

कोशिया डाइजेस्ट **COSHYA** **DIGEST**



VOL - X
JANUARY 2018

A PUBLICATION OF COCHIN SHIPYARD LIMITED



QUARTERLY IN-HOUSE MAGAZINE
e-magazine available at www.cochinshipyard.com



REPAIR VESSELS AT CSL QUAY

Cover page: Hooghly river - CSL venturing into Inland Waterways segment



कोचीन शिपयार्ड लिमिटेड
COCHIN SHIPYARD LIMITED

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IN THIS ISSUE

- From CMD's desk
- Ceremonial events
- Visits
- Awards
- Inland Waterways – the new Highways
- Innovation
- Ship Repair
- Raj Bhasha
- Cargo Liquefaction and Ship Stability
- Skill Development
- Customer value in Business
- METI
- Corporate Social Responsibility
- Veterans of yester years
- Vigilance
- Appointments and promotions
- Creative pages
- Retirements

The views and opinions expressed in the articles are those of the authors and do not necessarily reflect the official policy or position of Cochin Shipyard Ltd.



My dear colleagues,

It gives me pleasure to communicate to you through the 10th edition of our house magazine, 'Coshya Digest'.

On 17 Nov 2017, we had with us the Honourable Union Minister of Shipping Shri Nitin Gadkari to lay the foundation stone for the International Ship Repair Facility (ISRF) along with Shri A C Moideen, Minister for Industries, Sports & Youth affairs, Government of Kerala and other dignitaries. It was a prestigious occasion for all of us and the project, upon completion, will reinforce our leadership position in the ship repair segment.

On the same day, the first Board meeting of the newly formed Joint Venture company Hooghly Cochin Shipyard Limited (HCSL) was also held and the shareholders agreement signed between CSL and HDPEL. HCSL located at Kolkata would be our

vehicle to take forward our aspirations in the Inland waterways sector. We also hosted a conference 'Build The Ship – 2017' wherein policy initiatives of the Ministry was discussed. We are also exploring possibilities to utilize facilities available with major ports trusts, viz. Mumbai and Kolkata and also the A&N Administration to set up and operate ship repair units.

Under these circumstances when we are trying to expand our business, it is very important that we maintain and strengthen our core competencies in CSL. We should honour our commitments on the IAC, TDV and the Passenger vessels.

We have reasons to cheer on the shipbuilding order book front having won a major order for building 8 Nos ASW corvettes for the Indian Navy. We have also emerged L1 for a set of FRP coastal security boats for the Ministry of Home affairs.

Ship repair is going good. We have won the refit contract for Sagar Bhushan from ONGC and Sagardhwani of DRDO. We are also expecting to receive some major orders in shiprepair shortly.

At the start of a new year in which we are to put in substantial efforts and ramp up the pace of activities in our yard, let us resolve to make 2018 a year where we rededicate ourselves to create a safe working environment. Let us make sure that safety at our workplace is our moral duty towards our fellow workmen. Let it also be always clear that a Safe CSL is most important for the very essence of our lives – our families and our near and dear ones. Let us not forget for a minute that an incident caused by an unsafe act on our part could shatter the dreams and bring down all aspirations of an entire family.

I wish you all a very happy prosperous and a very Safe 2018.

Jai Hind! ●

CSL lays foundation stone for INTERNATIONAL SHIP REPAIR FACILITY



Union Minister for shipping, Shri Nitin Gadkari performed the ground breaking for the International Ship Repair Facility, the 970 Crore Ship Repair Project of CSL, in a ceremony held on 17 Nov 2017 at 1000 hrs. Shri A C Moideen, Minister for Industries, Sports & Youth Affairs, Government of Kerala, Prof K V Thomas, Member of Parliament, Smt Soumini Jain, Mayor, Shri Hibi Eden, MLA and Shri K J Maxi, MLA were the guests of honour.

The International Ship Repair Facility is a state of the art facility that can handle major chunk of small and medium size vessels in India.

Shri Madhu S Nair welcomed the invited guests in his speech, highlighting the importance of the project for CSL and Cochin Port.

Shri Nitin Gadkari, while addressing the gathering of Officers, Supervisors and Workmen of both CSL & ISRF and other invited audience consisting of various stakeholders involved in the project,

congratulated team CSL for taking the decision to start this joint venture activity. This, he said, is going to open a new era of development for Cochin Shipyard and will be a support to Cochin Port Trust.

"CSL is one of the flagship companies under the Ministry of Shipping. They are technically very sound. That is why when there arose a requirement of investment for expansion, we decided to go to the capital market. And it was a huge success.

This venture is a 'win-win' situation for both Cochin Shipyard and Kochi Port Trust. CSL's expansion will benefit the Port Trust's profitability.

Without industry we cannot generate employment. Cochin Shipyard has tremendous strength and the Ministry is ready to support it", he said.

With the technology, knowledge and experience CSL possesses, it can generate more employment in the State and branch out to different parts of the



country too, the Minister said.

Shri A C Moideen, Minister for Industries, Sports & Youth Affairs, Government of Kerala and Prof. K V Thomas, Hon'ble MP, in their speeches offered their continued support and guidance to CSL. Smt Soumini Jain, Honourable Mayor, Shri Hibi Eden, MLA and Shri K J Maxi, MLA, also spoke on the occasion. ●



FORMATION OF NEW JV COMPANY – CSL'S FORAY INTO INLAND WATERWAYS SECTOR



Exchanging Shareholders agreement - Honrble Minister Shri Nitin Gadkari and Shri Satinder Pal Singh, Jt. Sectreary (Shipping) are also seen

This 74% : 26% Joint Venture Company, between CSL and HDPEL will make investments totaling to about 130 crores in the existing Salkia and Nazirgunge units of HDPEL at Howrah District to create modern shipbuilding facilities, which will cater to the emerging inland water shipping and ship building segment both in India and neighbouring regions.

Formation of the new JV Company having CSL's

Cochin Shipyard Limited (CSL) and Hooghly Dock & Port Engineers Limited (HDPEL) formed a joint venture company - "Hooghly Cochin Shipyard Limited" (HCSL).

The first Board meeting of the newly formed company was held on 17 Nov 2017 at Kochi and the Shareholders Agreement was signed between CSL and HDPEL on the same day in the presence of the Honourable Minister, Shri Nitin Gadkari and senior officers of Ministry of Shipping, CSL and HDPEL.

The shareholders agreement was signed and exchanged between Shri Madhu S Nair, Chairman & Managing Director, CSL and Shri S Balaji Arunkumar, Dy.Chairman, Kolkata Port Trust, who is the officiating C&MD of HDPE Ltd., Kolkata.

technological leadership and expertise coupled with HDPEL's geographical advantage would begin a new era in the Inland Waterways sector in India. ●



Shareholders agreement being signed by Shri Madhu S Nair, CM&D CSL and Shri S Balaji Arunkumar, Deputy Chairman, Kolkatta Port Trust.



“BUILD THE SHIP - 2017”

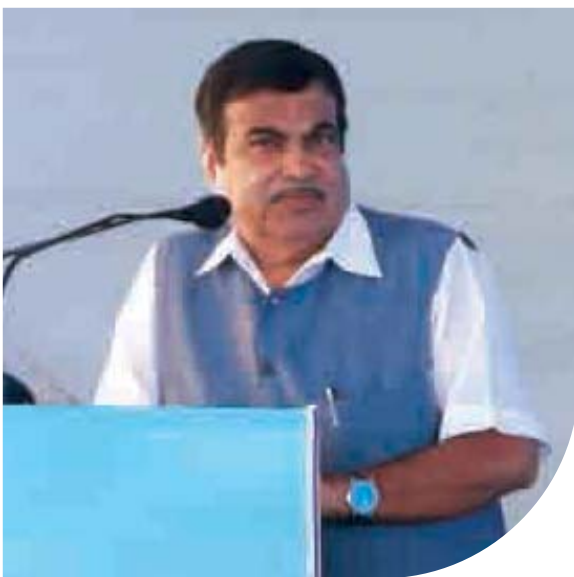
CONFERENCE ON

SHIP DESIGN, SHIPBUILDING, SHIP REPAIR & ANCILLARIES



The Ministry of Shipping organized a Conference on Ship Design, Shipbuilding, Ship Repair and Ancillaries on 17 Nov 2017, at Hotel Crowne Plaza, Kochi.

The aim of the seminar was to suggest a road map and propose recommendations for improving Shipbuilding, Ship Design, Ship Repair and Marine Ancillaries in the country.



The seminar was inaugurated by Shri Nitin Gadkari the Honourable Minister for Shipping, Road Transport, Highways and Ganga Rejuvenation.

“We need good, affordable and cost effective technology and practices and most importantly a futuristic vision for the industry. I expect you to make simple systems, do experimentation, allow people to work and give them opportunity. As policy makers in the government, we request you to come to us with full transparency and I assure you that we will remove the problems and the speed breakers and simplify the systems.” The Minister said in his inaugural speech.

While referring to the need to set up a repair facility in Andaman & Nicobar Island Territory, he said that unfortunately the A&N vessels are taken to Malaysia, Indonesia and China, for repair, causing loss of time and money.

The conference was attended by the ministry officials, Directorate General of Shipping officials, industry stake holders - from ports, shipyards, ancillaries, shipping companies, ship designers, academia, financial institutions, industrial bodies such as INSA, SAI and IMDA and classification societies. ●

CHIEF OF THE NAVAL STAFF VISITS CSL



Cochin Shipyard was happy to host Admiral Sunil Lanba, PVSM, AVSM, ADC, Chief of the Naval Staff, Indian Navy, who was in CSL for a short visit on 12 Oct 2017. The Admiral reviewed the progress of the Indigenous Aircraft Carrier, under construction in the yard and also held meetings with the Warship Overseeing Team and Team CSL.

The Admiral penned the following in the visitors' book: ***" Visiting the IAC and CSL after a gap of 22 months. The progress made has been impressive. We will work together to deliver the carrier to the Nation on schedule. Wish CSL all the best."***

VISIT OF DG SHIPPING TO CSL



Dr Malini V Shankar, IAS, Director General of Shipping visited CSL on 30 Oct 2017. She visited the yard and also onboard Indigenous Aircraft Carrier, under construction. The DG (S) held meeting with the C&MD and Directors.

She noted the following in the visitors' book:

" It was great pleasure to visit the facility of Cochin Shipyard, and I heartily appreciate the courtesies extended by the C&MD and his team. I am impressed with the technical excellence and passionate commitment of the team, making the entity an exemplary and versatile one. I wish the shipyard all success in its endeavours."



CSL WINS KERALA STATE ENERGY CONSERVATION AWARD



CSL team led by Shri Bejoy Bhasker, CGM (T&IP) received the award from the Honourable Minister for Electricity, Government of Kerala, Shri M M Mani, at a function held at Thiruvananthapuram on 15 Dec 2017.

The award is the recognition for the incessant, sustained and conscious efforts of CSL in better energy management. In tune with the government policy, CSL has been switching to energy efficient LED based

Cochin Shipyard has been selected for the Kerala State Energy Conservation Award 2017 in the category of 'Large Scale Energy Consumers'. The award has been instituted by the Government of Kerala as an appreciation for noble and concerted effort towards energy conservation in the State.

lights in the office buildings and for street lighting in all major roads within the shipyard. All future buildings in CSL would be provided with LED fittings only. ●

CSL WINS AWARD FOR BEST STALL IN MSME EXPO



Cochin Shipyard participated in the IND-EXPO 2017, a national level vendor development cum industrial exhibition & B2B meet organized by the MSME-Development Institute, Ministry of MSME, in association with the Directorate of Industries &

Commerce, Government of Kerala and the Kerala State Small Industries Association, Thrissur. The expo was held on 07-09 Dec 2017, at Thrissur, Kerala.

CSL's stall was well appreciated by all and attracted maximum number of stake holders, particularly from the industrial establishments, in the MSME sector and the government agencies. The visitors included Shri Paul Antony, IAS, the then Additional Chief Secretary (Industries & Power), currently Chief Secretary, Government of Kerala.

CSL won the award for best stall in the Expo. ●

PRODUCTIVITY AWARD TO CSL



CSL won the FACT MKK Nair Productivity Award, from Kerala State Productivity Council for the second best productivity performance .

Shri Bejoy Bhasker, CGM, Shri M Murugaiah, CGM and Shri M D Varghese, GM, together with employees' representatives, received the award on

01 Dec 2017, from Shri A C Moideen, Honourable Minister for Industries, Sports and Youth Affairs, Government of Kerala who is also the President of Kerala State productivity Council. ●

BEST SLOGAN AWARD TO P. NARAYANAN KUTTY

Slogan authored by a CSL employee fetched the second best slogan award from the Kerala State Productivity Council. The message is "we must change our attitude to convert waste to glittering diamond"..

Shri P Narayanankutty, Code No.3126, A.E(W), Hull Department, the author of the slogan, received the award from Shri A C Moideen, Minister for Industries, Sports and Youth Affairs, Government of Kerala on 01 Dec 2017.

Congratulations - Mr. Narayanankutty



"മാലിന്യം മിന്നുന്ന മാണിക്യമാക്കാൻ മാറ്റേണം നമ്മൾ മനോഭാവമാദ്യം"



INNOVATIVE WELDING ROTATOR



"The R&D team consisting of Mr Ismail A.E, Code No -2855, Mr Jinan P.B, WLF 8, Code No 3434 , Mr Vinoj K.G, WLF 8, Code No- 3459 have developed an innovative Welding Rotator which will help in improving the productivity and quality of welds.

This welding rotator has been developed by utilizing the gearbox, belt drives, potentiometer to control the speed etc from damaged SAW welding tractor.

This new innovative welding rotator can be used for the build-up of wheels of various cranes in CSL and can also be used for any kind of circular welding by keeping the welding torch stationary and varying the welding speed by changing the RPM of the rotator to suit the travel speed of the weld torch. ●



“PRAJYOTI” LEADERSHIP TALK SERIES



CSL conducts bimonthly leadership talk series - 'PRAJYOTI' - by eminent speakers from various walks of life. The talk series held in CSL is open to all executives of CSL.

In the 5th session of the talk series, Mr Arun Balakrishnan, former Chairman & Managing Director, Hindustan Petroleum Corporation Ltd., addressed a gathering of executives of CSL on 21 Oct 2017 at the METI assembly hall.

