u>SECTION G - ELECTRICAL</u>		
35	Power Generation	The craft is to be provided with two diesel driven indigenized generators of adequate capacity with 100% reserve power and redundancy conforming to Classification Specification regulations. The DGs should be electrically started. Batteries should be capable of given six consecutive starts. Batteries to be of maintenance free type.
36	Batteries	(a) Batteries will be maintenance free, fire retardant with high Cold Cranking Ampere (CCA) value as per the DA/ Engine capacities and approved for marine service.

		<p>(b) Suitable provision for charging of batteries to be provided.</p> <p>(c) Transformer rectifiers cum battery charger of adequate capacity shall be fitted to boost/ trickle charge the battery.</p> <p>(d) 24V DC supply is to meet the requirement of the emergency lighting, navigation, communication systems and steering system etc.</p>
37	Equipment/Lighting	<p>(a) <u>Equipment/Lightings</u>. All Electrical Equipment, Cables and Fittings, Machinery and Associated Systems shall be of proven design and conforming to Class.</p> <p>(b) <u>Power Supply Requirements</u>. As per Shipyard design conforming to Class approval.</p> <p>(c) <u>Main Switch Board</u>. As per the Class requirements.</p> <p>(d) <u>Shore Supply Arrangements</u>. A watertight Shore Supply Connection box of suitable rating with 100 mtrs cable to cater for the harbor load shall be fitted on weather deck at appropriate positions on both port and Stbd side, conforming to Class Specifications.</p>
38	Remote Monitoring	Display system consisting of engine parameters and radar to be provided.
<u>SECTION H – MISCELLANEOUS</u>		
39	First Aid Boxes	<p>(a) One first aid box should be installed.</p> <p>(b) One NR Stretcher with stowing arrangement should be installed.</p>
40	CCTV	Marine version CCTV system for machinery spaces and minimum 02 weather deck cameras for all round visibility to be installed.

REQUEST FOR INFORMATION: PROCEDURE FOR RESPONSE

Request for Information for Acquisition of 30 Next Generation Interceptor Crafts (NGICs) for Indian Coast Guard

1. The Indian Coast Guard is planning to procure 30 Next Generation Interceptor Crafts (NGICs) with the view to identify Capacity Cleared Shipyards who can undertake the said project. Capacity Cleared Shipyards are requested to forward information on the 30 NGICs which they can offer. The vendors are required to confirm parawise acceptance/ comments on the parameters/ broad specifications of the NGICs as mentioned at **Appendix A** of this RFI. In addition, the vendors are required to furnish details as per Proforma at **Appendix C** and the questionnaire attached at **Appendix D** of this RFI.
2. Apart from the information as per the **Appendix A**, the vendors may also forward technical details/product brochures/literature etc pertaining to the proposed NGICs.
3. The required information/ details may please be forwarded at the following address by **24 Sep 2024:-**

The Principal Director (Ship Acquisition),
Coast Guard Headquarters,
National Stadium Complex, New Delhi- 110001,
E-mail- dte-sa@indiancoastguard.nic.in
Tel: 011-23074235, 011-23074125. Fax: 011- 23072201

VENDOR INFORMATION PROFORMA

1. **Name of the Vendor/Company/Firm.**

(Company profile including Share Holding pattern, in very short brief, to be attached)

2. **Type (Tick the relevant category).**

Original Equipment Manufacturer (OEM) Yes/No

Authorised Vendor of foreign Firm Yes/No (attach details, if yes)

Others (give specific details)

3. **Contact Details.**

Postal Address:

City: _____ State: _____

Pin Code: _____ Tele: _____

Fax: _____ URL/Web Site: _____

Email: _____

4. **Local Branch/Liaison Office/Agent (if any).**

Name & Address: _____

Pin code: _____ Tel: _____ Fax: _____

Email: _____

5. **Financial Details.** Category of Industry (Large/Medium/Small Scale): _____

6. **Certification by Quality Assurance Organisation.**

Name of Agency	Certification	Applicable from (Date & Year)	Valid till (Date & Year)

7. **Details of Registration.**

Agency	Registration No.	Validity (Date)	Equipment
GeM			
DGQA/DGAQA/DGNAI			
OFB			
DRDO			
Any other Government Agency			

8. **Membership of FICCI/ASSOCHAM/CII or other Industrial Associations.**

Name of Organisation

Membership Number

9. **Equipment/Product Profile**

- (a) Name of Product: _____
 (IDDM Capability be indicated against the product)
 (Should be given category wise for e.g. all products under night vision devices to be mentioned together)
- (b) Description (attach technical literature):
- (c) Whether OEM or Integrator: _____
- (d) Name and address of Foreign collaborator (if any):
- (e) Industrial License Number: _____
- (f) Indigenous component of the product
- (i) Overall IC (in percentage)
- (ii) IC for material/ components/ software manufactured in India (In percentage)
- (g) Status (in service/design & development stage):
- (h) Production capacity per annum: _____
- (j) Countries/agencies where equipment supplied earlier (give details of quantity

supplied):_____

(k) Estimated price of the equipment : _____

(l) Indigenously produced sub-systems, line repair units, software and critical spares of the product:

