GOA SHIPYARD LIMITED

VASCO-DA-GAMA, GOA, INDIA

(A Government of India Undertaking)

(Ministry of Defence)

EOI FOR CONSTRUCTION OF FOUR TWIN SCREW, HARBOUR TUGBOATS OF 15 TONNES BOLLARD PULL FOR MAURITIUS PORTS AUTHORITY

Ref. No: [GSL/BD/EoI/4-TB/2026]

Table of Contents

S. NO	Description	Page
1.	Part - I : Expression of Interest	3
2.	Part - II : Broad Scope of Collaborator and Qualification Criteria	6
3.	Part - III : Instructions to Applicants and General Conditions	10
4.	Enclosure -1 : Design Deliverables	13
5.	Enclosure - 2 : Format of Experience in Similar Work	14
6.	Enclosure - 3 : Format of Financial Capability	15
7.	Enclosure - 4 : Declaration / Self-Certification regarding blacklisting / non-debarment / tender holiday of the firm	16
8.	Enclosure - 5 : Compliance to Instructions to Applicants and General Contractual & Commercial Conditions.	17
9.	Appendix - A : Technical / Functional Requirements of 4 TBs	18

EXPRESSION OF INTEREST (EoI) TO INVITE INTEREST FOR CONSTRUCTION OF FOUR TWIN SCREW, HARBOUR TUGBOATS OF 15 TONNES BOLLARD PULL FOR MAURITIUS PORTS AUTHORITY

PART-I

1. Company Profile

Goa Shipyard Limited (GSL), Vasco-da-Gama, established in 1957, is a premier Defence shipyard under the Ministry of Defence, Government of India. GSL has established itself as a leading builder of medium-sized sophisticated warships and patrol vessels for the Indian Navy, Indian Coast Guard, and export customers. With a proven track record of delivering Advanced Offshore Patrol Vessels (AOPVs), Fast Patrol Vessels (FPVs), Fast Attack Crafts, Interceptor Boats, Survey Vessels, Missile Crafts and other commercial vessels, GSL possesses deep expertise in steel, aluminium, and GRP/FRP hull construction. With direct sea access, modern infrastructure, a skilled workforce, and ISO-certified quality management systems, GSL is strategically positioned to design, build, and deliver a wide range of vessels at internationally competitive prices.

2. Introduction

Goa Shipyard Limited, a Defence shipyard under the Ministry of Defence, Government of India, invites expressions of interest and proposals from reputed Indian MSME firms to collaborate with GSL on the construction of four twin screw, harbour tugboats of 15 tonnes bollard pull for Mauritius ports authority

GSL seeks to identify and collaborate with a qualified Indian MSME firm that has prior experience in the fabrication of Harbour tugboats, and whose design complies with or can be suitably modified to meet the current operational specifications and classification standards laid down by the Mauritius Ports Authority.

3. Objective of EoI

(i) GSL has received a Request for Proposal (RFP) from the Mauritius Ports Authority for the construction of four twin screw, harbour tugboats of 15 tonnes bollard pull. The functional and technical requirements of the TBs are set out in **Appendix A**. This EoI is intended to:

a) Identify potential firms that can jointly undertake the harbour tugboat project and offer a proven or model-tested 15T BP Harbour Tug design.

b) Seek technical and commercial information for establishing an arrangement for the construction of TBs at GSL.

c) Evaluate capability for Harbour Tugboat design, fabrication, transfer of design and manufacturing know-how, model testing (if any) and CFD validation, and comprehensive lifecycle product support.

(ii) Upon signing of a Non-Disclosure Agreement (NDA), the shortlisted entities will be requested for a Pricing Proposal for Firmed Up scope which shall be shared by GSL. Considering the stringent timelines as well as the fact that the technical specs are already shared herewith, it is envisaged that shortlisted entities shall be required to submit the Pricing proposal in very short timelines of 3 days.

4. EoI Issuing Authority

This EoI is being issued by Goa Shipyard Limited, Vasco-da-Gama, for inviting interest from interested/eligible agencies to act as our Collaborator for this Project. The decision of GSL with regard to the short-listing of agencies through this EoI shall be final, and GSL reserves the right to reject any or all applications without assigning any reason whatsoever. No agency shall object / protest / demur / challenge the said decision of GSL in any manner whatsoever, and no solicitation in this regard shall be entertained by GSL. The details / queries, if any, on the EoI can be obtained from the mentioned details.

Issuing Authority: Goa Shipyard Limited, Vasco-da-Gama, Goa
Website: www.goashipyard.in
Email: hitendrapatle@goashipyard.com
Contact Details: Mr. Hitendra Patle, +91 7387306699

5. Key Dates

The scheduled activities during the EoI process shall be as follows:

Date of issue	14 Aug 2026
Last date of clarification	18 Aug 2026

EoI Closing date / last date of submission of applications	22 Aug 2026
Validity of EoI	6 months from the date of issue of EOI

GSL may, in exceptional circumstances and at its discretion, advance or extend the last date for submission of applications by issuing an addendum to be made available on the GSL website www.goashipyard.in.