Shri Arun Balakrishnan is the independent director in Shipping Corporation of India Ltd. He is also the founder Chairman of HPCL- Mittal Energy Ltd (HMEL), a joint venture company of HPCL and L N Mittal Investments and is currently an independent director of the board. Additionally, he is a non executive independent director on the boards of a number of prestigious companies in the Oil & Gas, Power, Real Estate, Space, Trading, Commodities exchange, etc.

He is also a recipient of “the Distinguished Alumni Award 2008”

The sessions including interactions took about an hour and a half commencing from 1530 hrs. His address centered around his experience as a leader and how he tackled challenges posed to him while working in different capacities in the PSU companies where he has worked over the years. ●





In the last three months, CSL has successfully completed repairs of 20 vessels and has secured orders for repairs from five new clients in the commercial sector. In addition to the routine repair orders CSL has secured high value ship repair orders for MODU Sagar Bhusahn of ONGC & INS Sagardhwani of the Indian Navy.



Another commendable achievement in the Ship repair division is the successful completion of the Naval refits of INS Shakti, INS Airavat, INS Cheriyam and INS Coradivh. All these contracts were executed meeting the Schedules.

Repairs of Trasheshipment vessels MV Royal Sesa of M/s Vedanta Ltd., M V Shatixa of M/s TimbloPvt Ltd, and MV Vishal Hira of VM Salgaocar& Bro Pvt Ltd and

MVPamba 1, a container vessel of M/s Sima Marine India Pvt Ltd were the projects from new clients which were completed during October & November 2017. MV Lucky-7 owned by M/s Worldwide Resorts and Entertainment is undergoing repairs in the yard.

MV Vishal Hira

MV Vishal Hira, an IRS classed self unloading barge owned by M/S V.M.Salgaocar& Bro. Pvt.Ltd., Goa came to CSL for her special survey and hull painting. Major work done at CSL was the application of Silicone based foul release coating in the hull exterior area under the technical

supervision of paint manufacturers. This special paint applied is exceptionally smooth with very low levels of average hull roughness and excellent resistance to fouling. Also in the next dry-docking the hull can be cleaned by just doing low pressure washing. Though, CSL had previously undertaken the application of this paint in water jet areas of high speed craft, such an extensive application was carried out for the first time in India. Application of the paint was done with utmost care during surface preparation and painting, which was appreciated by the ship owners.

INS Shakti

CSL has successfully completed refit of INS Shakti – fleet tanker and one of the Flag Ships of the Eastern Naval Command. CSL had bagged this order for the refit of INS Shakti against stiff competition from private players. The efforts put in by CSL in sourcing major spares and arranging services from foreign OEMS, which formed a critical path activity in the execution of the project, was highly appreciated by the ship owner.

INS Shakti being the mainstay for fueling operations in the eastern command has also successfully completed her first Naval operation after sailing from CSL recently.

INS Airavat

INS Airavat is an amphibious warfare vessel (tank landing ship) of the Indian Navy. The repair to the vessel was completed as per schedule. The vessel sailed off from CSL on 05 November 2017, after successfully completing her full power trials. CSL has carried out repairs to bow doors, weapons system and steering gear, revamp of the machinery and allied system repairs and other normal routines in addition to the extensive steel renewal. The Commanding Officer and team from the Indian Navy has heaped praise on the quality of the work executed by the yard and the support extended by the team.

INS Coradivh & INS Cheriya

Refits of INS Cheriya & INS Coradivh, Water Jet FAC's of the Indian Navy, were offloaded by the Eastern Naval Command. Both the refits were executed in parallel. Major routines on the main engine, auxiliaries, water jet propulsion and the hull survey and inspections were few of the critical activities carried out in the yard. The vessels sailed out after their successful completion of the refits on 06 & 07 October 2017, respectively. Though these vessels are smaller in size, they remain important platforms for surveillance/patrolling and are extensively used by the Indian Navy.

Other major repairs completed during October to December 2017 are ONGC's offshore supply vessel DSV Samudra Prabha operated by M/s Shipping Corporation of India, Research vessel RV Sindhusadhana owned by M/s National Institute of Oceanography, MBMuziris of District Panchayat, Trissur which is operating as Jankar service between Munambam and Azheekode, Tug Vypeen of Cochin Port Trust and LDCL vessels MV Laccadives, MV Minicoy, MV Arabian Sea & MV Corals.

Ship repair order in offshore segment despite stiff competitions from various Indian and foreign yards. After the award of contract, MODU Sagar Bhushan was towed from Kakinada to Cochin and the vessel reached CSL on 07 Dec 2017. All the repair works on the vessels are progressing in full swing. Major jobs in the package include Steel renewals (approx. 300T), Renewal of crown block and travelling block, Derik / TDS alignment, Renewal of pumps and valves, up gradation of ballast control system, Renewal of Anchor winch SCR drive, renewal of approx. 20000 mtrs of pipelines, renewal of generator control panels, O/H of more than 150 motors, Extensive Surface Preparation and Painting (approx. 85000 sq.m) etc.

At ISRF, LDCL vessel Tug Kalpitti has sailed off after dry dock repairs on 05 November 2017. Dry dock repairs of another LDCL vessel MV Elikalpeni and MV Prashikshani owned by Central Institute of Fisheries Nautical and Engineering Training



MODU Sagar Bhushan-

It has been almost a decade since CSL has undertaken repairs of Mobile Offshore Drilling Units (MODUs). CSL has successfully bagged this

(CIFNET) were also completed and undergoing final survey. Repairs of FB Pradayak, a fuel barge of Indian Navy, has been commenced and the vessel is waiting for docking. ●



PASSING OUT OF MARINE ENGINEERS

The passing out ceremony of the 38th batch of the Marine Engineering Training Institute of Cochin Shipyard was held on 08 Dec 2017 at 0830 hrs.

of the cadets, officials and former chiefs of METI, officers, senior retired officers and office bearers of associations / trade unions. ●



Shri Amitabh Kumar, IRS, Additional Director General of Shipping, Mumbai was the chief guest of the ceremony held in CSL. A 1987 batch IRS Officer, he is widely experienced in various capacities in the Government.

The highlight of the ceremony was the passing out parade conducted by the Graduates, in tune with the prestigious Navy Band, who performed their best numbers for the event. The Chief Guest inspected guard of honour and gave away awards to outstanding cadets.

In his inspiring speech, while wishing the cadets all the very best in their future career, the Chief Guest advised them to continue their commitment and discipline they showed in the parade. The life at sea is tough and demanding both professionally and physically. The Chief Guest reminded the cadets of their responsibilities and the need to keep our flag flying high wherever they go.

The events of the day started with acceptance of general salute by Shri Madhu S Nair, C&MD and presentation of report by Shri M Murugaiah, Chief General Manager. Invitees included Directors and senior officers of CSL, parents and family members



BEST CADET

CMDE. S S BAWA, AVSM, ROLLING TROPHY
Mr. VASUKUTTAN, Slot No. 2484

BEST TRAINEE (ACADEMIC)

CMDE. M K MURTHY ROLLING TROPHY FOR
ACADEMIC EXCELLENCE
Mr. JOSEPH REYNOLD, Slot No. 2518

BEST ATHLETE

Mr. AGANSON ANTON, Slot No. 2487

BEST SWIMMER

Mr. ASWIN PRAKASH, Slot No. 2485

BEST HOUSE: PAMBA HOUSE

INLAND WATERWAYS – THE NEW HIGHWAYS

Rajesh Gopalakrishnan

PRELUDE

India is a land of rivers. It was therefore only natural that waterways were extensively used for trade by early rulers. During these periods inland trade flourished, giving rise to many areas with high levels of economic activity. India's famous sea ports facilitated thriving trade relations with the Arab countries, Persia and Egypt, other than various countries of South-East Asia and China. Horses were imported from West Asia, silver from Japan and gold from East Indies. As rail - road infrastructure & trade improved over centuries, the inland water trade collapsed. But history, as always, seems to be coming a full circle. With highly congested & polluting road and rail systems & increasing safety concerns, there is an express demand to reopen the country's waterways.

The major inland waterways in India consist of the Ganges (Ganga) Bhagirathi Hooghly rivers, the Brahmaputra, the Barak river, the rivers in Goa, the backwaters in Kerala, inland waters in Mumbai and the deltaic regions of the Godavari - Krishna rivers.

GOVERNMENT INITIATIVES

With a view to developing Inland Waterways Transport as a supplementary / alternate mode of transportation and to reduce congestion on roads and railways, the Parliament enacted the National Waterways Act, 2016 on 12.04.2015, declaring 111 rivers across India as National Waterways. In order to expedite the process, this was done through a single legislation instead of separate ones for each national waterway. The logic behind the decision is simple: "Transport by shipping is far more cost-efficient than that by road or railways".





NATIONAL WATERWAY NO. 1

The GoI is currently focusing its efforts on reviving the Ganga watercourse – known as National Waterway 1 or NW1- to ferry cargo from the eastern seaport of Haldia to Varanasi, around 1,360 km inland. This waterway has the potential to emerge as the leading logistics artery for northern India. The stretch between Kolkata and Delhi passes through one of India's most densely populated areas. While this region is estimated to possess a requirement of about 370 million tonnes of freight annually, only a tiny fraction of about 5 million tonnes currently transits by water.

The development of NW1 will help these states direct some of their freight to the Kolkata-Haldia complex, making the movement of freight more reliable and cheap. Capacity augmentation of NW1 Project will help put in place the infrastructure and services needed to ensure that this waterway emerges as an efficient transport artery in this important economic region.

Once operational, the waterway will form part of the larger multi-modal transport network being planned along the river. It will link up with the Eastern Dedicated Rail Freight Corridor, as well as with the area's existing network of highways. This web of water, road and rail arteries will help the region's industries and manufacturing units switch seamlessly between different modes of transport as they shift their goods to markets in India and abroad. Farmers in the agriculturally-rich Gangetic plain will also benefit, as the waterway opens up markets further afield.

To augment efforts for building up the necessary infrastructure, the Jal Marg Vikas Project (JMVP) on NW-1 is being implemented with financial and technical support of the World Bank. The Project entails development of a fairway with 3 meters depth between Varanasi and Haldia (Phase-I) covering a distance of 1380 Km at an estimated cost of Rs. 5369 crore which is targeted for completion in six years. The project includes the construction of a multimodal terminal at Varanasi, a multimodal terminal at Sahibganj, a new

navigation lock at Farakka, Low level and High Level Jetties at Patna, a permanent terminal at GR Jetty, Kolkata, a High Level jetty at Pandu (Guwahati), a Ro-Ro terminal at Dhubri, Ship repair facilities at Pandu (Guwahati), Container terminals with Roll on –Roll off facilities on NW – 3, setting up of River Information Services (RIS) system on the Haldia – Farakka stretch, development of the Talcher to Dhamra and Paradip Port stretch of NW – 5 etc.

CSL & INLAND WATERWAYS



Basic studies and assessments indicate high business potential for ship builders in this arena. Minimum estimates for vessel requirement of various types in the NW1 & NW2 segments itself runs into thousands. In the wake of frequent accidents and recurring loss of lives involving crude & dilapidated inland vessels, ferries & country boats, the Govt. of West Bengal is also keen to improve the overall quality & professionalism in this very crucial lifeline of the state. It is understood that the West Bengal Govt. has accordingly identified this as one of the themes to be projected during the Bengal Global Business Meet 2018. This in turn indicates further business potential. In addition to the potential visible in NW1 & NW2, the larger picture also points to similar opportunities in states that are part of the other National Waterways thereby making it prudent to align ourselves in this direction.

In order to develop & leverage the full benefits of

the inland waterway system, it is imperative to embrace best practices adopted by developed countries such as Germany, Netherlands, USA, etc. The key to success would be to create an ecosystem which is efficient, safe, economical and environment friendly. In short, CSL's endeavor would be to try & transform the highly disorganised IWT sector to a more structured one by generating high quality, efficient solutions, thus benchmarking the segment close to that of international water systems.

CSL INITIATIVE

As a highly reputed Ship Builder & Ship Repairer in India and a Public Sector Undertaking that has been performing exceedingly well under the aegis of the Ministry of Shipping, Govt. of India, it is but natural that CSL should play a lead role in this development dream of the Country. CSL also proposes to raise the level of the inland water vessel construction & maintenance industry. Towards this, steps have been initiated for -



- Developing efficient, modern & economical inland water vessels of customized design incorporating best international practices and technology while at the same time suitable for local conditions.
- Creating awareness amongst stakeholders on efficient operational and maintenance management practices to reduce OPEX and avoid adverse environmental impacts.
- Roping in equipment manufacturers of

global reputé targeting a 'Make in India' model by maximizing local manufacturing content and providing 24/7 after sales support infrastructure.

Keeping in mind the fact that geographic expansion would be the next logical step for the yard towards contributing more to the Indian economy while simultaneously providing growth opportunity for the organization, CSL has positioned itself at Kolkata, the Gateway to NW1 & NW2, by way of formation of a Joint Venture Company with Hooghly Dock & Port Engineers Pvt. Ltd. (HDPEL). The new Company, named Hooghly Cochin Shipyard Limited (HCSL) was incorporated on 23 Oct 2017.

This new venture aims at -

- Putting in place a new state-of-the-art shipyard with reasonable levels of automation for providing quality Ship Building & Ship Repair services in the region.
- Designing & constructing High Quality technology intensive vessels to give a much needed facelift & create a niche in the inland water transport segment in India.
- Incorporating Global Standards of vessel construction into the Indian inland water segment
- Facilitating revival and utilisation of idling infrastructure available in the country.
- The overall beneficiaries of this move would not only be the Ship Building Industry, the Govt. or the IWAI, but the Indian public at large by way of significant improvement in the quality of available services expected out of this new venture

OTHER RECENT INITIATIVES

The Kochi Corporation recently launched a Ro-Ro project for safer and reliable transport across the busy shipping channel between Fort Kochi & Vypeen. CSL partnered the endeavor, both with a view to seeking an entry into this new segment



which promises a lot in coming years as well as with an intent to partake in the social development of the city which has been its hometown by building 2 Ro-Ro vessels that can carry 12 cars + 4 trucks or 18 cars besides 50 passengers. The service aims to reduce travel distance from 20.3 km through road to just about 1 Km through water. The ferry can attain a speed of up to 6 Knots.

Subsequent to the successful completion of this project, CSL has been working on new concept designs that are being developed by in-house design teams for future requirements. Keeping in mind the operational requirements of NW -1, 2 and 3, CSL has developed few customized vessel designs, which include various types of Ro-Ro vessels, Container Trailer etc. Salient features of these designs are –

- ◆ Low draft operation suiting the Inland Waterways
- ◆ Standardized design for better operational consideration
- ◆ Unique propulsion system with self contained power pack for ease of maintenance
- ◆ High level of redundancy and safety
- ◆ Low cost operation and maintenance.

