

**REQUEST FOR INFORMATION (RFI) FOR CONSTRUCTION OF SIX HIGH SPEED
LANDING CRAFT (HSLC) FOR INDIAN NAVY**

1. The Ministry of Defence, Government of India, intends to procure **Six** High Speed Landing Craft (HSLC), from Indian Shipyards.
2. This Request for Information (RFI) consists of two parts as indicated below:-
 - (a) **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the HSLCs. A few important technical parameters of the proposed HSLCs are also mentioned.
 - (b) **Part II.** The second part of the RFI states the methodology of seeking response of Indian Shipyards. Submission of incomplete response format will render the Shipyard liable for rejection.

PART- I

3. **The Intended Use of HSLCs (Operational Requirements).** 'High speed Landing Craft' should be capable of undertaking operations in support of assault missions and used for transporting vehicles, equipment, cargo and personnel from ship to shore and vice-versa. The details are specified in the Operational/Technical Requirements placed at **Appendix A** of this document.
4. **Quantity Required and Anticipated Delivery Timeframes.** Six HSLCs are required to be delivered commencing 2023, followed by each vessel at an interval of three months. Vendors may, however, indicate timelines for delivery as feasible.
5. **Important Technical Parameters.** Operational/Technical requirements are placed at **Enclosure 1** of this document. Further, following details are to be submitted:-
 - (a) Feasibility to build the High speed Landing Craft (HSLC) as per the enclosed Operational/Technical Requirements (**Appendix A**). Each operational and technical specification sought in the questionnaire is to be suitably elaborated (**Appendix B**). Modification to the specifications can be suggested by the shipyard with suitable justification.
 - (b) Budgetary quotes with breakup of cost, including factors such as Annual Maintenance Contract (AMC), product support package, training etc.
 - (c) Build Period.
 - (d) Experience in building similar vessels along with client details. The shipyard must have the capability of constructing vessels with hull and superstructure of welded aluminium construction.

- (e) Memorandum of Understanding with a collaborator, if any, with respect to design aspects. Shipyards may indicate if the vessel being offered is in service in any other country.
- (f) Willingness for Option clause, including the duration for which the Option Clause would be valid may be indicated.
- (g) Whether the Shipyards would be able to comply with all provisions of DPP 2016 or not. If not, Para/Clause of DPP not agreed to with reasons, needs to be indicated.
- (h) Shipyards may consider Request for information (RFI) as advance information to obtain requisite government clearances.
- (j) The tentative delivery schedule for supply of the HSLCs after conclusion of the contract.
- (k) Acceptability to terms of payment as per DPP 2016.
- (l) Suitable inputs towards arriving at the Categorisation of the proposal iaw Para 6-9 of Chapter 1 and Decision Flowchart at **Appendix 'A' to Chapter II of DPP 2016** may be provided by the Vendors.

6. **Additional Specifications.** The aim of seeking this RFI is also to finalise the specifications for the said HSLCs with inputs from Shipyards. Accordingly, a questionnaire is placed at **Appendix B** and is required to be answered.

7. The Shipyards should confirm that the following conditions are acceptable:-

- (a) Solicitation of offers will be as per 'Single Stage-Two Bid System'. It would imply that a 'Request for Information' 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 date of submission of offers.
- (b) The technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check their compliance with RFP as per Para 55 of Chapter II of DPP 16.
- (c) Amongst the Shipyards cleared by TEC, a Contract Negotiations Committee (CNC) would decide the lowest cost bidder (L1) and conclude the appropriate contract.
- (d) The Shipyards would be bound to provide product support for the time period specified in the RFP, which includes spares and maintenance tools/jigs/fixtures/documentation for training for field and component level repairs. Towards this, shipyards may indicate the maintenance terms, if any, being offered.

(e) The Shipyards would be required to accept the general conditions of contract given in the Standard Contract Document at **Chapter VI of DPP 2016** placed on **www.mod.nic.in**.

(f) **Integrity Pact**. An Integrity Pact along with IPBG is a mandatory requirement in the instant case as per **Annexure I to Appendix M of Schedule I to Chapter II of DPP-16**.

(g) **Performance-cum-Warranty Bond**. A Performance-cum-Warranty Bond (equal to 5% of value of the contract) is required to be submitted after signing of contract.