6. Submission of EoI

The soft copy of the EoI response, with the subject as “Expression of Interest (EoI) for Construction of “Four twin screw, harbour tugboats of 15 tonnes bollard pull for Mauritius Ports Authority”, shall be sent on epsp@goashipyard.com within the closing date.

7. This EoI is being issued on a No Cost No Commitment (NCNC) basis, and GSL reserves the right to change or vary any part thereof at any stage. GSL also reserves the right to withdraw the EoI should it be necessary at any stage. The RFP process will be evolved, taking cognisance of standard business conditions and procedures of GSL.

PART-II

BROAD SCOPE OF COLLABORATOR AND QUALIFICATION CRITERIA

1. Role of Assignment

The purpose of this EoI is to seek responses from experienced Indian MSMEs, with cumulative shipbuilding experience, that have a suitable proven/model-tested design and supply track record for Harbour Tugboats / Yard Crafts / Commercial vessels of approx. 40 Ton lightship weight.

The selected collaborator shall support Goa Shipyard Limited (GSL) in the construction of 4 Harbour Tugboats as per the functional requirements provided in **Appendix A**. Detailed technical specification of the Vessel can be requested by interested parties from GSL through email address mentioned at para 4 of Part –I of EOI. In addition to the turnkey shipbuilding, the collaborator will be responsible for the transfer of design and technology, technical supervision, model-test (if any) and CFD validation, and all associated design-phase deliverables to ensure timely and quality delivery of the TBs.

2. Scope of Work

The Indicative scope of work of the Collaborator shall be as follows (which will be firmed up during RFP stage):

(a) Undertaking concept design, detailed design and production drawings, and detailed engineering, including model test and CFD inputs (if required by client), including transfer of ownership of all design work product.

(b) Development of build strategy and execution plan.

(c) Procurement of material and equipment as mutually agreed and communicated during RFP stage.

(d) Installation and integration of propulsion, electrical, piping, and auxiliary systems.

(e) Support during harbour trials and sea trials.

(f) Commissioning and delivery support.

(g) Undertaking Guaranteed Dry Docking (GDD) and the comprehensive maintenance package.

3. Qualification Criteria

The Participant shall be Single entity and shall qualify for the following criteria:

(a) **Technical PQC.**

(i) Fabrication Experience.

The applicant should have consistent and cumulative experience of fabrication and erection of 3 nos. Harbour Tugboats / Yard Crafts / Commercial vessels of approx. 40 Ton lightship weight over the last 10 years (reckoned from 10 Aug 2026).

(ii) Turnkey Shipbuilding Capability.

The applicant should have undertaken turnkey shipbuilding (from keel laying to delivery), of crafts of approx. 40 Ton lightship weight during the last 10 years (reckoned from 10 Aug 2026), including:

(aa) Hull and superstructure construction, outfitting, and integration of all major systems.
(bb) Supply and installation of material & equipment
(cc) Successful completion of harbour and sea trials, commissioning & delivery.

(b) **Commercial PQC.**

(i) The average annual financial turnover of the participants during the last three years, ended 31st March 2026 should be at INR 2.8 Crs as per the annual report (audited balance sheet and profit and loss account) or income tax return of the relevant period. Certificate from the statutory auditor as per attached format should be submitted for verification.

(ii) Firm has to be duly registered MSME (Udyam Certificate to be submitted)

(iii) Participating Entities' Shop and establishment registration certificate or registration certificate from Registrar of Firms (in case of partnership firm) or Certificate of Incorporation from Registrar of Companies, Memorandum & Articles of Association (in case of company) or any other valid document that confirms the firm's status shall be submitted.

(iv) Participating Entities who are not registered with GSL as GSLP shall submit Bank Solvency Certificate (BSC) for a minimum of Rs 2.8 Crs, addressed to GSL, issued in the name of the Participating Entity in last 12 (twelve) months

from original due date of tender opening. For availing exemption from submission of BSC mentioned above, the permanent registered vendors shall submit copy of valid Vendor Registration Certificate (VRC) along with their offer.

(v) The Bidder should have a positive cash flow, consistently profit making.

(c) **Execution and Participation Conditions.**

(i) The Collaborator shall be willing to execute vessel(s) construction at GSL and, if required, augment production through additional facilities outside GSL to meet delivery timelines.

(ii) The Collaborator shall not be an independent competing shipyard.

(iii) The Collaborator shall not bid or submit expression of interest to any other shipyard competing against GSL for the same project.