CSL is also working on Concept Designs for the Inland Water Segment such as low draft work boats, LNG transportation barges etc.

CONCLUSION

With the above moves and ongoing engagements with various clients, stakeholders & Governments, CSL is optimistic of opening up a new chapter in the history of the organization, one that will not only redefine the yard's product portfolio, but that will have a significant impact on the manner in which CSL has done business till date, both technically & commercially. The yard also aims at positioning itself as a lead player in this arena by establishing a name for itself by delivering quality products that are custom built for the Indian environment. ●

*The author is General Manager
(Business Development & New Projects) in CSL*





VIGILANCE AWARENESS WEEK



Vigilance Awareness Week 2017 was observed from 30 Oct to 04 Nov 2017 in Cochin Shipyard Limited, during which several programmes with emphasis on customer orientation were organised.

Vigilance Pledge

On 30 Oct 2017 employees took the Pledge administered by Head of Departments. C&MD administered the pledge to Officers in the Main Office Block at the designated time. The commission's direction to take e-Pledge for citizens was communicated to the gathering. Cochin Shipyard as a company received a Corporate Pledge Certificate.

Employees took e-pledge, using online facility provided by the CVC. Facilities at CSL entry gates and also outside the yard viz. the Railway station gate etc., have been provided for taking e-pledge by common citizens.

Walkathon

A walkathon to create awareness on the importance of corruption free India, was organized by the association of the Vigilance Departments in the region, the Vigilance Study Circle, Kerala on 29 Oct 2017.



The event was flagged off by Shri Karuppuswamy IPS, Deputy Commissioner of Police, Kochi City.



Workshop "Corruption free India"

A workshop was conducted on 01 Nov 2017 at CSL's METI Assembly Hall on the topic "My Vision-Corruption free India". Prof. K V Thomas, Hon'ble Member of Parliament, Ernakulam inaugurated the workshop. C&MD, Directors, senior officers and prominent Trade Union leaders of the yard addressed the gathering and participated in a debate on the topic which was held subsequently.



Competitions for students

Essay and elocution competitions were conducted in Kendriya Vidyalaya, Ernakulam and Bharathiya Vidyabhavan, Ernakulam on 02 Nov 2017. On 04 Nov 2017 group discussion and presentation competition were also held for college students on the topic "My Vision - Corruption free India". Cash awards were presented to the winners, who stood first second and third.

Involvement of suppliers / contractors

On 04 Nov 2017 an interactive session with the suppliers and sub contractors of Cochin Shipyard was organized and the grievances were heard. GM(SR), GM(SB) & Vigilance Officer attended the session.

Valedictory function

The valedictory function of the Vigilance Awareness Week in CSL was held on 03 Nov 2017. Shri Madhu S Nair, C&MD, CSL presided over the function. Hon' ble Mr. Justice B Kemal Pasha, High Court of Kerala was the Chief Guest who delivered the key note address on the subject "My Vision-Corruption Free India". In his speech the Hon' ble Justice shared his experience in dealing with various vigilance and anti-corruption issues and also spoke on his vision of a corruption free India.

The messages from the Hon' ble President, Vice President, and CVC on 'Vigilance Awareness-Week 2017' were read out on the occasion. Director (Operations) offered felicitation in the meeting.



COMPETENCY DEVELOPMENT PROGRAMME FOR YOUNG OFFICERS



this programme is that every young executive in CSL has a right to receive regular need based training to enable them in further developing their potential.

This is aimed at encouraging a learning culture of the executives to achieve value addition to business and enhancement of knowledge, skills and attitude.

The module is developed to benefit all young officers joined CSL as Assistant Managers with 0-2 years of work experience within.

As a progressive PSU, CSL assigns significant importance to Competency Development of its employees in line with the new business requirements and has formulated a separate Competency Development Programme for its young officers.

The guiding principle behind the formulation of

Training focuses on the technical / functional skills or the trade knowledge of the employees so as to facilitate their day to day operational decision making and also the non technical training needs in the areas of HR, Finance, Procurement, etc. Faculty includes both internal and external, having domain knowledge and relevant experience. ●

TRAINING PROGRAMME FOR JUNIOR EMPLOYEES

As part of the Skill Development Programme, in-house skill development activities are initiated for the benefit of the junior employees of CSL. These programmes are conducted as part of induction and also at mid levels towards honing the skills and techniques of the employees in line with the latest technological advancements.

The services of officers and senior employees both serving and retired, are sought to conduct specific programmes. Currently, we are running programmes for Structural Fitter and Welder, Engineering Fitter, Electrical Fitter, Pipe Fitter and on Electronic & Instrumentation. ●





कोचीन शिपयार्ड में राज भाषा कार्यान्वयन

भारत सरकार की राज भाषा नीति के सफल कार्यान्वयन के लिए तथा अधिकारियों एवं कर्मचारियों के बीच राज भाषा हिन्दी के प्रचार-प्रसार बढ़ाने के उद्देश्य में हिन्दी कक्ष पर सक्रिय प्रयत्न कर रहे हैं। तिमाही के दौरान राज भाषा कार्यान्वयन के क्षेत्र में की गई गतिविधियों का ब्यौरा नीचे दिया जाता है :

हिन्दी पखवाडा समारोह

राज भाषा हिन्दी के महत्व को अधिकारियों एवं कर्मचारियों के बीच जागृत करने के उद्देश्य में कोचीन शिपयार्ड में दिनांक 14 से 28 सितंबर, 2017 तक हिन्दी पखवाडा समारोह बड़ी उमंग से मनाया गया। इस सिलसिले में हिन्दी में सुलेख, अनुवाद एवं प्रशासनिक शब्दावली, टिप्पण व आलेखन, पत्र लेखन, गद्यांश वाचन, चित्र क्या कहता है, हिन्दी टंकण, भाषण, ललित गान, हिन्दी गीत, प्रश्नोत्तरी आदि विविध प्रतियोगिताएं अधिकारियों व कर्मचारियों की अच्छी भागीदारी से सफल रूप से आयोजित की गई। तकनीकी कर्मचारियों ने भी बड़ी उत्सुकता के साथ प्रतियोगिताओं में भाग लिया। ठेके कर्मचारियों और प्रशिक्षार्थियों के लिए हिन्दी में गीत, प्रश्नोत्तरी, निबंध लेखन आदि प्रतियोगिताएं आयोजित की गई। हिन्दी पखवाडा समापन समारोह में अध्यक्ष व प्रबंध निदेशक द्वारा नकद पुरस्कार और प्रमाणपत्र वितरित किया गया। प्रतियोगिताओं में पुरस्कार न प्राप्त सभी भागीदारों को सांत्वना पुरस्कार भी दिया गया।

स्कूली छात्रों एवं कर्मचारियों के बच्चों के लिए हिन्दी में विविध प्रतियोगिताएं

हिन्दी पखवाडा समारोह के सिलसिले में विशेष कार्यक्रम के रूप में एर्णाकुलम में कोच्ची कॉरपोरेशन के अधीन आनेवाले स्कूलों के प्राइमरी, माध्यमिक उच्च माध्यमिक कक्षाओं के छात्रों के लिए दिनांक 28 जुलाई, 2017 को हिन्दी में चित्र क्या कहता है, निबंध लेखन आदि प्रतियोगिताएं आयोजित की गई। प्रतियोगिता में क्रमशः केवीआईएनएस ट्रोणाचार्य, जेम्स विद्या मंदिर, एलमक्करा, नेवी चिल्ड्रन स्कूल, सरस्वती विद्यानिकेतन, जेम्स विद्या मंदिर, गिरिनगर और डेल्टा स्टडी विजेता बने। विजेता छात्रों को नकद पुरस्कार और प्रमाण पत्र वितरित किया गया

। साथ ही, कर्मचारियों के बच्चों के लिए सुलेख और कविता पाठ प्रतियोगिताएं भी आयोजित की गई। छात्रों और बच्चों की सक्रिय भागीदारी से कार्यक्रम अत्यधिक सफल हुई।



वर्ष 2016-17 के दौरान हिन्दी में अधिकाधिक कार्य करने हेतु स्वर्गीय श्री शंकर दयाल सिंह स्मृति पुरस्कार अध्यक्ष एवं प्रबंध निदेशक से प्राप्त करते हुए श्रीमती प्रिया ए आर, कनिष्ठ वाणिज्यिक सहायक

हिन्दी कार्यशाला

दिनांक 14 दिसंबर 2017 को हिन्दी कार्यशाला आयोजित की गई। कुल 27 कर्मचारियों ने कार्यशाला में भाग लिया। श्री एम जी कृष्णकुमार, सहायक लेखापरीक्षा अधिकारी, महा लेखापरीक्षा का कार्यालय, कोच्ची कार्यशाला के संकाय थे। उन्होंने सबसे पहले भागीदारों को अपना परिचय हिन्दी में देने के लिए प्रेरित किया। उन्होंने हिन्दी व्याकरण पर विस्तृत कक्षा चलायी। साथ ही साथ, कर्मचारियों से अपने क्षेत्र के टिप्पण व आलेखन पर संक्षिप्त जानकारी प्रदान की। भागीदारों को बहुत ही फायदेमंद रहा।

जय जवान!

आज मोबाइल फोन हमारे दैनंदिन जीवन का सबसे अनिवार्य हिस्सा बन गया है। यह संदेशों को दूर-दूर के लोगों तक पहुँचाने में हमारी मदद करती है। लेकिन मैं यहाँ इस सुविधा आने से पहले की एक घटना जो मुझे सामना करना पड़ा था, के बारे में कहना चाहता हूँ।

भारतीय वायुसेना में रहे 20 सालों के बीच, मुझे तैनाती, प्रशिक्षण, प्रचालन के सिलसिले में भारत के कई स्थानों में यात्रा करने का और विविध लोगों से मिलने का अवसर मिला था।

वर्ष 1994 में दिल्ली के वायु सेना स्टेशन में काम करते समय, मुझे शाम 3.30 बजे को एक फोन कॉल आया। यह दिल्ली मिलिट्री मूवमेंट कंट्रोल कार्यालय (एमसीओ) से था कि एक वायु सेना अधिकारी छुट्टी समाप्त होने के बाद बिहार से राजस्थान में जाते वक्त, पुरानी दिल्ली के रेलवे स्टेशन पर साथ आए उनकी माँ की मृत्यु हो गई। तत्संबंध में कार्यों को करने के लिए मुझे आदेश मिला। इसके लिए चार प्रशिक्षार्थी भी मेरे साथ आए। जैसे कि हमने रेलवे स्टेशन पर पहुँचे, हमने एक साइकिल रिक्शा में मृत शरीर के साथ रोते हुए अधिकारी को देखा। इस दृश्य को देखते ही मुझे बहुत दर्द महसूस हुआ। हमें देखते हुए उसने कुछ शांति महसूस किया होगा। मैंने तुरंत मृत शरीर को हमारी गाड़ी में ले जाने के लिए कहा। मैंने एक ओर पकड़ा, लेकिन डर से प्रशिक्षार्थियों ने और मृत शरीर होने के कारण रिक्षावाला ने भी इसे नहीं पकड़ा। आखिर, मैं अकेले उसे गाड़ी में लिटा दिया।

उस महिला का वजन केवल 35-38 किलो ही था और वह लगभग 60 वर्ष की आयु की थी। वहाँ से हम बेटे को लेकर निगमबोध विद्युत श्मशान में पहुँचे। वहाँ दो और लाशों का अंतिम कार्य करना शेष था। उन्होंने बताया कि यह कार्य करने के लिए कम से कम 5 घंटे लगेंगे। फिर, हमने वहाँ से 2 कि.मी. दूर स्थित लकड़ी से जलानेवाले श्मशान पर पहुँचे। समय लगभग 7 बज गया। वहाँ एक छोटी-सी कार्यालय में एक व्यक्ति बैठे हुए थे। मैंने उससे बात बतायी। तब उसने कहा कि उसे मौत का कारण जानना है और प्रमाण भी चाहिए। मैंने अपने जैकेट उतारा तब मेरे

वर्दी को देखकर उन्होंने बताया, “इन सबकी जरूरत नहीं है, सिर्फ लिखकर दीजिए और लकड़ी की राशि जमा कर दें।” लेकिन बेटे के पास सिर्फ 600 रुपए थे। लकड़ी के लिए 450 रुपए, शेष 150 रुपए, हमारे पास सिर्फ 150 रुपए, कुल मिलाकर 300 रुपए थे। वहाँ से हमने श्मशान की तरफ देखा, तब वहाँ दो चिता जल रहे थे। अंधेरा ही अंधेरा छाया हुआ था, वहाँ एक व्यक्ति भी दिखाई नहीं दे रहा था। अंधेरे में से एक सवाल आया, “कौन है आई?” मैंने उससे बात बतायी। तब उसने बोला, “मैं यहाँ के पुजारी हूँ”, और उसने पूजा के लिए 500 रुपए, पूजा सामग्रियों के लिए 450 रुपए और सहायक के लिए 250 रुपए देने के लिए कहा। उसके मुँह से शराब की गंध आ रही थी। मैंने उससे बोला, “उतना पैसा हमारे पास नहीं है, पूजा नहीं चाहिए, सिर्फ लकड़ी दे दो।” यह सुनकर पुजारी को क्रोध आया, हमला करने के लिए आया, उसने कहा, “ऐसा यहाँ नहीं होगा।” इसी समय हमारे दल की शक्ति उसे पता चला और वह अंधेरे में गायब हो गया। मैंने प्रशिक्षार्थियों को जेकर 250 ग्राम घी, एक माचिस और एक पैकेट अगरबत्ती भी खरीद लिया।

मैंने लकड़ी पर लाश को लेट दिया, पास के तालाब से पानी लाकर लाश के मुँह धोया और फिर उसके ऊपर लकड़ी रखकर घी डाल दिया। फिर, बेटे से आग लगाने के लिए कहा। स भी को आश्चर्यचकित करके आग झटपट फैल गया। वहाँ दस मिनट रहने के बाद हमने बेटे को पुराने दिल्ली रेलवे स्टेशन पर पहुँचाया, साथ ही हमारे पास शेष 150 रुपए को उसे देकर वापस यूनिट आ गया। महीनों तक मेरे मन में यह दर्द रहा। हालाँकि, मैं यह सब करने के लिए मजबूर हुआ था, लेकिन उस समय मेरा निर्णय बहुत महत्वपूर्ण था। अगर ऐसा न होता तो उस मृत शरीर की अवस्था क्या होगी, यह निश्चित नहीं है। उस समय मोबाइल फोन का जमाना नहीं था, अब ऐसा जमाना है कि अधिकारियाँ निर्णय मोबाइल फोन के जरिए देते हैं। इसके अलावा, हमारे नियंत्रण के ऊपर कुछ ऐसे निर्णय होते हैं, जो हमारी समझ के परे हैं। ●

प्रवीण कुमार जी कोचीन शिपयार्ड के मुख्यालय में कर्मचारी के रूप में कार्यरत हैं।



OPV MIDDLE EAST 2017 CONFERENCE



Major General Khaled A Abdullah,
Commander in Chief Kuwait Naval Force in CSL stall

CSL participated in the Annual Conference on Offshore Patrol Vessel Segment with focus on Middle Market. The 2017 Conference was held from 09 – 11 October 2017 at Kuwait City, Kuwait. CSL's participation in the event was as a Strategic Partner.