PART-II

8. Procedure for Response

(a) The Shipyards must fill the form of response, as given in **Appendix B to Chapter II of DPP-16 and Appendix C & D of this document**. Apart from filling details about the Shipyards, details about the exact vessel meeting the mentioned operational / technical specifications (**Appendix A and Appendix B of this document**) should also be carefully filled. Additional literature on the vessel can also be attached with the form.

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

The Principal Director of Ship Production
Directorate of Ship Production
IHQ-MOD (NAVY), ROOM NO. 902,
CHANAKYA BHAWAN
NEW DELHI – 110021
INDIA
Tele: 0091-11-2688 6427
Fax: 0091-11-2688 6426
E-Mail: dsp@navy.gov.in

(c) Last date of acceptance of filled forms along with details sought is **06 Nov 2017**. The Shipyards short listed for issuance of RFP would be intimated.

9. The Government of India invites responses to this request only from Indian Shipyards who qualify the criteria specified. The end user of the HSLCs is the Indian Navy.

10. 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 the RFI, should it be so necessary at any stage. The acquisition process would be carried out under the provisions of **DPP 2016** available on **www.mod.nic.in**.

Appendix A

(Refers to Para 3)

OPERATIONAL/ TECHNICAL REQUIREMENTS - HSLC

<u>SECTION A – CAPABILITIES</u>		
1.	Role	<p>(a) Ship-to-shore and shore-to-shore movement of material, vehicles, equipment, and personnel in support of amphibious operations.</p> <p>(b) Well dock operations for Rigid Hull Inflatable Boat.</p> <p>(c) Humanitarian Assistance and Disaster Relief Operations (HADR).</p> <p>(d) Logistic support for Island Territories.</p> <p>(e) Search and Rescue.</p>
2.	Capabilities	<p>(a) It should be capable of transporting vehicles, equipment, cargo and personnel from ship to shore and vice-versa.</p> <p>(b) It should have the capability to operate from the Landing Platform Dock (LPD)well dock/ shore both by day and night The dimensions of the HSLC are as follows:-</p> <p style="padding-left: 40px;">(i) Length \leq 99 ft</p> <p style="padding-left: 40px;">(ii) Breadth \leq 48 ft</p> <p style="padding-left: 40px;">(iii) Height \leq 24 ft</p> <p>(c) It should have the ability to operate from unprepared beaches and/ or shores at gradients more than and equal to 1:50. Requirement of shore support when alongside jetty should be minimal.</p> <p>(d) It should have two ramps, one each forward and aft for enabling 'Roll-on Roll-off' manoeuvre. These ramps should be capable of supporting loads of 55 tons or more when fully lowered. The ramps of the High Speed Landing Craft (HSLC) should be able to mate with each other to facilitate loading/ unloading of cargo from one HSLC to other, both at the beach and in the dock well (in ramp to ramp configuration).</p> <p>(e) The sides of the craft and pilot house should be suitably designed/ constructed to provide protection to personnel</p>