(d) **Design Deliverables & Schedule.**

The collaborator should submit following design data in line with MPA tender requirements by 17 Aug 2026:

Sr.	Description	Details
i.	Weight Estimation	Preliminary light ship weight, deadweight and full load displacement estimation.
ii.	General Arrangement	Preliminary GA, Midship section and Lines plan.
iii.	Resistance & Powering	Preliminary resistance, powering and bollard pull calculation including propulsion system selection.
iv.	Technical Specifications	Detailed Technical Specification
v.	Stability Calculations	Intact and damage stability as per IMO resolution for this type of Vessel.
vi.	Material Specification	Material of construction and their material properties shall be clearly specified
vii.	Construction Schedule	Construction Schedule in the form of Gantt Charts

(e) **Blacklisting.** The firm should not have been blacklisted / put on tender holiday by any Govt. agency or by any reputed private firm. A Self-Declaration to this effect shall be enclosed with the bid.

PART-III

INSTRUCTIONS TO THE APPLICANTS AND GENERAL CONDITIONS

1. Instructions to Applicants

(a) GSL's intention is to receive EoIs in order to shortlist eligible Collaborators. Limited Tender Enquiries (LTE) / RFP will be sent only to the shortlisted entities at a later stage. Issue of this EoI is fully under the discretion of GSL. Furtherance of the EoI and finalisation of the detailed scope of work during the RFP stage is fully at the right/discretion of GSL, and participants of this EoI do not have any right to question the same.

(b) GSL reserves the right to modify, expand, restrict, withdraw, scrap this proposal or reject any Expression of Interest without assigning any reason thereof. GSL reserves the right to evaluate the credentials of the applicants and shortlist the entities found qualified and capable of meeting the requirements of GSL. Invitation of EoI / shortlisting of EoI does not bind GSL to empanel the applicants or place any order or send tender documents to the agencies responding against this notice.

(c) **Clarifications.** During the evaluation stage of the EoI, GSL may, at its discretion, ask applicants for clarifications on their proposal. Applicants shall respond within the time frame prescribed by GSL. GSL reserves the right to make inquiries with any of the clients listed by the applicants in their previous experience record. GSL will not reimburse any cost incurred by applicants towards preparation and submission of the EoI.

(d) **Evaluation.** The EoI will be examined on the basis of response to the qualification criteria and requirements indicated in this EoI, and entities meeting the eligibility criteria will be shortlisted accordingly. If required, applicants may be invited to GSL to make a presentation at a suitable date and time to demonstrate their capabilities, experience, approach methodology, and project plan.

(e) GSL reserves the right to accept or reject any EoI proposal without assigning any reasons whatsoever.

2. General Contractual & Commercial Conditions

Commercial terms and conditions such as payment terms, taxes and duties levied, bank guarantees, licence fee, etc. shall be mutually agreed as per GSL standard procedures. Quantum and attributability of penalty / LD for delay or non-achievement of main performance parameters and maintenance requirements shall be mutually agreed between GSL and the selected entity during RFP stage.

(a) **Language.** The proposal and all associated correspondence shall be in English.

(b) **Disqualification.** GSL may at its sole discretion and at any time during the evaluation of proposals, disqualify any firm if they have:

(i) Non-adherence to the instructions given herein.

(ii) Incorporated any false information or furnished fake or truncated documents.

(iii) Submitted the proposal documents after the response deadline.

(iv) Submitted a proposal that is not accompanied by required documentation or is non-responsive.

(v) Failed to produce clarifications related thereto within the stipulated timelines, when sought.

(vi) Been declared ineligible by the Government of India / State Govt. / Public Sector Undertaking.

(vii) Not met any other applicable criteria / clauses in the current EoI.

(viii) A record of poor performance such as abandoning works, not properly completing contracts, inordinate delays, or financial failures, etc.

(ix) Attempted to influence the GSL prequalification process in any manner.

(c) **Integrity Pact and Solvency Certificate.** The firms shall sign an “Integrity Pact (IP)” to be executed between the firm and Goa Shipyard Limited, and submit a solvency certificate during award of Contract.

(d) **Jurisdiction.** This invitation for EoI is subject to the Law of India. Any dispute or difference on account of this EoI shall be subjected to the courts in Goa, India.

3. Documentation

Interested parties who are eligible are requested to submit the following documentary proof along with their EoI on or before the EoI Closing date :

S No	Particulars	To be submitted as
i.	Design deliverables as per para 3(d) of Part-II	Enclosure 1
ii.	Experience in similar works carried out as per the qualification criteria indicated at para 3(a) to (c) of Part-II of this EoI. Documents substantiating the qualification criteria.	Enclosure 2
iii.	Format of Financial Capability — Financial / Annual Report for the last three years including Balance Sheet / Profit & Loss A/c and Auditor's Report, etc. as per para 3(b) of Part-II	Enclosure 3
iv.	Declaration / Self-Certification regarding blacklisting / non-debarment / tender holiday of the firm.	Enclosure 4
v.	Compliance to Instructions to Applicants and General Contractual & Commercial Conditions.	Enclosure 5

Note: The applicant language of communication for all activities connected to this EoI and tasks thereof shall be in English.