There is a growing demand for OPVs in the Middle East, West Africa and SE Asia Regions and the Navies in the Middle East have ambitions expansion and modernization plans.

CSL's focus area in the conference and the exhibition has been offshore patrol vessels with multi role capabilities viz. coastal and offshore

patrol and surveillance, fisheries protection, control & monitoring, anti smuggling and anti piracy, search & rescue and counter-narcotics.

Prominent among the visitors to CSL stall has been Major General Khaled A Abdullah, Commander in Chief Kuwait Naval Force, V.Adm Ahmed Khaled Hassan Saeed, Commander-in-Chief, Egyptian Navy HE, Shri Sunil Jain, Ambassador of India to Kuwait and the Bahrain Navy Officials. ●



HE Shri Sunil Jain, Ambassador of India to Kuwait in CSL stall

CANTEEN FACILITY FOR CONTRACTORS WORKMEN



Shri Madhu S Nair, C&MD, CSL inaugurating the canteen facility for the contractors' workmen in Shipbuilding, who are engaged in the IAC, in a function held on 22 Dec 2017.

NEW LOOK CALENDAR FOR SHIPYARD

Introducing Anjan Satish, Creative Artist



Anjan Satish

Continuing with our commitment to the community, Cochin Shipyard has created the Calendar 2018, with the impressions of a boy who

defeated his disability to become an award winning artist.

The artist, Shri Anjan Satish, is a physically challenged person, having multiple challenges. A former student and now a teacher in "Adarsh Charitable Trust", Ernakulam Kerala, Shri Anjan Satish is an ICON of Kerala Cartoon Academy and a National Award Winner for "Outstanding Creative Adult with Disabilities" from President of India.

The release of the calendar was done on 16 Dec 2017 at 630 pm at an event organized by Adarsh Charitable Trust.

The images chosen by Shri Satish are relevant and relate well with each month in the calendar, which has been appreciated well by all. ●



CARGO LIQUEFACTION –EFFECT ON SHIP STABILITY

- R R Vishnu, Pallavi Yempada, Sibi George

M.V. Black Rose, a bulk carrier registered at Mongolia and of 32 years of age, loaded a part of the consignment of iron ore at Paradip port.

The vessel was expected to load about 30 thousand tons of iron ore (in fines) for China. After loading about 24000 tons of cargo, it was directed by the port authority to proceed to the anchorage, since the balance of cargo was not ready. After shifting to the anchorage, the vessel developed a list to almost 15 degrees due to shifting of cargo.

Due to inclement weather and while the vessel was trying to heave up the anchor so as to move to safer waters, it developed a further list till she capsized on her starboard side at a depth of 14 metres within the port limits of Paradip Port Trust.

M.V Asian Forest, a general cargo vessel having a dead weight of 14434 T was built in 2007. The vessel loaded 13600 MT of Iron Ore Fines from the New Mangalore Port by the shore crane. On completion of the cargo work, the vessel proceeded to the sea. At about 20 miles from breakwater, the vessel developed a list of 10 degrees to STBD and requested for tug assistance. The vessel came back to the harbour within a few minutes. The list increased to 18 degrees and the Master announced "distress signal". The vessel started taking ballast in her D.B. tanks to correct the list. On taking the counter ballast on the port side, the vessel developed a sudden list of about 20 degrees to port. The vessel kept on listing and eventually sank off the New Mangalore Port.

From the end of 2010 to the end of 2011, four ships capsized and sank due to a loss of hull stability in a similar manner. (refer table)

There is one distinct and disturbing feature of these accidents - it can be observed that an accident of one vessel is often followed by a new accident, or near-accident of other vessels that have loaded similar cargo. All of them were carrying nickel ore from Indonesia. In total, 44 lives were lost. It is worth noting that four out of the six vessels were less than 10 years old and presumably in good condition. It is also noticeable that there is a strong link to the rainy season in South-East Asia. So what was the cause behind these peculiar accidents?

All these accidents are linked to the phenomenon of liquefaction of cargo during the voyage.



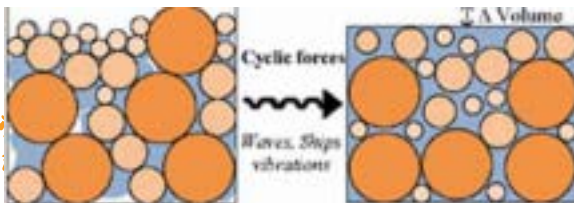
Vessel	DWT	Built	Lives lost	When	Cargo type	Cargo origin
Asian Forest	14k	2007	0	Jul 17th 2009	Iron ore fines	India
Black Rose	39k	1977	1	Sep 9th 2009	Iron ore fines	India
Jian Fu Star	45k	1983	13	Oct 27th 2010	Nickel ore	Indonesia
Nasco Diamond	57k	2009	21	Nov 10th 2010	Nickel ore	Indonesia
Hong Wei	50k	2001	10	Dec 3rd 2010	Nickel ore	Indonesia
Vinalines Queen	56k	2005	22	Dec 25th 2011	Nickel ore	Philippines

Liquefaction

Liquefaction is a phenomenon in which a soil-like material is abruptly transformed from a solid dry state to an almost fluid state. If liquefaction occurs on board a vessel, the stability will be reduced due to the free surface effect and cargo shift, possibly resulting in capsizing of the vessel.



Principle of Cargo liquefaction



1. Volume of space between particles reduce as cargo is compacted owing to ship motion or due to engine vibrations.
2. Reduction in space between cargo particles causes an increase in water pressure (due to existing moisture) in the space between particles.
3. After the compaction, if the amount of water is larger than the space between the particles, the increased pore water pressure will press the particles apart, and the frictional force between the grains will be lost.
4. This results in the reduction in shear strength in the cargo and the cargo liquefies.

Effects of Cargo liquefaction

1. As explained in the previous section, the cargo will act as a dense, viscous fluid when liquefied. For standard bulk carriers, the stability becomes critical under such conditions, due to the free surface effect. The destabilizing effect caused by the free surface may put the vessel in jeopardy.
2. Most cargoes that may liquefy are relatively dense, so normally only a small part of the cargo hold volume is occupied by cargo. Combined with the relatively wide holds of standard bulk carriers, this leaves a lot of space for the liquefied cargo to move around and cause a high risk of stability problems.
3. Another possible scenario is that the cargo flows to one side of the cargo hold with a roll, but does not completely flow back to the starting point with the next roll. The vessel may then experience a progressively increasing heel angle, which may result in a sudden capsizing.
4. The possible structural damages are related to the fact that the pressures exerted on non-horizontal cargo hold boundaries, such as transverse bulkheads, are higher for a liquid than for a dry bulk cargo. Typically, the pressures are increased by a factor of two or three.

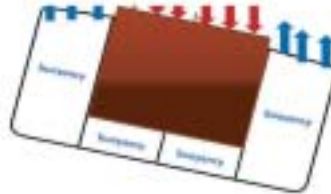
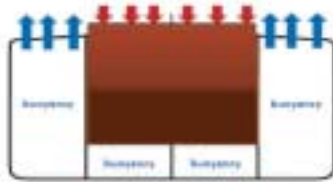
Specially Constructed Cargo Ship (SCCS) designs - the way forward

Jules Garnier II, built by Naikai Zosen Corporation was delivered to JX Shipping Co. Ltd on 19 September 2012, and is the first vessel in the world to be recognized as a Specially Constructed Cargo Ship for the carriage of Nickel ore in accordance with the IMO's IMSBC Code.

Few design principles incorporated in the design of Nickel ore carrier is summarised in the following images.



1. Additional buoyancy provided by wing tanks to counter the effects of shifting cargo



2. Reduction in the heeling moment by reducing the amount of cargo permitted to shift

STANDARD BULK CARRIER



SCCS DESIGN



3. Reducing the free surface

STANDARD BULK CARRIER



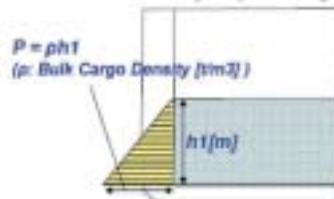
SCCS DESIGN



4. Hull Strength

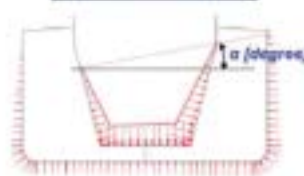
STANDARD BULK CARRIER

Load → Equivalent to the pressure induced by Liquid Cargo



SCCS DESIGN

Shape → Considering the angle of heel (α) obtained as a result of Stability Calculation



- The authors are working as Assistant Managers in the Design Department of the Company

WORK OF ART

C R Seema

'Retirement' – is a word that almost certainly brings mixed emotions amongst us, the corporate beings. Many of us get together towards the end of each month to celebrate the many accomplishments and individual journeys of our colleagues as they retire from their services at CSL to start yet another phase of their lives.

Now-a-days, the monthly retirement number is in double digits, sometimes even reaching up to 50.

Each month, we eagerly look at the list of retirees, published by the HR department in our website, to enquire if any of our acquaintances are retiring in that particular month and also identify and locate them beforehand, who would be working in different parts of the yard. We do this particularly, to avoid the surprise of our old friends suddenly appearing at our desks, to say good bye, as they move towards their last day of service.

November month this year saw a sizeable number of retirees - 32. Some of them I knew personally and some I did not. In the afternoon of the last working day, the 30th of November, I visited the mould-loft building, the nerve centre of the yard to meet up with an old friend and wish on her retirement function. After the event, the General Manager there, mentioned about one Mr George who was also retiring from the section the same day so I tried to locate him to wish him luck as well.

I had not interacted with George before so I was trying to locate him and to my surprise, I found Mr George, a well groomed employee, who was retiring from the service on that day, still giving instructions and allotting work to his subordinates with the energy and enthusiasm of a younger generation. Though it was his last day at office, I could see the passion and commitment he had towards his work. I stood there observing him and thinking to myself what an example this colleague of ours is capable of setting for others at CSL. He then saw me, waved his hand and came over and greeted me.

He invited me to his workspace where he was sitting along with other supervisors and offered me seat. I just looked around and found his table so clean. The files and documents have been properly arranged in a manner as if he was starting work afresh. I also noticed that the photographs of him receiving numerous awards had been displayed artistically.

I was excited from the vibe that I received around him and felt curious to know about this colleague of mine a bit more. He explained that he had more than 40 years of experience in the yard. He has worked with three generations of the same family and seen leadership from the first C&MD, V Admiral Krishnan through to the current day under our dynamic and young C&MD, Shri Madhu S Nair. After finishing ITI, he started as an apprentice trainee in 1976. He dedicated his successful life to CSL and to the solid foundation of the training Institute for one year. The second year was implant training. He got trained in shop, in the press section. On completion of the training, he became a Structural Fitter and a specialist in Press.

I did feel a bit inferior while interacting with him due to my limited knowledge of shipbuilding process in comparison to him which he was aware of and he started explaining to me how he was part of making the most beautiful parts of a ship and how ships are a work of art!

He was happy with his superiors, his peers and subordinates. He spoke very high of youngsters and their potential. How they are enthusiastic and quick to learn and adapt to new technologies very fast which adds to his optimism about the future of our shipyard. He has a loving family, who has always stood by him in support.

Mr George is one among many of our colleagues who have already retired/retiring from the shipyard after a very long period of service having been a contributing factor in the success of CSL thus far.

This is what drives our yard. We can be hopeful that my young colleagues in CSL will also take this passion forward and give their best to the yard at the end of the day. ●

The author is Dy. Manager (Admin) in the company



ചിങ്ങമാസത്തിലെ കല്യാണം

അംബികേശൻ പി.

ഒരു സർക്കാർ സ്ഥാപനം. വിവാഹിതരും അവിവാഹിതരുമായ സഹപ്രവർത്തകർ. അവിവാഹിതരിൽ ഗോപാലകൃഷ്ണനും സുഹൃത്തായ അപ്പുക്കുട്ടനും ഉൾപ്പെടുന്നു. സ്വന്തമായൊരു വീട് പണികഴിപ്പിച്ചതിന് ശേഷം മാത്രമേ വിവാഹത്തെ പറ്റി ചിന്തിക്കൂ എന്ന തീരുമാനത്തിലായിരുന്നു ഗോപാലകൃഷ്ണൻ.

വീട് പണി പൂർത്തിയായപ്പോൾ വിവാഹത്തിനുള്ള ശ്രമങ്ങൾ ആരംഭിച്ചു. അപ്പുക്കുട്ടന് വിവാഹിതനാകുന്നതിനേക്കാൾ മറ്റുള്ളവരുടെ പ്രത്യേകിച്ചു സഹപ്രവർത്തകരുടെ വിവാഹ ആലോചനകൾ മുടക്കുന്നതിലായിരുന്നു താല്പര്യം!

ഇഷ്ടപ്പെട്ട ഒരു സഹപ്രവർത്തകയോട് വിവാഹാഭ്യർത്ഥന നടത്തിയപ്പോൾ അവൾ നിരസിച്ചു. അതുകൊണ്ടാണ് അപ്പുക്കുട്ടൻ ഇങ്ങനെയായത് എന്നാണ് സഹപ്രവർത്തകരിൽ ചിലരുടെ അഭിപ്രായം.

ആധുനിക രീതിയിലുള്ള വിവാഹ പരമ്പരയിലൂടെ ഗോപാലകൃഷ്ണനും, അനുരായയും ഇരുവീട്ടുകാരും വിവാഹധാരണയിലെത്തുന്നു.