SECTION A – CAPABILITIES

		<p>against small arms fire.</p> <p>(f) The HSLC should have the provision of mounting any configuration of four machine guns (12.7 mm and 7.62 mm).</p> <p>(g) It should have an operational life expectancy of at least 20 years.</p> <p>(h) The construction of HSLC should provide adequate coffer dams, void spaces, double hull for provision of reserve of buoyancy commensurate with the nature of its operation.</p> <p>(j) Endurance of atleast 24 hrs, at economic speed more than 8 knots.</p> <p>(k) High degree of automation to reduce manpower and improve habitability.</p> <p>(l) Fire Fighting capability throughout the machinery spaces, pilot cabin and upper deck of the HSLC to be provided.</p> <p>(m) Basic communication fit to operate from LPDs/ limited coastal patrol (for 24 hrs range of operation).</p> <p>(n) Adequate redundancies in terms of equipment.</p> <p>(p) Conformity of equipment fit to latest International Maritime Organisation (IMO)/ MARPOL/ (Marine Environment Protection Committee) MEPC regulations in force, wherever applicable.</p>
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<u>SECTION B – OPERATIONAL CHARACTERISTICS</u>		
3.	Mission Duration	Throughput Index (product of the average speed of a round trip and the payload in tons) of atleast 1900. Capable of continuous amphibious operations for atleast 24 hrs from LPD in an 'Over the Horizon' scenario (≥ 20 nm) without refuelling.
4.	Op Cycle	The craft is to follow Ops cycle of ≥ 12 months operation followed by a period of refit. The docking interval should be commensurate with the refit cycle.
5.	Mode of Transit/	<u>Transit Mode</u> . For high speed transit operations. <u>Beaching/ Landing Mode</u> . For landing operations.
6.	Operation Speed	(a) Speed ≥ 28 knots in Sea State 2 in Transit Mode without cargo. (b) Speed ≥ 18 knots in Sea State 2, with ≥ 65 tons cargo (Normal Working Load).
7.	Endurance	Endurance of ≥ 250 Nm at economical speed ≥ 16 kn, Normal Working Load ≥ 65 tons, upto Sea State 3.
8.	Loading/unloading	(a) Receive and release vehicles/load, fore and aft in RO-RO mode at port with jetty height upto 1m above waterline. (b) Transfer vehicles at sea from a RO-RO cargo ship.
9.	Self Defence	(a) A total of four firing points – two machine guns on either side (providing all round coverage). (b) There should be adequate weapon storage space. (c) Bullet proofing of glasses and light armour plating for wheelhouse, forward control station and gun weapons stations is to be provided (protection against armour piercing bullets) . (d) Two Warning Points for fitment of Acoustic Warning Device (AWD) for providing all round coverage are to be provided.
10.	Navigation Systems	The craft should be fitted with (required quantity of) nav aids suitable for undertaking 'Over-the-Horizon' operations at sea. These include COTs I-band Radar, Multi Function Console (MFC), Automatic Identification System (AIS), Heading Sensor, GPS, Fixed VHF MMB, Echo Sounder (deep and shallow water scales), Log, DGPS receiver (independent display) and ECDIS (selectable 17 inch colour screen). Naval IFF MK – II system (Identification Friend or Foe system) (transponder only) should

SECTION B – OPERATIONAL CHARACTERISTICS

		also be fitted.
11.	CCTV	The CCTV cameras are to be provided to enable effective all-round viewing and also for viewing internal and machinery compartment.
12.	Communication Outfit	<p>(a) Following external communication equipment should be provided:</p> <ul style="list-style-type: none"> (i) Two fixed V/UHF radios with separated antennae. (ii) Beacon bridge RLS (Revolving Light System). (iii) Equipment which are part of IMO regulations for meeting GMDSS (Global Maritime Distress and Safety System) requirements. (iv) Portable and handheld equipment (two each HF and V/UHF). (v) Portable SATCOM (Satellite Communication) equipment on 'as required' basis. (vi) Radar transponder. (vii) Digital recorder. <p>(b) Portable Visual Signal Equipment.</p>
13.	Fire fighting system	Fixed fire fighting system is to be catered for machinery spaces and Well Dock area. Adequate portable fire extinguishers are to be provided for other compartment/ area.
14.	Towing and Vessel Recovery	Capable of towing a vessel similar in size and displacement at a speed of 5 to 8 knots upto Sea State 4.
15.	De-Watering Systems	The craft is to have de-watering arrangements for coffer dams, void spaces and machinery spaces. The arrangements are to have redundancies and should be able to operate both in afloat and dry well dock conditions.

<u>SECTION C - DESIGN CONSIDERATIONS</u>		
16.	Important Design Features	Capable of changing over from Transit mode to Beaching mode for beaching operations.
17.	Operation from LPD	HSLCs are to be so designed to enable operation of two HSLCs or one HSLC with two LCMs from <i>IN</i> LPD. Dimension of LCM is as follows:- Length – 23 M Breadth – 6.5 M Draught – 1.5 M
18.	Displacement	Light ship displacement \leq 185 ton. Fully loaded \leq 285 ton (approx).
19.	Dimensions	To meet the requirement for operations from LPD, as given in Ser 16 above and loading capabilities given in Ser 35 to 38 (Section C).
20.	Draught	Transit mode: Loaded draft \leq 2.5 m. Light ship draft \leq 2.0 m. Beaching mode: Loaded draft \leq 1.0 m \pm 10%. Light ship draft \leq 1.0 m \pm 20%.
21.	Type of Propulsion	(a) Suitable propulsion capable of achieving requisite speed, endurance criterion and optimised to operate in shallow waters/ during beaching operations for prolonged duration. (b) Primary control and monitoring of the propulsion system should be from the wheelhouse.
22.	Engineering	All engineering systems need to be of proven design with COTS content for easier maintenance and upkeep. All components should be rugged so as to withstand the rigours of beaching and well dock operations that the craft is subjected to.
23.	Ramp Operation	(a) The ramp operation should have multiple redundancies in case of primary power failure. (b) Capable of ramp to ramp marriage operations with LPD upto Sea State 3.

