

कोशिया डाइजेस्ट **COSHYA** **DIGEST**



VOL - VI

JANUARY 2017

A PUBLICATION OF COCHIN SHIPYARD LIMITED



QUARTERLY IN-HOUSE MAGAZINE

e-magazine available at www.cochinshipyard.com

500 pax cum 150 T Cargo Vessel Designed and built for A&N Administration

The Vessel is designed and built as a modern high quality passenger vessel with diesel electric azimuth propulsion suitable for carrying 500 passengers and 150t cargo.

Main Dimensions:

Length Overall (abt.)	:	99.8m
Breadth (moulded)	:	17.5m
Design Draft (moulded)	:	4.3m
Scantling Draft (moulded)	:	4.5m
Passengers	:	500 (80 cabin class + 346 bunk class + 74 seating)
Complement	:	62+4 (VIP + Owner)
Service Speed (at 90% MCR)	:	16.0 knots
Class	:	ABS and IRS



Artist's impression

Main Features:

- Diesel electric propulsion with two azimuth thrusters with CPP
- Bow thruster for increased maneuverability
- Retractable fin stabilizers for roll reduction
- Cargo, baggage, and other storage spaces arranged aft
- Cargo hold suitable for loading 5 TEU containers. The vessel designed to take 10TEU containers with a total cargo weight of 150t
- Accommodation arrangement prepared considering operational aspects and easy evacuation in emergency
- Separate accommodation decks for crew and passengers

Cover page	:	RoRo Vessel - Artist's impression
Back Cover	:	From the archives



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EDITORIAL TEAM

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From the CMD's Desk



My dear colleagues,

I am happy to present you with the sixth edition of the house magazine, 'Coshya Digest'.

The year that went by has been one with mixed developments. Indian economy and industry has been the centre of attraction for its continued growth. Despite the international shipping sector being sluggish, CSL continues to perform well and is poised to achieve growth in this challenging environment.

We delivered the Deck Cargo/Jacket Launch Barge, one of the largest of its kind, to M/s NPCC and completed the landmark 20 vessel FPV project – both ahead of schedule. We reached a critical milestone on IAC when the 1st DA set was 'Switched-ON'. RoRo vessels are getting ready for delivery. TDV project and passenger vessel projects are progressing satisfactorily.

Ship Repair has been really flourishing for CSL and we are poised to rewrite the turnover records. We had the privilege of receiving INS Viraat for the 13th time - her last refit and INS Vikramaditya for her maiden refit – both have been handled professionally on schedule by CSL and Indian Navy is very impressed.

'Make in India' programme of the Government has provided new opportunities for CSL. CSL is well placed to benefit from the newly introduced Sagarmala project and proposed development of Inland waterways in India.

As a responsible corporate citizen, CSL continued with its commitment towards benefitting the society; under the 'Swachh Bharat' and 'Suchitwa Mission'. Assistance provided towards building houses for endosulphan victims at Kasaragode are to be inaugurated shortly.

We have implemented various 'people first' policies in the yard. The long awaited Pension Scheme for all our employees is in place. We have introduced programmes to reward meritorious students (Shipyard Pariwar Prathibha Puraskar), support needy ex-employees (Shipyard Santhwana Sparsham), to groom younger employees by seniors (mentor-mentee scheme), support officers in growth path (Nethruthwa Samvridhi Yojna), Leadership Talk series (Prajyoti Talk Series) and Inner awakening talk series for the CSL family (Atmajyoti talk series).

In 2016 we added 275 new employees to our rolls, in different categories. I welcome all of them to this wonderful shipyard and wish them the very best for a long and rewarding career with CSL.

The year 2017 will witness the beginning of construction of the two major expansion projects viz. the new Dry Dock and International Ship Repair Facility. Both projects have secured environmental clearance and these projects are very important for CSL's future and we are duty bound to implement these without time and cost overruns.

I wish and hope the year 2017 brings continued joy, peace and prosperity to you and members of your families. Let us all work together as a team, convert challenges into opportunities and take the company to greater heights.

Jai Hind! ■



MINISTER OF STATE VISITS CSL

Shri Mansukh L Mandaviya, Honourable Union Minister of State for Road Transport & Highways, Shipping, Chemicals & Fertilizers visited CSL on 29 Dec 2016.

The Honourable Minister held meeting with the senior management team, headed by Shri Madhu S Nair, C&MD, CSL. The Minister was briefed on the current status of various projects undertaken by CSL. He showed keenness in the expansion projects undertaken by CSL, during the discussions.