എന്നാൽ ഭാവിവരനെ നേരിട്ട് കണ്ടതിന് ശേഷം മാത്രമേ അന്തിമ തീരുമാനമെടുക്കൂ എന്ന അനുരായയുടെ അഭിപ്രായം എല്ലാവരും അംഗീകരിക്കുന്നു.

ഇനി നേരിട്ടുള്ള ഒരു പെണ്ണാണെന്ന് ചടങ്ങു! അതിന് ശേഷം വിവാഹനിശ്ചയം! അനുരായ എന്റെ പെണ്ണാണ്, എനിക്കായി ജനിച്ചവൾ, എന്റെ ഭാവി വധു, ഗോപാലകൃഷ്ണൻ മനസ്സിലുറപ്പിച്ചു.

പെണ്ണാണെന്ന് ചടങ്ങിന് കുട്ടായി അപ്പുക്കുട്ടനെ തീരുമാനിച്ചു. അപ്പുക്കുട്ടൻ പാരമ്പര്യവും എന്നുപറഞ്ഞ സഹപ്രവർത്തകരോടായി...

ഗോപാലകൃഷ്ണൻ- ഇവിടെ ആരുടെ പാരമ്പര്യവും എൽക്കില്ല. ഞാനും അനുരായയും ഇഷ്ടത്തിലാണ്! ഞങ്ങളൊന്നാകും! പെണ്ണാണെന്ന് വെറുമൊരു ചടങ്ങ് മാത്രം! ഈ വരുന്ന ചിങ്ങമാസത്തിൽ ഞങ്ങളുടെ വിവാഹം! എല്ലാവരെയും മുൻകൂട്ടി ക്ഷണിക്കുന്നു!

അപ്പുക്കുട്ടനോടൊപ്പം പെണ്ണാണെന്ന് ചടങ്ങിനെത്തിയ ഗോപാലകൃഷ്ണനെ നേരിട്ടുകണ്ടപ്പോൾ അനുരായയ്ക്ക് തന്റെ സങ്കല്പത്തിലെ ഭാവിവരന്റെ രൂപം ദർശിക്കാനായില്ല.

പക്ഷേ.....

ആ ചിങ്ങമാസത്തിൽ.....

ആ വിവാഹം മംഗളകരമായി നടന്നു.....

അനുരായയുടെയും അപ്പുക്കുട്ടന്റെയും.....

കഥാകൃത്ത് ഇലക്ട്രിക് ക്രെയിൻ ഓപ്പറേറ്ററായി ഹൾ ഡിപ്പാർട്ട്മെന്റിൽ സേവനമനുഷ്ഠിക്കുന്നു.



കുടുംബശ്രീയുടെ സാമൂഹിക പ്രതിബദ്ധത

കൊച്ചിൻ ഷിപ്പ്യാർഡിന്റെ ധനസഹായത്തോടെ നിർമ്മാണമായ രോഗികൾക്ക് സൗജന്യ സന്ധി മാറ്റിവെക്കൽ ശസ്ത്രക്രിയ

കൊച്ചിൻ ഷിപ്പ്യാർഡിന്റെ സാമൂഹിക പ്രതിബദ്ധതാ പദ്ധതിയുടെ ഭാഗമായി എറണാകുളം ശ്രീ സുധീന്ദ്ര മെഡിക്കൽ മിഷന്റെ സഹകരണത്തോടെ നിർമ്മാണമായ പരമാവധി 25 രോഗികൾക്ക് സൗജന്യ സന്ധി മാറ്റിവെക്കൽ ശസ്ത്രക്രിയ എന്ന പദ്ധതിക്ക് തുടക്കം കുറിച്ചിട്ടുണ്ട്. സാമ്പത്തിക പരാധീനതകൾ മൂലം സന്ധി മാറ്റിവെക്കൽ ശസ്ത്രക്രിയക്ക് പ്രയാസപ്പെടുന്ന രോഗികളോ, അവരുടെ ബന്ധുക്കളോ കൂടുതൽ വിവരങ്ങൾക്ക് താഴെപ്പറയുന്ന നമ്പറുകളിൽ ബന്ധപ്പെടാവുന്നതാണ്. **കൊച്ചിൻ ഷിപ്പ്യാർഡ് 8138912008. ശ്രീസുധീന്ദ്ര മെഡിക്കൽ മിഷൻ, എറണാകുളം 9746079579.**

സുഭാഷ് പാർക്കിലെ ശില്പങ്ങൾ പുനർനിർമ്മിക്കാൻ കൊച്ചി ക്ഷത്യാലയം

കൊച്ചി നഗര മധ്യത്തിൽ സ്ഥിതി ചെയ്യുന്ന സുഭാഷ് ബോസ് പാർക്കിൽ 25 വർഷങ്ങൾക്ക് മുമ്പ് നിർമ്മിച്ച ശില്പങ്ങൾക്ക് പുതുജീവനേകാൻ കൊച്ചി ക്ഷത്യാലയം കൊച്ചി നഗരസഭയുമായി കരാർ ഒപ്പുവെച്ചു. കേടുകേടായ പഴയ 15ഓളം ശില്പങ്ങളാണ് വിവിധ രാജ്യങ്ങളിൽ നിന്നുള്ള ശില്പികളുടെ മേൽനോട്ടത്തിൽ പുതുക്കപ്പെടുന്നതെന്ന്. ശില്പങ്ങളുടെ പുനർനിർമ്മാണത്തിനായി ക്ഷത്യാലയം 20 ലക്ഷം രൂപയാണ് അനുവദിച്ചിട്ടുള്ളത്. രണ്ട് മാസത്തിനുള്ളിൽ ശില്പനിർമ്മാണം പൂർത്തീകരിക്കും.

ഇനി കുട്ടനാട്ടിലും കൊച്ചി ക്ഷത്യാലയം സന്നദ്ധതയോടെ



ആലപ്പുഴ ജില്ലയിലെ വെളിയനാട് ബ്ലോക്ക് പഞ്ചായത്തിൽ ഇന്ദിര ആവാസ് യോജന പദ്ധതി പ്രകാരം പണി ആരംഭിക്കുകയും എന്നാൽ ഇനിയും പൂർത്തീകരിക്കാത്തതുമായ 31 വീടുകളുടെ നിർമ്മാണം കൊച്ചി ക്ഷത്യാലയം ഏറ്റെടുത്ത് പൂർത്തീകരിച്ചു. എസ്.സി. വിഭാഗത്തിൽ നിന്നുള്ള 26 കുടുംബങ്ങളും ജനറൽ വിഭാഗങ്ങളിൽ നിന്നുള്ള 5 കുടുംബങ്ങൾക്കുമാണ് വീടുകൾ നിർമ്മിച്ചു നൽകിയത്. സ്വന്തമായൊരു

കിടപ്പടം എന്ന സ്വപ്നം യാഥാർത്ഥ്യമാക്കിയ ക്ഷത്യാലയം കുട്ടനാട്ടുകാരുടെ സ്നേഹത്തിൽ ചാലിച്ച ചുണ്ടൻ വള്ളമാണ് ഉപഹാരമായി നൽകിയത്. പദ്ധതി പൂർത്തീകരണത്തിനായി കൊച്ചി ക്ഷത്യാലയം 36 ലക്ഷം രൂപയാണ് നീക്കിവെച്ചത്. നിർമ്മാണം പൂർത്തീകരിച്ച വീടുകളുടെ താക്കോൽദാനം ബഹു. ധനകാര്യ വകുപ്പു മന്ത്രി ഡോ. തോമസ് ഐസക് നിർവ്വഹിച്ചു. ചടങ്ങിൽ ക്ഷത്യാലയ പ്രതിനിധികളും അഡ്വ. ബി. രാധാകൃഷ്ണമേനോൻ (ഇൻഡിപ്പെൻഡന്റ് ഡയറക്ടർ), മുൻ ഡയറക്ടർ ശ്രീ. സണ്ണി തോമസ് എന്നിവർ പങ്കെടുത്തു.

സന്നദ്ധതയോടെ കുട്ടികൾക്കിനി സഞ്ചരിക്കാൻ കൊച്ചി ക്ഷത്യാലയം നന്മയുടെ വാഹനം



കോട്ടയം ജില്ലയിലെ ഏറ്റുമാനൂർ ഗാന്ധിനഗറിൽ പ്രവർത്തിക്കുന്ന സന്നദ്ധതയോടെ സ്പെഷ്യൽ സ്കൂളിലെ അധ്യാപകരും വിദ്യാർത്ഥികളും രക്ഷിതാക്കളും ഏറെ സന്തോഷത്തിലാണ്. കാരണം തങ്ങളുടെ പ്രിയപ്പെട്ട മക്കൾ ജന്മനാ മാനസിക വൈകല്യങ്ങളുമായാണ് ഈ ഭൂമിയിലേക്ക് എത്തിയതെങ്കിലും അവർക്ക് അവരുടെ പോരായ്മകളെ അതിജീവിച്ച് മറ്റുള്ളവരെപ്പോലെ തങ്ങളും ഈ സുന്ദരമായ ലോകത്ത് അന്തസ്സോടെ ജീവിക്കേണ്ടവരാണെന്ന് ഈ ലോകത്തോടു വിളിച്ചു പറയാൻ കെൽപ്പുള്ളവരാക്കി മാറ്റി എടുക്കുവാൻ സഹായിച്ചത് സന്നദ്ധതയോടെ ആണ്.

സന്നദ്ധതയോടെ, തങ്ങളുടെ കുട്ടികൾക്ക് സഞ്ചരിക്കുവാൻ ഒരു ബസ് എന്ന ആവശ്യവുമായി ക്ഷത്യാലയം സമീപിച്ചപ്പോൾ ക്ഷത്യാലയ സന്നദ്ധതയോടെ 16.56 ലക്ഷം രൂപ ചിലവഴിച്ച് പുതിയൊരു ബസ് വാങ്ങി നൽകുകയായിരുന്നു. സന്നദ്ധതയോടെ കുടുംബശ്രീയിലെ ഏറെ സന്തോഷത്തോടെയാണ് തങ്ങളുടെ പ്രിയ വാഹനത്തെ വരവേറ്റത്.

സ്കൂൾ ബസിന്റെ താക്കോൽദാനം ക്ഷത്യാലയ ഡയറക്ടറും ഓഡിറ്റ് കമ്മിറ്റി ചെയർമാനുമായ അഡ്വ. ബി. രാധാകൃഷ്ണമേനോൻ സന്നദ്ധതയോടെ ഡയറക്ടർ ഡോ. ലിസി ജെയിംസിനു നൽകി നിർവ്വഹിച്ചു. ചടങ്ങിൽ സി.എസ്.ആർ. പ്രോഗ്രാം ഓഫീസർ ശ്രീ. എ. കെ. യൂസഫ്, ഫാ. അനിൽ, ശ്രീ. പ്രശാന്ത് എസ്. എന്നിവർ പങ്കെടുത്തു.



എറണാകുളം എസ്.ആർ.വി. സ്കൂളിൽ കൊച്ചി കപ്പൽശാല 11.56 ലക്ഷം രൂപ ചിലവഴിച്ച് അത്യാധുനിക കമ്പ്യൂട്ടർ ലാബ് നിർമ്മിക്കും.

കൊച്ചി നഗരത്തിന്റെ പൈതൃകം പേരുന്ന എസ്.ആർ.വി. ഹൈസ്കൂളിൽ കൊച്ചി കപ്പൽശാലയുടെ സാമൂഹിക പ്രതിബദ്ധതാ പദ്ധതിയുടെ ഭാഗമായി 11.56 ലക്ഷം രൂപ ചെലവഴിച്ച് ആധുനിക കമ്പ്യൂട്ടർ ലാബ് നിർമ്മിക്കുന്നതിനുള്ള കരാറിൽ കപ്പൽശാലയും സ്കൂൾ അധികൃതരും ഒപ്പുവെച്ചു. അത്യാധുനിക രീതിയിൽ സജ്ജീകരിക്കുന്ന കമ്പ്യൂട്ടർ ലാബ് 2018 ജനുവരിയിൽ പ്രവർത്തന സജ്ജമാകും.

തൊടുപുഴ - കാഞ്ഞിരമുക്ക് ഹൈസ്കൂളിലും കൊച്ചി കപ്പൽശാല ഇന്ററാക്ടീവ് ക്ലാസ്സറുമുകൾ നിർമ്മിച്ചു നൽകും.

പിന്നോക്ക മേഖലയായ തുടുക്കി ജില്ലയിലെ കാഞ്ഞിരമുക്ക് സർക്കാർ ഹൈസ്കൂളിൽ കൊച്ചി കപ്പൽശാല 4 ലക്ഷം രൂപ ചെലവഴിച്ച് ഇന്റർ ആക്ടീവ് ക്ലാസ്സറുമുകൾ സ്ഥാപിക്കുന്നതിനുള്ള കരാറിൽ ഒപ്പുവെച്ചു. നവീകരിക്കുന്ന ക്ലാസ് മുറികൾ 2018 ജനുവരിയിൽ പ്രവർത്തന സജ്ജമാകും.

മുദുല സ്പർശം സ്പെഷ്യൽ സ്കൂളിന് കൊച്ചി കപ്പൽശാല ബസും പരിശീലന സാമഗ്രികളും വാങ്ങിനൽകി.



തുപ്പുണിത്തുറ കരിങ്ങാച്ചിറയിൽ പ്രവർത്തിക്കുന്ന മുദുലസ്പർശം സ്പെഷ്യൽ സ്കൂളിന് മിനിബസും പരിശീന സാമഗ്രികളും കൊച്ചി കപ്പൽശാല വാങ്ങി നൽകി. ശാരീരിക മാനസിക വെല്ലുവിളികൾ നേരിടുന്ന 40ൽ അധികം കുട്ടികൾ പഠിക്കുന്ന ഇവിടെ കുട്ടികൾക്കും രക്ഷകർത്താക്കൾക്കും വലിയൊരു സാമ്പ്യന സ്പർശമാവുകയാണ് കൊച്ചി കപ്പൽശാലയുടെ ഈ സഹായം. ബസിന്റെ താക്കോൽദാനം മുദുലസ്പർശം ജന. സെക്രട്ടറി ശ്രീമതി. നിത്യഗോപാലകൃഷ്ണനു നൽകി കപ്പൽശാല ജനറൽ മാനേജരും സി.എസ്.ആർ. മേധാവിയുമായ ശ്രീ. എം.ഡി. വർഗ്ഗീസ് നിർവ്വഹിച്ചു.