<u>SECTION C - DESIGN CONSIDERATIONS</u>		
24.	Power Generation	<p>(a) Two in number 415V, 3 phase, 50Hz, 3 wire Diesel Generators conforming to Classification Society Rules should be provided. Each generator should be able to cater for total electrical load onboard while the vessel is underway. The generators are to be selected for maximum loading upto 80% of the rated capacity.</p> <p>(b) Capable of transferring electrical load of one generator to another generator during the changeover.</p> <p>(c) Maintenance free batteries for marine use with power pack allowing continuous monitoring of the charge level should be installed. The batteries should be used for starting the main engines and generators, and emergency power supply for navigation lightings, communications and emergency lightings.</p> <p>(d) Water tight Shore Supply Connection Box should be fitted at suitable location on both sides of the weather deck conforming to Classification Society Rules, to meet the requirement of the craft.</p>
25.	Sea Keeping	<p>(a) The Landing Craft should be capable of conducting all amphibious operations upto Sea State 3 in full load displacement.</p> <p>(b) Well-dock loading / unloading (Empty or fully loaded) from or to a LPD upto sea state 3.</p> <p>(c) The Landing Craft should be capable of safe navigation upto Sea State 5 on all headings.</p> <p>(d) The Landing Craft should be capable of surviving upto Sea State 6.</p> <p>(e) Sea keeping is to be proven i.a.w requirements of NCD 0102 and Class.</p>
26.	Primary Ship Control Position	<p><u>Transit Mode.</u> Conning from a weatherproof wheelhouse.</p> <p><u>Beaching Mode.</u> Forward and aft station for beaching and well dock loading and unloading.</p>

<u>SECTION C - DESIGN CONSIDERATIONS</u>		
27.	Manoeuvrability	<p>(a) Craft should have very good manoeuvrability at low speed (ie, from zero to ten knots) in confined and narrow waters, especially during the beaching operations.</p> <p>(b) Capability to leave the beach after offloading from the same lane (catering for mined waters).</p> <p>(c) Capability to pivot about its vertical axis.</p>
28.	RHIBs	Capable of storage, launch and recovery of at least 2 RHIBs (10 m) upto Sea State 3.
29.	Beaching	Capability to land in any beach with gradient more than and equal to 1:50.
30.	Hull	<p>(a) Equipped with landing ramp at forward end of vessel. The ramp should be adjustable to variable angles.</p> <p>(b) Redundancy for control of the ramps is to be provided.</p>
31.	Anchoring Mooring and Towing	Anchoring, Mooring and Towing arrangements are to be as per classification rules.
32.	Habitability	<p>(a) Capable of accommodating atleast 8 personnel depending on mission requirements.</p> <p>(b) Latest ship design concepts with respect to crew comfort are to be adopted. Equipment is to be sited so as to cause minimum discomfort/ disturbance to crew in operational compartments and messes. Modular and ergonomically designed furniture should be fitted onboard using lightweight composite (fire-resistant) material.</p>
33.	Complement	<p>(a) Configured for a permanent complement of 7 to 8 (including one officer).</p> <p>(b) Shore support team of 12 personnel for a squadron of six HSLCs.</p>
34.	Cargo Tonnage	Max Deadweight. Cargo carrying capacity of not less than 65 tons.
35.	Troops Capacity	Capable of carrying at least 180 troops with gears without the need for special housing modules and without the vehicles as specified in Para 37, for short durations.
36.	Vehicle Stowage	(a) Capable of storing main battle tanks and other armoured vehicles within area $\geq 125 \text{ m}^2$.