Enclosure 1

Design deliverables

(as listed at para 3(d) of Part-II)

Enclosure 2

Format of Experience in Similar Projects

S No	Similar Projects	Client	Scope of work executed	Bollard pull (T) for the project	Status (Completed / In Progress)

Enclosure 3

Format of Financial Capability

FINANCIAL DETAILS OF ..... (APPLICANT)

Rs. Lakhs

Sl No.	Financial Year	Annual Turnover	Net worth as at the end of the financial year	Profit after tax
1	2025-26			
2	2024-25			
3	2023-24			

Signature of the authorised representative of Applicant
Company seal:
Date:

Certificate from the Chartered Accountant:
Name of Chartered Accountant:
Designation:
Name of firm:

(signature of the Authorised Signatory)
(Seal of Chartered Accountant)
(UDIN)

Enclosure 4

Declaration / Self-Certification regarding blacklisting/non-debarment / tender holiday of the firm

(on firm’s letter head)

Enclosure 5

Compliance to Instructions to Applicants and General Contractual & Commercial Conditions

(Clause-wise compliance to the EoI to be attached)

Appendix A

Technical / Functional Requirements of 4 Twin Screw, Harbour Tugboats of 15 Tonnes Bollard Pull

1.	Role	The vessel shall be primarily tasked with the following operations: 1. Towing 2. Pushing 3. Assisting small ships 4. Line handling 5. Mooring and other marine operations
2.	Area of Operation	The vessel shall operate within 5 nm from the shoreline.
3.	Operating Profile	The vessel shall be used for approximately 3000 hours/year (considering 15 hours of operation per day for ~200 days)
4.	Service Life	The vessel shall have an expected service life of 30 years
5.	Length overall	~15.0 m
6.	Breadth moulded	~5.0 m
7.	Max. draught	≤2.20 m (Navigational)
8.	Deck loading	≥1 t/m2
9.	Lightship Displacement	50-60 MT
10.	Complement	The vessel shall be provided with suitable seating arrangements, sanitary facilities and any other requirements as per Class/Flag State rules for 4 crew members and 6 additional passengers.
11.	Capacities	1. Fuel oil ~8 m3 2. Freshwater ~1 m3 3. Waste oil ~0.5 m3 4. Lube oil ~0.5 m3 5. Bilge/Oily water ~0.5 m3 6. Sewage ~1 m3
12.	Bollard Pull and Speed	1. The vessel shall have a static ahead bollard pull of at least 15 metric tonnes at 100% MCR of the engine. 2. The vessel shall be capable of achieving a free running speed of 10

		knots at 90% MCR of the engine, with wind speed not exceeding BF4. 3. The requirements of electrical power (refer section 62) are catered to.
13.	Environmental Conditions	Maximum ambient air temperature +40°C at a relative humidity of 90% Minimum ambient air temperature +15°C Maximum temperature of seawater +35°C Minimum temperature of seawater +15°C Maximum space temperature in engine rooms +50°C
14.	Classification	The vessel shall be designed and built in accordance with the rules and regulations of Bureau Veritas, or any equivalent IACS-recognized classification society.
15.	Rules and Regulations	1. Final Act of International Conference on Revision of the International Regulations for the Prevention of Collisions at Sea, 1972, with 1981 amendment. 2. IEC 92 requirement for electrical installation. 3. IMO Resolution A - 749 (18) - Code on intact stability for all types of ships covered by IMO instruments. 4. IMO Resolutions regarding performance standards for Navigation and Communication equipment. 5. SOLAS 1974 with all latest amendments 6. MARPOL 1973 with all latest amendments including air pollution, Garbage and sewage discharge. 7. International convention on tonnage measurement of ships, 1969 8. International regulation for preventing collision at sea, 1972 9. Intact and damage stability as per IMO resolution for this type of Vessel. 10. International telecommunication union rules 2004 convention with latest amendments 11. International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001

16.	Hull Type and Material	The main hull shall be all welded steel construction conforming to classification society rules. The steel for hull construction shall be in general of Grade A. High tensile steel may be used as appropriate, as per the class approved drawings.
17.	Build Method And Workmanship	All works shall comply with the requirements of the Classification Society and other Authorities governing this specification. Steel work to be carried out as per IACS Rec. 047 Part A "Shipbuilding and Remedial Quality Standard for New Construction", in accordance with the approved drawings.
18.	Delivery Schedule of Vessels by GSL to the Owner	Within 18 Months Following date of Letter of Acceptance