ചടങ്ങിൽ മുദുലസ്പർശം ചെയർമാൻ ക്യാപ്റ്റൻ ഗോപാലകൃഷ്ണൻ, സി.എസ്.ആർ. പ്രോഗ്രാം ഓഫീസർ ശ്രീ. യൂസഫ് എ.കെ. എന്നിവർ സന്നിഹിതരായിരുന്നു. ബസും പരിശീലന സാമഗ്രികളും വാങ്ങുന്നതിനായി കപ്പൽശാല 12 ലക്ഷം രൂപയാണ് ചെലവഴിച്ചത്.

മന്നാകണ്ടം ഗവ.ട്രൈബൽ സ്കൂളിൽ കൊച്ചി കപ്പൽശാല രണ്ട് ഇന്റർ ആക്ടീവ് ക്ലാസ്സറുമുകൾ നിർമ്മിച്ചു നൽകി.

ഇടുക്കി ജില്ലയിലെ കൊരങ്ങാട്ടിയിൽ മന്നാൻ സമുദായക്കാരായ ഗിരിവർഗ്ഗക്കാരുടെ മക്കൾ പഠിക്കുന്ന മന്നാകണ്ടം ഗവ.ട്രൈബൽ സ്കൂളിൽ കൊച്ചി കപ്പൽശാല 4 ലക്ഷം രൂപ ചെലവഴിച്ച് രണ്ട് ഇന്റർ ആക്ടീവ് ക്ലാസ്സറുമുകളിലേക്കാവശ്യമായ ഉപകരണങ്ങളും ജമേഴ്സൺ ചെയറുകളും വാങ്ങി നൽകി. പദ്മിയുടെ ഔപചാരികമായ ഉദ്ഘാടനം കൊച്ചി കപ്പൽശാല സീനിയർ മാനേജർ (വെൽഫെയർ) ശ്രീ. തങ്കരാജ് സി.ആർ. നിർവ്വഹിച്ചു. ചടങ്ങിൽ സ്കൂൾ ഹെഡ്മാസ്റ്റർ ശ്രീ. ഉണ്ണി. ആർ, അദ്ധ്യാപകരായ ശ്രീ. മഹേഷ്, ശ്രീ. ജിജി എന്നിവരും കൊച്ചി കപ്പൽശാല അസിസ്റ്റന്റ് മാനേജർ (വെൽഫെയർ) ശ്രീ. ഹരികൃഷ്ണൻ ജി., സി.എസ്.ആർ. പ്രോഗ്രാം ഓഫീസർ ശ്രീ. യൂസഫ് എ.കെ. എന്നിവർ സംബന്ധിച്ചു.

കൊച്ചിക്കാരുടെ രക്ഷക്ക് കപ്പൽശാലയുടെ സ്കൂൾ ബസ്

മാനസിക ശീശിരിക വെല്ലുവിളികൾ നേരിടുന്ന കുട്ടികളുടെ അഭയകേന്ദ്രവും കൊച്ചിക്കാരുടെ അഭിമാന സ്മരണയുമായ രക്ഷ സ്പെഷ്യൽ സ്കൂളിന് കൊച്ചി കപ്പൽശാല 16.56 ലക്ഷം രൂപ ചെലവഴിച്ച് 42-സീറ്റുള്ള ഒരു സ്കൂൾ ബസ്സ് വാങ്ങി നൽകി. ബസ്സിന്റെ ഔപചാരികമായ ഉദ്ഘാടനം കപ്പൽശാല ജനറൽ മാനേജരും സി.എസ്.ആർ. മേധാവിയുമായ ശ്രീ. എം.ഡി. വർഗ്ഗീസ് രക്ഷ സൊസൈറ്റിയുടെ ചെയർമാൻ ശ്രീ. അൻവർ ഹാഷിമിനു നൽകി നിർവ്വഹിച്ചു. ചടങ്ങിൽ രക്ഷ സൊസൈറ്റി ഭാരവാഹികളായ ശ്രീമതി രാഗിണി മേനോൻ, ശ്രീ. ജോസഫ് പോൾ, ശ്രീ. ബി. വിജയകുമാരി എന്നിവരും കൊച്ചി കപ്പൽശാലയെ പ്രതിനിധീകരിച്ച് ശ്രീ. തങ്കരാജ് സി.ആർ. സീനിയർ മാനേജർ (വെൽഫെയർ), ശ്രീ. യൂസഫ് എ.കെ. പ്രോഗ്രാം ഓഫീസർ (സി.എസ്.ആർ) എന്നിവരും പങ്കെടുത്തു. ●



കമാണ്ടർ എം. എസ്. മേനോൻ

കണിശക്കാരനായ ഒരു ഭരണാധികാരി. തൊഴിലാളികളും കീഴുദ്യോഗസ്ഥരും ഒരേപോലെ ഭയപ്പെട്ടിരുന്ന മേലുദ്യോഗസ്ഥൻ. ആരേയും കൂസാത്ത പ്രകൃതം. ഈ ദോഷങ്ങൾ ആരോപിക്കപ്പെട്ടിട്ടുള്ള ഉദ്യോഗസ്ഥർ അനവധിയാണ് എല്ലാ സ്ഥാപനങ്ങളിലും. കമാണ്ടർ മേനോനും വ്യത്യസ്തനായിരുന്നില്ല. പക്ഷെ എല്ലായിടത്തും സംഭവിക്കുന്നത് പോലെ, ഒന്ന് പിന്തിരിഞ്ഞുനോക്കാൻ അവസരം ലഭിക്കുമ്പോൾ ഏവരും തലകുലുക്കി സമ്മതിക്കുന്നു. അദ്ദേഹമായിരുന്നു ശരി.



1972 ഡിസംബറിൽ ഇന്ത്യൻ നേവിയിൽ നിന്ന് ഡെപ്യൂട്ടി കമാണ്ടർ കപ്പൽ ശാലയിൽ ട്രെയിനിംഗ് ഓഫീസറായി നിയമിതനായ അദ്ദേഹമായിരുന്നു കപ്പൽശാല ട്രെയിനിംഗ് സെന്ററിലെ ആദ്യകാല ഗുരുനാഥൻ. 1974ൽ ഡെപ്യൂട്ടി മാനേജറായി സ്ഥിരനിയമനം നേടിയ അദ്ദേഹം 1977വരെ കപ്പൽശാലയിലെ ട്രെയിനിംഗ് ഇൻസ്പെക്ടറുടെ

തലവനായി തുടർന്നു.

ആ കാലഘട്ടത്തിൽ ട്രെയിനിംഗ് ആയിരുന്നല്ലോ നമ്മുടെ തൊഴിലാളികളിൽ ഭൂരിഭാഗവും. അദ്ദേഹം ഉരുത്തിരിച്ചെടുത്ത സാങ്കേതിക അടിത്തറയിലൂന്നിയ ചിട്ടയായ ശിക്ഷണമാണ് ഏവരേയും പ്രാപ്തരായ തൊഴിലാളികളാക്കി വികസിപ്പിച്ചെടുത്തത് എന്ന് ആ കാലഘട്ടത്തിലുണ്ടായിരുന്ന, ഇന്ന് വിശ്രമജീവിതം നയിക്കുന്ന തൊഴിലാളികളും ഉദ്യോഗസ്ഥരും ഒരുപോലെ സാക്ഷ്യപ്പെടുത്തുന്നു. ഒന്നാം ബാച്ച് ട്രെയിനി എന്നും, രണ്ടാം ബാച്ച് ട്രെയിനി എന്നും അറിയപ്പെടാൻ തൊഴിലാളികൾ അഭിമാനത്തോടെ ആഗ്രഹിച്ചു.

1977 മുതൽ 84 വരെ മാനേജർ (പ്രൊഡക്ഷൻ) ആയി നിയമിതനായിരുന്നെങ്കിലും പിന്നീട് ചീഫ് മാനേജറായും അതിനുശേഷം ജനറൽ മാനേജറായുമുള്ള ഷിപ്പ്റീഡർ വിഭാഗത്തിലെ സേവന കാലഘട്ടമാണ് അദ്ദേഹത്തിന്റെ കഴിവുകളെ

കൂടുതൽ പൊലിപ്പിച്ചത് എന്നു തോന്നുന്നു.

കീഴുദ്യോഗസ്ഥരിൽ വിശ്വാസമർപ്പിച്ച അധികാരമേൽപ്പിക്കാനുള്ള അദ്ദേഹത്തിന്റെ ശ്രദ്ധയാണ് പ്രതിഭാധനരായ നല്ല പിൻഗാമികൾ വളർന്നുവരാനുണ്ടായ സാഹചര്യം എന്ന് ഏവരും അഭിപ്രായപ്പെടുന്നു. അതുപോലെ പെട്ടെന്ന് തീരുമാനം കൈക്കൊള്ളാൻ ഉള്ള അദ്ദേഹത്തിന്റെ കഴിവും അംഗീകരിക്കപ്പെട്ടതാണ്.

റീഡയറിംഗ് വിഭാഗം ബൾക്ക് കാര്യങ്ങൾ മാത്രം കൈകാര്യം ചെയ്തുകൊണ്ടിരുന്ന ഒരു കാലഘട്ടമായിരുന്നു അത്. പൊതുവേ കൂടുതൽ ലാഭകരമായ ടാങ്കറുകളുടെ റീഡർ ജോലി അപകടം നിറഞ്ഞതിനാൽ നമ്മുടെ കപ്പൽ ശാലകൾ അവ ഏറ്റെടുക്കാൻ വിമുഖത കാട്ടി. ഷിപ്പിംഗ് കോർപ്പറേഷനുമായി സഹകരിച്ചു കൂടുതൽ ലാഭകരമായ ഈ മേഖല കൈയടക്കാൻ നമുക്ക് സാധിച്ചത് അദ്ദേഹത്തിന്റെ ശ്രമഫലമാണ്.

അതുപോലെ തന്നെയായിരുന്നു ONGC റിഗ്ഗുകളുടെ കാര്യവും. അദ്ദേഹത്തിന്റെ പരിചയ ബന്ധങ്ങൾ കൂടുതലായി വിനിയോഗിച്ച് ഈ മേഖലയിലേക്ക് കടന്നു കയറാനും നമുക്ക് സാധിച്ചു.

ടാങ്കറുകളുടേയും റിഗ്ഗുകളുടേയും റീഡയറിംഗ് ജോലികൾ ഏറ്റെടുത്തു നടത്താൻ തുടങ്ങിയത് മുതൽ കപ്പൽ ശാലയുടെ റീഡയറിംഗ് വിഭാഗം കൂടുതൽ ലാഭകരമായി പ്രവർത്തിക്കുകയും, ഒരു കാലഘട്ടത്തിൽ കപ്പൽശാലയെ തന്നെ നിലനിർത്തുകയും ചെയ്തു. ഇന്ത്യക്കു വെളിയിൽ ഏൽപ്പിക്കപ്പെട്ടുകൊണ്ടിരുന്ന ഈ ജോലികൾ ഇവിടെ നടത്തപ്പെട്ടപ്പോൾ ഷിപ്പിംഗ് കമ്പനികൾക്കു ഉണ്ടായ സമയ ലാഭവും, വിദേശ നാണ്യ വിനിയോഗത്തിലെ ലാഭവും വളരെ വിലപ്പെട്ടതായിരുന്നു.

റിസ്ക് എടുക്കാനുള്ള അദ്ദേഹത്തിന്റെ കഴിവും ധൈര്യവും കപ്പൽശാലക്ക് സഹായകരമായിരുന്നു.

DRDO യിലെ പരിശീലനം അദ്ദേഹത്തിന്റെ ഗവേഷണ പാടവത്തേയും പ്രോത്സാഹിപ്പിച്ചിട്ടുണ്ട്. തന്റെ ഗവേഷണത്തിനൊടുവിൽ Institute of Patentees and Inventors, London ൽ വിവിധ പേറ്റന്റുകൾക്കുള്ള അപേക്ഷകൾ അയച്ചിരുന്നതായും രേഖകൾ പറയുന്നു.

1932ൽ ജനിച്ച അദ്ദേഹം മെക്കാനിക് എഞ്ചിനീയറിംഗിൽ ബിരുദം നേടി പിന്നീട് ഇന്ത്യൻ നേവിയിൽ മറൈൻ എഞ്ചിനീയറിംഗ് ബിരുദവും നേടി രണ്ടു പതിറ്റാണ്ടത്തെ നാവിക സേനയിലെ സേവനത്തിനും ശേഷമാണ് കപ്പൽശാലയിൽ ചേർന്നത്.

അദ്ദേഹത്തിന്റെ ഇരുപത്തൊന്നാമതു ചരമവാർഷികം അറിയിച്ചുകൊണ്ട് ഈയിടെ പ്രസിദ്ധീകരിക്കപ്പെട്ട ഒരു പുത്ര പരമ്പ്യം നമ്മെ പലരേയും ആ നല്ല വ്യക്തിയേയും, അദ്ദേഹത്തിന്റെ സംഭാവനകളേയും വീണ്ടും ഓർമ്മപ്പെടുത്തുന്നു. ●



ഇരുപത്തി ആറാമത് ചിൾഡ്രൻസ് ഫെസ്റ്റ് ഈ വർഷം നവംബർ 11, 12 (ശനി, ഞായർ) തിയ്യതികളിൽ കപ്പൽശാല പരിസരങ്ങളിൽ പതിവുപോലെ ആഘോഷപൂർവ്വം അരങ്ങേറി.

നവംബർ 11-ാം തിയ്യതി രാവിലെ 8.30ന് കപ്പൽശാല ചെയർമാൻ ശ്രീ മധു എസ്. നായർ പതാക ഉയർത്തി ആരംഭം കുറിച്ച ഈ മേളയുടെ ഉദ്ഘാടനം എറണാകുളം ജില്ലാ പഞ്ചായത്ത് പ്രസിഡന്റ് ശ്രീമതി ആശാ സനിൽ നിർവ്വഹിച്ചു.

ചിൾഡ്രൻസ് ഫെസ്റ്റ്



കപ്പൽശാലയുടെ സാമ്പത്തിക സഹായത്തോടെ നടത്തപ്പെടുന്ന ഈ കലാമേളയിൽ മാറ്റുരയ്ക്കാൻ വർഷം തോറും ആയിരക്കണക്കിന് കുട്ടികളാണ് എത്തിച്ചേരുന്നത്.

സംസ്ഥാനത്തെ വിവിധ വിദ്യാലയങ്ങളിൽ നിന്നായി എൽ.കെ.ജി. മുതൽ 10-ാം ക്ലാസ്സു വരെയുള്ള ഏകദേശം 3800 കുട്ടികൾ വിവിധ കലാ-സാഹിത്യ മത്സരങ്ങളിൽ പങ്കെടുത്തു. രണ്ടു ദിവസങ്ങളിലായി പത്തോളം സ്റ്റേജുകളിൽ നൂറോളം മത്സരങ്ങളിൽ നടത്തപ്പെട്ടു.