SECTION C - DESIGN CONSIDERATIONS

		<p>(b) Capable of storage, launch and recovery of an infantry platoon with either of the following combinations of vehicles (or equivalent) upto State 3:-</p> <p>(i) One x T 90 tank or T 72 tank.</p> <p>(ii) Six Armoured Personnel Carriers (APCs).</p> <p>(iii) Four APC + Two LMVs (Light Motor Vehicle) + One Jeep.</p> <p>(c) Reloading from LPD should be possible by embarking vehicles forward to save time and for better security, including by stern gate marriage.</p>
37.	Miscellaneous Stowage	<p>(a) Capable of carrying standard 20ft containers.</p> <p>(b) Provision should be made to secure all cargo.</p> <p>(c) A tie down system is to be provided for vehicles, RHIB, equipment, and palletised and containerised cargo as part of the Initial Outfit of Stores.</p>
38.	Fresh Water	Provisioning of storage of atleast 500 litres of potable water in addition to the designed capacity.
39.	Loading Arrangement	Provision is to be made for suitable arrangement for transferring the palletized load from mother ship to HSLCs. The fitting arrangement on HSLCs should be such that these do not hamper other functions of HSLC.
40.	Service Life	The craft should have a service life of at least 20 years.
41.	Engine Utilisation	<p>(a) The Landing Craft operating hours are to be optimised to achieve maximum (atleast 1000 hrs per year) exploitation vis-à-vis ops cycle (as given in Para 4 of Section B).</p> <p>(b) Time period between major overhauls \geq 5000 hrs.</p>
42.	Machinery Space	<p>(a) Shipping/ unshipping route for each machinery is to be clearly defined and should not affect the structure of HSLC.</p> <p>(b) All bilges should be easily accessible and illuminated.</p> <p>(c) Flashless lamps are to be provided.</p> <p>(d) Adequate maintenance envelope for all equipment upto major overhauls should be catered for in the design.</p> <p>(e) Oily water separator is to be provisioned to conform</p>

<u>SECTION C - DESIGN CONSIDERATIONS</u>		
		to IMO regulations on quality of bilge water exiting the vessel. Alternatively, provision should be made to pump out bilges to sullage barge.
43.	Rules and Regulations	<u>Classification Standards</u> . The crafts are to be built to IHQ MoD(N) approved Class Society Rules. Naval Standards specified are to be followed over and above Class Rules. The Class notation would be finalised post approval of <i>IN</i> .
44.	Stability	The vessel should confirm to Intact and Damage Stability requirements as promulgated by <i>IN</i> in the following conditions:- (a) Transit mode of operation. (b) Fully loaded condition. (c) Normal Working Load condition.
45.	Life Saving Appliances	Life Saving Appliances are to be fitted i.a.w SOLAS (International Convention for Safety of Life at Sea) and Class requirements.
46.	Vehicles	The following mechanical transport are to be provided with each HSLC:- (a) 01 x SUV (Sport Utility vehicle) in passenger configuration. (b) 01 x MUV with open Trailer (for transportation of stores/ equipment).

Appendix B

(Refers to Para 5 (a) and 6)

QUESTIONNAIRE FOR HIGH SPEED LANDING CRAFT (HSLCs)

1. What will be the displacement/ dimensions of the proposed vessel?
2. What are the comments on proposed Delivery Schedule of the vessel?
3. What is the capacity/ infrastructure of the shipyard to meet the delivery schedule?
4. What would be the approximate cost of the vessel and shipyards financial capability to undertake the project?
5. What is the past experience of shipyard in similar projects especially from point of view of construction of Aluminum hull ships/ craft?
6. What are your orders book status?
7. Details to be submitted for generating/ refining/ rationalizing the SQRs prior issuance of RFP (Appendix A).
8. Furnish details that go into determining the cost of the scheme, including factors such as Annual Maintenance Contract (AMC), product support package, training, etc.
9. What are the capabilities of Indian Shipyards to Indigenously Design, Develop and Manufacture (IDDM) the required equipment?
10. Furnish details of capability clearance certificate to indigenously design and develop the required equipment/ platform.
11. What are the 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?
12. What is the approximate cost estimation and suggestions for alternatives to meet the same objective as mentioned in RFI?
13. Availability of the equipment/ system/ platform in the Indian market, level of indigenization, delivery capability, maintenance support, life time support etc.
14. Would there be a requirement to tie up with a foreign design house/ shipyard for construction of the vessel with the indicated specifications?