(m) Devices/ Line Repair Units for which Input/ Output Protocols are Indigenously available for enabling replacements by Indigenous equivalents or interfacing with equipment of own choice:

(n) Capability for carrying out comprehensive Maintenance, Repair and Overhaul, Calibration and Obsolescence management of the equipment/ platform/ system alongwith associated jigs, fixtures and test setups during the designed service life of the equipment within India.

10. Alternatives for meeting the objectives of the equipment set forth in the RFI.

11. Any other relevant information: _____

12. **Declaration**. It is certified that the above information is true and any changes will be intimated at the earliest.

(Authorised Signatory)

REQUEST FOR INFORMATION: QUESTIONNAIRE

1. Infrastructure Profile

- (a) Year established _____
- (b) Annual build capacity (in tonnage) _____
- (c) Details of future expansion and business development planned:
- (d) Name and address of foreign collaborator, if any
 - (i) Date of Agreement: _____
 - (ii) Validity of Agreement: _____
 - (iii) Scope of Agreement: _____
- (e) Capacity of Shipyard :
- (f) Capacity utilization chart:

2. Shipbuilding Profile

SI	YARD NO	CUSTOMER	TYPE OF VESSEL	DWT, GRT	ORDER DATE	START PRODUCTION	CONTRACTUAL DELIVERY	ACTUAL DELIVERY

3. Orders in Hand (Attach Order Copies for Similar Vessels only)

SI	YARD NO	CUSTOMER	TYPE OF VESSEL	DWT, GRT	ORDER DATE	START PRODUCTION	% COMPLETED	EXPECTED DELIVERY

- 4. Details of any Next Generation Interceptor Crafts (NGICs) with Self Righting Capability in service/ design or development stage _____.
- 5. Countries/Agencies where Next Generation Interceptor Crafts (NGICs) supplied earlier, provide details _____.
- 6. Estimated price of the NGICs _____.

7. Indigenous component of the NGICs (in percentage)
 - (a) Overall IC (in percentage) :
 - (b) IC for Material/ Components/ Software manufactured in India (In percentage):
8. Capability of Indian vendors to indigenously design and develop the NGICs with Self Righting Capability under Buy(Indian-IDDM) category as per latest guidelines vide MoD ID No.1(8)/D(Acq)/21 dated 18 Mar 24, minimum 50% of overall IC to be in the Material/Components/Software that are manufactured in India.
9. Applicable key technologies and materials required for manufacturing of the equipment/system/platform and the extent of their availability or accessibility in case they are not available in India _____ .
10. Availability of the equipment/system/platform in the Indian market, level of indigenisation, delivery capability, maintenance support, life time support etc_____ .
11. Approximate cost estimation and suggestions for alternatives to meet the same objective as mentioned in RFI _____ .
12. Any alternatives for meeting the objectives set forth in the RFI.
13. Confirmation from OEMs of major & auxiliary machinery to provide spares required for maintenance and overhaul through indigenous sources to be included in RFI.
14. List of probable indigenous equipment be appended.
15. Proposed Delivery Schedule for 30 NGICs.
16. Comments of Shipyards on following points is solicited:-
 - (a) Availability of Indigenised inboard Diesel Engines coupled with reversible gearboxes driving Waterjets SI 29, Section-F of Appendix A refers.
 - (b) Yard to indicate major design aspects/ limitations w.r.t. any of the requirements.
 - (c) Yard to bring out design considerations for incorporation of Self Righting Capability (non-assisted) in NGICs including restriction, if any on configuration of manpower, storage tanks (Fuel, Lub oil, Water), supplies etc at pre-bid stage, SI 26 of Section E of Appendix A refers.
 - (d) Yard to propose a Comprehensive Maintenance Contract (CMC) package and rotatable machineries to be covered under this project.
 - (e) Yard recommendation on quantity of cradles required per squadron for maintenance of NGICs.
17. Any other relevant information _____ .

18. **Financial Information (in INR for Indian Shipyards)**

- (a) Balance sheet last three financial years (year wise) _____
- (b) Profits made _____
- (c) Net worth _____
- (d) Debt/Equity ratio _____
- (e) Quick ratio _____
- (f) Attach copies of certified published annual report showing turnover and financial status in support of above information _____

19. **Declaration**. It is certified that the above information is true and any changes will be intimated at the earliest.

(Authorised Signatory)

Date: _____

Place: _____