2017 നവംബർ 16-ാം തിയ്യതി നടന്ന പ്രതിഭാസാധാഹനം ശ്രീ സണ്ണി തോമസ്, ഡയറക്ടർ (ടെക്നിക്കൽ) ഉദ്ഘാടനം ചെയ്തു. ചടങ്ങിൽ പങ്കെടുത്ത ശ്രീ. എൻ.വി. സുരേഷ് ബാബു, ഡയറക്ടർ (ഒപ്പ്



റേഷൻസ്) ശ്രീ. ബി. രാധാകൃഷ്ണ മേനോൻ, ഇൻഡി പ്പെൻഡന്റ് ഡയറക്ടർ, കുമാരി ഈശാ പ്രിയ ഐ.എ.എസ്., അസിസ്റ്റന്റ് കളക്ടർ, എറണാകുളം, ശ്രീ. കെ.ആർ. സുനിൽ കുമാർ, പ്രസിഡന്റ്, സി.എ സ്.ആർ.സി. എന്നിവർ ആശംസകൾ നേർന്നു. പ്രശസ്ത സിനിമ സീരിയൽ താരങ്ങൾ വിജയികൾക്ക് സമ്മാനങ്ങൾ നൽകി. ശ്രീ. പി.എം. രഞ്ജിത്ത്, ശ്രീ. പി. അംബികേശൻ എന്നിവർ യഥാക്രമം സ്വാഗതവും നന്ദിയും രേഖപ്പെടുത്തി.

രജിസ്ട്രേഷൻ മുതൽ സമ്മാനദാനം വരെയുള്ള വിഷയങ്ങൾ കുറ്റമറ്റ രീതിയിൽ നടത്തിയെടുക്കുക എന്നത് വളരെ ശ്രമകരമായ ഒരു ദൗത്യമാണ്. ഇതിൽ സഹകരിച്ച എല്ലാവരും സ്മൃതർഹമായ രീതിയിൽ അവരവരുടെ കർമ്മങ്ങൾ നിർവ്വഹിച്ചതുകൊണ്ടാണ് ഈ മേള വിജയപ്രദമായ രീതിയിൽ നടത്തിക്കൊണ്ടുപോകാൻ സാധിക്കുന്നതും കേരളത്തിലെ ആകമാനം കുട്ടികളും വിദ്യാലയങ്ങളും ഉറ്റു നോക്കുന്ന ഒരു ആഘോഷമായി ഇതിനെ മാറ്റിയെടുക്കാൻ കഴിയുന്നതും. ●



ആരോടു ചേരും നീ...

പി. നാരായണൻകുട്ടി

ആരെ മനസ്സോടു ചേർത്തു വയ്ക്കുന്നു നീ
ആരെ വന്ദിച്ചു നീ ആരാണു നിൻ ഗുരു
വേദ-വേദോപനിഷത്തുകളിൽ നോക്കാം
വേദനിക്കുന്നോർതൻ കണ്ണീരിലും നോക്കാം

വാത്മീകിയോ, വിശ്വാമിത്രനോ, വ്യാസനോ,
രാമനോ, കൃഷ്ണനോ, നബിതിരുമേനിയോ-
ബുദ്ധനോ, ക്രൂശിതനായ ശ്രീ യേശുവോ,
പരിശുദ്ധതക്കാൾരൂപമായ ഗുരുനാനാക്കോ-

കുന്തിയോ, സീതയോ, കർണ്ണനോ, പാഞ്ചാലിയോ,
അർജ്ജുനനോ, ആത്മജനേയനോ, ഭീമനോ,
ആത്മചൈതന്യത്തിരിതെളിച്ചിരുട്ടിനെ-
മാറ്റുവാൻ വന്ന ആദിശങ്കരാചാര്യരോ,
ശ്രീരാമ കൃഷ്ണനോ, വിവേകാനന്ദസ്വാമിയോ,
കേരളത്തിന്റെ മകൻ, ഗുരുദേവനോ

ജീവിതം സന്ദേശമാക്കിയ ഗാന്ധിയോ,
അഗതികൾക്കമ്മയായ് വന്ന തെരേസയോ,

ആഫ്ര-ക്ക നെഞ്ചോടു ചേർത്ത മണ്ടേലയോ,
അടിമകൾ ദൈവമായ് കരുതിയ ലിങ്കനോ-
ഇവരിലാരെ, ഉയിരോടു ചേർത്തുവയ്ക്കുന്നു നീ..?

ചത്തമനസ്സുമായ് ജീവിച്ച ഹിറ്റ്ലറോ,
കരളിന്റെ സ്ഥാനത്തു കല്ലായ ഗോഡ്സെയോ,
സ്നേഹത്തിൻ ഭാഷമറന്ന ബിൻലാദനോ,
കൊല്ലലിൽ കൗതുകം കാണും കസബോ,

വെടിമരുന്നിന്റെ മണമാർന്നിരുളിന്റെ-
ഗുഹയിൽ മസ്തിഷ്കം പുകച്ചിരിക്കുന്നാരോ,
ഇരയുടെ ചോരപുരളുവാനായുധം-
ഉലയിലുതിക്കാച്ചി മുർച്ഛകൂട്ടുന്നോരോ-
ഇവരിലാരോടുചേരും നീ, ഇവരിലാരാണ് നിൻ
ഗുരു
ഇരുളോ വെളിച്ചമോ.. തിന്മയോ നന്മയോ..?

ശ്രീ. നാരായണൻകുട്ടി കപ്പൽശാലയിൽ
ഷിപ്പ് ബിൽഡിംഗ് വിഭാഗത്തിൽ
സേവനമനുഷ്ഠിക്കുന്നു.



ROLE OF CUSTOMER VALUE IN BUSINESS

A Saleen

WHAT IS VALUE ?

The dictionary defines value as Principles or standard of behavior; judgment of what is important in his/her spheres of life. It is basically an internalized mind of an individual. Values tend to influence attitudes and behavior and these types include ethical / moral values, doctrinal / ideological values, social values, and aesthetic values.

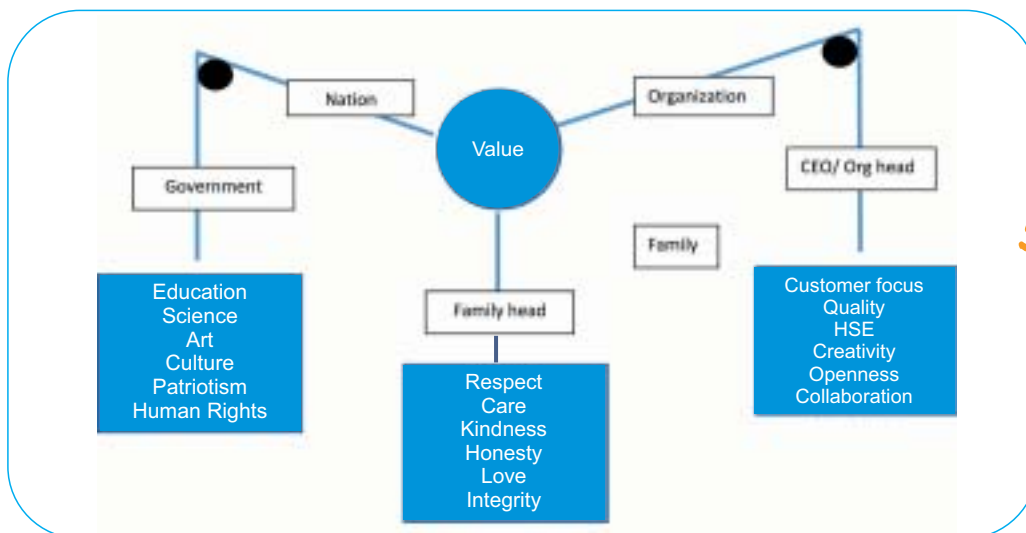
We know that character of an individual is highly influenced from where he/she belongs to. It is linked with the value system of his/her family and surroundings. Value system of the family is controlled by eldest person in the family who has complete control over the family affairs.

In similar fashion, Organizations should have a clear defined value system to do a strong business. Value system of the Family, Organization & Nation and its controls are represented in the figure below.

represents a set of shared attitudes, values, goals and practices. These manifest themselves in almost all economic, social and other activities. Then it becomes a holistic way of development of a Nation. Governments have focused their thrust on value development of their Nation. While focusing on above value system, intangible benefits accrue to the Nation. In a similar analogy, organizations focus on values such as customer focus, quality of products and services, health, safety and environment (HSE), creativity, openness and collaborations.

It means that Value defines the degree of importance a person gives while in family, organization or in a Nation.

The decision taken by the management of BP to voluntarily publish the complete investigation report of Deepwater Horizon oil spill incident in the public domain shows the values it uphold in HSE within the organization.



Value system in an individual shall be always deep rooted, however it can be redefined by a continuous and conscious practice.

Similarly value system of a Government or a nation includes education, science, art & culture. It

[This incident also referred to as the BP oil spill, the BP oil disaster, the Gulf of Mexico oil spill, and the Macondo blowout– This incident happened on April 20, 2010, in the Gulf of Mexico on the BP-operated Macondo Prospect. Killing eleven people, it is considered the largest marine oil spill in the history of the petroleum industry and estimated to be 8% to 31% larger in volume than the previous largest Oil spill. The US Government estimated the total discharge at 4.9 million barrels (210 million US gal, 780,000 m3). After several failed efforts to contain the flow, the well was declared sealed on September 19, 2010].

Cochin Shipyard Limited overcame the survival process of existence in the market and now we are in the process of development. If we want to sustain our development process in the market, we have to re-define our thought process and identify the values which the market wants and this has to be aligned across the organisation. Process owners are the ambassadors of the organizational values and it is to be demonstrated and the demonstrative anthropology is a best way to express by the process owners what followers and peers are expected to be.

VALUE TOWARDS CUSTOMER FOCUS

To create successful customer relationships, companies must understand what their customers care about and what value proposition appeals to them. Successful customer relationships are built on the bedrock of superior customer value. To attract and retain the most important customers, one must understand what they care about and what value propositions will appeal to them.

As Marshall McLuhan said "We don't know who it was that discovered water, but we're pretty sure it wasn't a fish. "In my decade-long career as a teacher, researcher and author, I have written extensively about different aspects of creating, delivering and capturing customer value. But this is my first attempt to distill my understanding of customer value into seven fundamental lessons. I hope these lessons help you in your quest for profitable customer relationships."

What Value is with respect to customer focus?

"Worth is usefulness or importance to the possessor." As this definition suggests, value is the assessment of "all that you get in return for all that you give" in exchange. More formally, I define customer value as "the perceived worth of the set of benefits received by a customer in exchange for the total cost of an offering, taking into consideration available competitive offering and prices."

Consider an example. When a customer buys a new BMW automobile, he/she gets a certain level of performance, comfort, safety, and entertainment benefits from the car. The customer

also gets service benefits like financing, warranty, repair, scheduled maintenance and roadside assistance and the social status of belonging to an exclusive club of BMW owners. In return, the customer invests money, time and effort in searching for the right car and dealer, negotiating the deal, arranging for financing and maintaining the car over its lifetime. The customer will assess the BMW's value based on how these benefits, weighted in proportion to the importance that he/she places on the benefits, compare with the total costs of buying and owning the car. The customer's assessment of value is also influenced by other new cars she may have considered, the car she currently owns, as well as the alternative of taking public transportation instead of owning a car.

The main attributes of value with respect to customers are explained below.

Value is Customer-Defined

You don't define value. Your customers do. As Peter Drucker, the patriarch of management theory, notes, "What the business thinks it produces is not of first importance.What the customer thinks it he is buying, what he considers value, is decisive. And what the utility, that is, what a product does for him." So the first lesson on value is that what you sell (products and services) is not what your customers buy (utility and value).

Value is Opaque

If value is defined by customers, you need to get inside the hearts and minds of customers to really understand value. Needless to say, this is a very difficult task. As Drucker notes, "What is value for the customer...is anything but obvious." Quantifying value is difficult because we don't understand customers, customers don't understand themselves and we don't speak the same language that customers speak.

Value is Contextual

Value, like beauty, lies in the eyes (and in the minds and hearts) of the beholder. So it is irrelevant to talk about the value of a product without knowing the context within which the product will be



evaluated, bought, and used. Context has three important dimensions: the end user, the end-use situation, and the environment. Customer assessments of value will be a function of who they are, what they want to do, and the environment that they live and work within.

Value is Multidimensional

A common myth in marketing is that customers choose products purely based on superior features and functions. While functional value - the value of a product's features and functions - is important, it is only one of three dimensions of value, the psychological benefits that they get from buying, using, and owning products. And customers evaluate the economic value, what the product benefits are worth in terms of time and money. To think holistically about customer value, you must think in all three dimensions: functional, economic, and emotional.

Value is a Trade-Off

Value is defined as the perceived worth of something in relation to the total cost that customers pay for it. This definition underscores the fact that value is a trade-off between the total benefits that customers get against the total costs they incur. So there are two ways of increasing customer value: increase the benefits you offer or reduce the customer costs. It is important to understand that the purchase cost of products is only one element of the customer's total costs. Consider Linux, the open-source software offering. While the Linux server software may be free, customers need to deploy the software develop applications on the server, integrate existing applications, support the software, and maintain the software. All these are elements of the total cost elements of the ownership (TCO). And some of these cost elements are nonmonetary costs. There is a cost of learning, a cost of switching, a cost of training, a cost of searching, and many other elements of cost.

Value is Relative

Customers always evaluate value relative to available alternatives, particularly the next-best

alternatives. I call this alternative the customer's "best available substitute or equivalent" (BASE). The BASE is the solution that customers will choose if they decide not to buy from you. Customers always have a BASE, even if you don't think you have viable competitors. If you don't know your BASE, you cannot know the frame of reference customers use to make buying decisions. And you may be selling against the wrong competitor.