15. To what International Standards are the fitted for components (to ensure safe operation and reliability), Pilot house, wheel house, forward control station and gun weapon station being designed to provide protection to personnel against small arm firing.

16. Details of proposed training, manufacturer recommended list of spares for onboard spares and base and depot spares for critical equipments, if any available may also be included in the response.

17. NBCD capabilities incorporated in the vessel if any may be indicated accordingly.

Appendix C

(Refers to Para 8)

INFORMATION PROFORMA
(INDIAN SHIPYARDS)**1. Name of the Shipyards/Company/Firm/Shipyard**

(Company profile, in brief, to be attached).

2. Type (Tick the relevant category)

Original Equipment Manufacturer (OEM) - Yes/No

Authorised Shipyards of foreign Firm/ - Yes/No

(attach Shipyards details, if yes)

Others (give specific details) _____

3. Contact Details

Postal Address: _____

City: _____ State: _____

Pin Code: _____ Tele: _____

Fax: _____ URL/Web Site: _____

4. Local Branch/Liaison Office in Delhi (if any)

Name & Address _____

Pin Code: _____ Tele: _____ Fax: _____

5. Financial Details

(a) Category of Industry (Large/medium/small Scale): _____

(b) Annual turnover : _____ (in INR)

(c) Number of employees in firm: _____

(d) Details of manufacturing infrastructure: _____

(e) Earlier contracts with Indian Ministry of Defence/Government agencies:-

Contract Number	Equipment	Quantity	Cost

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
DGS&D			
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 (to be submitted for each product separately).**

- (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 (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.

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

11. Any other relevant information: _____

12. **Declaration**

- (a) It is certified that the above information is true and any changes will be intimated within five (05) working days of occurrence.

(b) It is certified that design and development in indigenous and belong to the _____ (Vendor) and/ or _____ (its Indian Sub Vendor) certification for 12(b) and 12 (c) is required only if claiming IDDM category.

(c) It is certified that the complete set of design production drawing are available and source code for all software application/ programmes are available with the _____ vendor and that these would be produced for verification when required.

(d) It is certified that in the past that _____ (name of firm) has never been banned/ debarred for doing business dealings with Mod/ Gol/ any other Government organization and that there is no inquiry going on CBI/ ED/ any other Government agency against firm.

(Authorised Signatory)

Appendix D

(Refers to Para 8)

ADDITIONAL INFORMATION PROFORMA
(INDIAN SHIPYARDS)

1	Year Established							
2	Type Of Organisation Size/Classification Of Yard							
3	Organisation setup and availability of skilled manpower							
4	Details of design, planning and production facilities/ infrastructure including slipways/drydocks and wet basin/water front (attach brochures etc)							
5	Annual build capacity (in tonnage)							
6	Details of future expansion and business development planned							
7	Vessels delivered in last 05 years. (attach previous order copies for flotsam recovery barges / similar vessels only)							
	Yard No	Customer	Type of vessel	Dwt, Grt	Order date	Start production	Contractual delivery	Actual delivery
8	Orders in hand (attach order copies for similar vessel only)							
	Yard No	Customer	Type of vessel	Dwt, Grt	Order date	Start production	% Completed	Expected delivery
9	financial information (in INR for Indian shipyards and in US dollars for foreign shipyards)							
	(a)	Annual turnover in the last three financial years (year wise)						
	(b)	Profits made						
	(c)	Net worth = equity + reserves						
	(d)	Debt/Equity Ratio						
	(e)	Quick ratio = (current assets long term debts)/current liabilities						
	(f)	Attach copies of certified published Annual Report showing turnover and financial status in						

	support of above information.	
10	Detailed specifications of High Speed Landing Craft (HSLC) offered to meet the specified requirements and build period from date of order	
11	Detailed specifications of commercially off the shelf (cots) HSLC if available for outright purchase, if any.	