Value is a Mindset

Value-based management is much more than a set of models or processes. It is a mindset. It begins with the belief that the sole purpose of a firm is to create value for its customers and to be compensated equitably for its efforts. Therefore, everything the firm says and does should revolve around its customers, not its products. This is a radical shift in perspective that few firms truly embrace, despite their claims of being customer-focused. ●

*The author is Senior Manager (Safety)
in the company*

രചനകൾ ക്ഷണിക്കുന്നു



കോഷ്യാ ഡൈജസ്റ്റിലേക്ക് കപ്പൽശാലാ ജീവനക്കാരിൽനിന്നും അവരുടെ കുടുംബാംഗങ്ങളിൽ നിന്നും പ്രസിദ്ധീകരണയോഗ്യമായ ലേഖനങ്ങൾ, കഥകൾ, കവിതകൾ, ചിത്രങ്ങൾ, കാർട്ടൂണുകൾ എന്നീ രചനകൾ ക്ഷണിക്കുന്നു.

രചനകൾ മൗലികവും മറ്റിടങ്ങളിൽ പ്രസിദ്ധീകരിക്കപ്പെടാത്തവയുമായിരിക്കണം. ട്രെയിനി കൾക്കും, On Contract ജീവനക്കാർക്കും പങ്കെടുക്കാൻ സ്വാഗതം

ഇംഗ്ലീഷിലോ, മലയാളത്തിലോ, ഹിന്ദിയിലോ ഉള്ള രചനകൾ അസിസ്റ്റന്റ് ജനറൽ മാനേജർ (CC)യെ ഏൽപ്പിക്കുകയോ sambath.kumar@cochinshipyard.com എന്ന ഇമെയിൽ വിലാസത്തിൽ അയക്കുകയോ ചെയ്യാവുന്നതാണ്.

WELCOME TO CSL



Sanil Peter

Shri Sanil Peter has joined CSL as Assistant General Manager.

He joins CSL from M/s Aqualis Offshore Marine Services LLC, Dubai, where he was working as Lead Naval Architect. He has over 16 years of experience in various firms.

Shri Sanil Peter is B.Tech (Naval Architecture and Shipbuilding) graduate from Cochin University of Science & Technology.



Binoy Chandran

Shri Binoy Chandran has joined CSL as Senior Manager (Basic Design).

He joins CSL from M/s Nakilat Damen Shipyards Qatar Ltd., Doha where he was working as Naval Architect. He has over 13 years of experience in various firms.

Shri Binoy Chandran is a B Tech (Naval Architecture and Shipbuilding) graduate from Cochin University of Science & Technology.



Shijo Thomas

Shri Shijo Thomas has joined CSL as Manager (Marine). He joins CSL from Chennai Port Trust where he was working as Deputy Marine Engineer (Class-I). He has over 9 years of experience in various firms.

Shri Shijo Thomas is a B Tech (Mechanical) graduate from Government College of Engineering, Kannur and has done pre-sea training at CSL.



Hari Shankar

Shri Hari Shankar, Manager (Marine) has joined CSL as Manager (Marine).

He joins CSL from M/s Seven Island Shipping Ltd., where he was working as Chief Engineer. He has over 7 years of experience in various firms.

Shri Hari Shankar is a BE (Marine Engineering) from Marine Engineering & Research Institute, Kolkata.



Johnson K George

Shri Johnson K George has joined CSL as Assistant Manager (Finance). He joins CSL from BHEL, Visakhapatnam where he was working as Assistant Officer (Accounts) and has over eight years of experience.

He is an MBA (Finance).

"We wish you all good luck for a long and rewarding career in CSL"



CONGRATULATIONS ON YOUR PROMOTION

DEPUTY GENERAL MANAGER



Shri Nandagopal N R
DGM (OF)



Shri Unnigopan S R
DGM (SRM)

ASSISTANT GENERAL MANAGER



Shri Arun Kumar V
AGM (Design)



Shri Safeeq P J
AGM (IQC)



Shri Praveen Narayanan M
AGM (Plg)

FROM MANAGER (E-3) TO SENIOR MANAGER (E-4)



Shri Siyad M A
Sr Manager (Mech)



Shri Jimmy Vincent
Sr Manager (Mech)



Shri Renjith Raj S R
Sr Manager (Mech)



Shri Anand Kumar S
Sr Manager (Mech)



Shri Rajesh K R
Sr Manager (Mech)



Ms. Sibil John
Sr Manager (Elex)



Shri Mukesh Shanker M S
Sr Manager (Perl)



Ms. Riya Mathew
Sr Manager (Fin)



Ms. Sailajakumari C
Sr Manager (Fin)



Shri Raymon Thomas
Sr Manager (IT)



Ms. Nisha Varghese
Sr Manager (IT)



Ms. Dhannya K K
Sr Manager (Civil)

CONGRATULATIONS ON YOUR PROMOTION

FROM DM(E-2) TO MANAGER (E-3) GRADE



Shri Jayanandan K G
Manager (Mech)

FROM AM (E-1) TO DM (E-2) GRADE



Shri Joy P L
Dy.Manager(Mech)



Shri Sriram S
Dy.Manager (Mech)



Shri Sajimon N V
Dy.Manager(Mech)



Shri Jaleel P M
Dy. Manager (Mech)



Shri Mohanan K K
Dy. Manager (Mech)



Shri Ajith Kumar R
Dy. Manager (Elec)



Shri Babu Varghese
Dy. Manager (Adm)



Shri Thomas T R
Dy. Manager (CE)

APPOINTMENT ON PROMOTION

ASSISTANT MANAGER (E-1 GRADE)



Shri Bahulayan V K
Assistant Manager
(Mechanical)



Shri Manoj Kumar V M
Assistant Manager
(Mechanical)



Shri Vijayan M N
Assistant Manager
(Mechanical)



Shri Haridas N
Assistant Manager
(Electrical)



Shri Poulose P P
Assistant Manager
(Electrical)



Shri George Sebastian
Assistant Manager
(Electronics)



Smt Anitha Joseph
Assistant Manager
(Finance)



Smt Saritha G
Assistant Manager
(Hindi)

PS-1 GRADE



Shri Gopalakrishna Pillai R
Assistant Engineer
(Structural)



Shri Rajasekharan Pillai R
Assistant Engineer
(Pipe)



Shri Prabhakaran K
Assistant Engineer
(Electronics)



CONGRATULATIONS ON YOUR PROMOTION

FROM PS-I TO PS-II

SI No	Code No	Name	Designation in PS - II grade
1	2762	Shri Mohan S	Assistant Engineer-SG.
2	2794	Shri Ahamedkutty Chullian	Assistant Engineer-SG.
3	2968	Shri Madhavan Potty V	Assistant Engineer-SG.
4	2952	Shri Prasad K	Assistant Engineer-SG.
5	2617	Shri Suresh P N	Assistant Engineer-SG.
6	2608	Shri Rajagopalabhakthan R	Assistant Engineer-SG.
7	2860	Shri Radhakrishna Pillai G	Assistant Engineer-SG.
8	2698	Shri Krishnan P A	Assistant Engineer-SG.
9	2532	Shri Lakshmanan A	Assistant Engineer-SG.
10	2655	Shri John K A	Assistant Engineer-SG.
11	2769	Shri Ravi K K	Assistant Engineer-SG.
12	2724	Shri Ramanujan S G	Assistant Engineer-SG.
13	3045	Shri Subrahmanian T P	Assistant Engineer-SG.
14	2736	Shri Vidyadharan C	Assistant Engineer-SG.
15	3994	Shri Shine A L	Assistant Engineer-SG.

FROM PS-II TO PS-III

SI No	Code No	Name	Designation in PS - III grade
1	2975	Shri Rajeev E N	Engineer

CAREER ADVANCEMENT OF WORKMEN

Code	Name	Designation
3012	Surendran M K	LSAO
2983	Lizamma P D	LSAHK
3980	Arun Kumar R	JTAM-SG
3993	Sudhir K S	JTAM-SG
3520	Sreekumar M	JTAM-SG
3528	Thasleekh T K	JTAM-SG
3534	Satheesh Kumar S	JTAM-SG
3518	Retheesh P N	JTAM-SG
3494	Vipin Vikas V P	JTAM-SG
3981	Sudheesh Kumar K G	JTAE-SG
3567	Abdul Manaf P	JTAE-SG
3570	Abhilash N	JTAE-SG
3983	Lijo Joy	JTAIN-SG
3984	Tilson Thomas	JCA
3988	Paul George	SSDE
3989	Nijith Shah V S	SSDE
3990	Vinila V	SSDE
4136	Nikhil S O	SSDE
4137	Girish V S	SSDE
4156	Greeshjith N	SSDE

3991	Usha P N	SSDET
3411	Arun K S	SSDM
3985	Vivek Vijayan	SSDM
3986	Nijil T J	SSDM
3987	Arunkumar U	SSDM
4133	John Antony	SSDM
4134	Sunil Kumar C D	SSDM
4135	Kannan A K	SSDM
4143	Sreenath C S	SSDM
3992	Vishnu S	SSDIN
3395	Jayaprasad T M	SFM
3396	Shijo V M	SFM
3397	Snehajan P P	SFM
3405	Ramachandran Nair B	SFM
2334	Peter T C	CHMN (EC)
3492	Rajesh R	SFET
3493	Shinoj P J	SWLF (EN)
3911	Sumith M	WLF (EN)
3913	Sreejesh P T	WLF (EN)
3914	Omer Faroque	WLF (EN)
3812	Mahesh Lal L	WLF (FP)
3912	Vinudas M D	WLF (FP)
2641	Tharuveyi Kutty E	CHMN (W)
2667	Rajan T V	CHMN (W)
2849	Joseph Lambre	CHMN-WF
3181	Suresh M R	SRGR
3180	Sathyan T O	SRGR
3252	Hareesh Kumar M P	SMHEO
3244	Ali P B	SMHEO
3272	Haridasan P S	SMHEO
3229	Sahadevan V K	SMHEO
3259	Sivaprasad P S	SMHEO
3195	Kunjimoideen E M	HSAC
3198	Premdas P R	HSAC
3218	Jalaludeen K A	HSAC
3237	Jayakumar M B	HSAC
3241	Narayanan V K	HSAC
3245	Yusuf C A	HSAC
3247	Wilson A F	HSAC
3249	Sabu C N	HSAC
3266	Murali V K	HSAC
3271	Prasannan M K	SAC
4131	Santhosh Kumar T T	CW
4132	Baiju Sebastian	CW
4146	Aneesh A	CW

CSL BIDS ADIEU TO THE RETIRED EMPLOYEES

WISHING HAPPY, HEALTHY, PEACEFUL AND PROSPEROUS RETIRED LIFE



Employees with their family members, along with C&MD and Senior officers of CSL on the retirement day

1) Shri Vijayan K, Sr Chageman (P), Code No.1578, 2) Shri Yesudas T J, Dy.Chageman (W), Code No.2687 3) Shri Ramachandran N R, Chageman (WLF), Code No.2879, 4) Shri Lambodharan T S., Chageman (WLF), Code No.3031

FAREWELL TO SHRI SUNNY THOMAS, DIRECTOR (TECHNICAL)



Shri Sunny Thomas retired on superannuation from CSL services as Director (Technical) on 30 Nov 2017.

He joined CSL in the year 1981 as Management Trainee and has worked in various capacities across domains like Design, Planning, Engineering, Materials Management and Business Development. He was selected as the Director (Technical) and assumed charge on 01 Jun 2014.



CSL BIDS ADIEU TO THE RETIRED EMPLOYEES

WISHING HAPPY, HEALTHY, PEACEFUL AND PROSPEROUS RETIRED LIFE



30 NOV 2017

Employees with their family members, along with C&MD and Senior officers of CSL on the retirement day

- | | |
|--|--|
| 1. Shri Sunny Thomas , Director (Tech), Code No.2478 | 17. Shri Unnikrishnan P , Chmn (W), Code No.2673 |
| 2. Shri Pavithran A , Senior Manager, code No.2303 | 18. Shri Francis K J , Chmn (W), Code No.2677 |
| 3. Shri Abdunnasir KT , Asst. Manager (U&M), Code No.2700 | 19. Shri Sankaranarayanan P , Chmn (W), Code No.2678 |
| 4. Shri Somasundaran K , Dy.Manager , Code No.2841 | 20. Shri Ambujakshan S , Chmn (ST), Code No.2727 |
| 5. Shri George T R , AE (SG), Code No. 1604 | 21. Shri Jomy Abraham P , Chmn (ST), Code No.2733 |
| 6. Shri Jabeer K A , AE (SG), Code No.2056 | 22. Shri Rajeev V V , Chmn (WLF), Code No.2840 |
| 7. Shri Pushpavaran K K , AE(SG), Code No.2063 | 23. Shri Balakrishnan P M , CHMN (WLF), Code No. 2856 |
| 8. Smt Ahallie C K , AAO (SG), Code No.2588 | 24. Shri James Thomas , Chmn (WLF), Code No.2857 |
| 9. Shri Antony E P , Maint Fitter, Code No.1494 | 25. Shri Radhakrishnan V , Chmn (WLF), Code No.2885 |
| 10. Shri George Mammen P , Sr.CHMN (P), Code No. 1580 | 26. Shri Kuriakose KV , Chmn (WLF), Code No.2906 |
| 11. Shri Balakrishnan G , Chmn (EL), Code No.2003 | 27. Shri Thomas K M , Chmn (WLF), Code No.2910 |
| 12. Shri Simon C A , Chmn (F&S), Code No 2311 | 28. Shri Thomas M P , Chmn (WLF), Code No.2960 |
| 13. Shri Jose Thomas , DCM (P), Code No.2597 | 29. Shri Alex T , Chmn (WLF), Code No.2962 |
| 14. Shri Prabhakaran Nair G , Chmn (W), Code No.2646 | 30. Smt Rajamma K C , LSA (HK), Code No.3085 |
| 15. Shri Thomas D , Chmn (W), Code No.2650 | 31. Shri Sasidharan Nair B , SAC, Code No.3220 |
| 16. Shri Mohanachandran Nair K , Chmn (W), Code No.2671 | 32. Shri Mathew K C , COD, Code No.2878 |



31 DEC 2017

Employee with their family members, along with C&MD and Senior officers of CSL on the retirement day

Shri Sasi M K, Chgeman (P) Code No.2040

Condolence



Heartfelt condolences to the family of Suresh R, code No.3448, Senior Welder-cum-Fitter who expired on 20 Nov 2017.

We pray for peace of the departed soul and share the grief of the bereaved family.

Indian Spotted Chevrotain (MouseDeer)

Photograph shared by **Shri Tony Thomas** Jr. Technical Assistant, Ship Repair Electronics section. He has spotted this beautiful creature near 'Vazhachal' forest division.



*Thevara junction (Now a busy junction in Ernakulam) in the sixties.
CSL project site and "Venduruthi" bridge are seen.
- from the archives*