Later, a yard visit was organized for the benefit of the Honourable Minister. He visited the Hull shop, accompanied by the C&MD and Directors. He was also briefed on the project, on board the Indigenous Aircraft Carrier, being built in CSL.

The Honourable minister interacted with the press along with C&MD, CSL. The Honourable Minister was highly appreciative of the working of the Shipyard and offered all support from the Government of India.





DIGNITARIES IN CSL

NORWEGIAN AMBASSADOR TO INDIA



H E Mr Nils Ragnar Kamsvag, Ambassador of Norway visited CSL on 13 Dec 2016 and held meeting with Shri Madhu S Nair, C&MD and other senior officials of CSL. A yard visit was organized for him and his team, consisting of the Commercial Consular and First Secretary. He wrote in the visitors book as follows:

"I have appreciated very much the briefings we have got here about a shipyard, which delivers to the best international standards. Norway is very much pleased with the successful and strong ties between the yard and Norwegian companies. We look forward to these ties being strengthened further".

VIETNAMESE AMBASSADOR TO INDIA



CSL hosted H E Mr. Ton Sinh Thanh, Ambassador of Vietnam on 23 Nov 2016. Following the presentation made to him on the capabilities of CSL in the office of C&MD, he undertook a tour of the yard,

accompanied by Mr Madhu S Nair, C&MD and noted the following in the visitors' diary:

"It is really impressive to get on board Vikrant Aircraft Carrier of India when it is at final stage of construction. We wish Vikrant an early and successful commission to serve the Indian Navy"



CONTRIBUTION TOWARDS 'SWACHHTA'



Shri Madhu S Nair C&MD handing over cheque to the honorable Chief Minister, Shri Pinarayi Vijayan. Shri Sunny Thomas D(T) and Shri MD Varghese GM (IR&A) are also seen.

On the occasion of declaring Kerala as the first Open Defecation Free state in India, the Chairman & Managing Director of Cochin Shipyard Ltd., Shri Madhu S Nair handed over Rs.50 Lakhs to the Honourable Chief Minister of Kerala, Shri Pinarayi Vijayan, for the successful implementation of the mission on 2 Oct 2016.

Cochin Shipyard is supporting the 'Total Sanitation Program' at Cheriyanthuruth village of Kadamakkudy panchayat of Ernakulam District. In order to make the village to achieve total sanitation, Cochin Shipyard is extending financial support of Rs.35 Lakhs for providing home based toilets to all houses of Cheriyanthuruth island.

As a part of Swachh Bharat Abhiyan and as an effort to contribute to the total sanitation mission of Kerala, Cochin Shipyard has taken the responsibility of renovation of the Koithara Park of Panampilly Nagar, Kochi. The total expenditure is expected to be Rs.30 Lakhs. Its continued maintenance also will be taken up by CSL.

Cochin Shipyard has committed Rs.50 Lakhs for the construction of toilets in fifteen Government schools in Kannur district towards promotion of sanitation among school children.

Cochin Shipyard has also earmarked Rs.1.8 crores towards Swachh Bharat Abhiyan projects during the Financial Year. ■



■ CSL COMPLETES CONSTRUCTION OF 20 FPV SERIES- DELIVERS FINAL VESSEL THREE MONTHS AHEAD OF SCHEDULE



CSL completed construction of 20 Fast Patrol Vessel series for the Indian Coast Guard. ICGS AYUSH, the 20th Fast Patrol Vessel, the last in the series (CSL Yard No BY 520) was delivered three months ahead of schedule. The ceremony of first reading of D448 of the ship was held on 30 Dec 2016 at CSL.

The protocol of delivery and acceptance was signed by Shri Suresh Babu N V, Director (Operations), CSL and Commanding Officer (Designate) of the vessel Commandant (JG) Asheesh Sharma, in the presence of Shri Madhu S Nair, Chairman & Managing Director, DIG Arun Shrivastav, PD (Mat), CGHQ, DIG G Devanand, CGRPS (KOC) and other senior officers of both CSL and Coast Guard.

CSL was awarded the work of constructing 20 Fast Patrol Vessels for the Indian Coast Guard on 20th Oct 2010. CSL delivered the first vessel on 25 Sep 2013 and subsequent vessels in about two months interval.

These vessels with a length of 50 metres and beam of 7.6 metres are small in size when compared to the large vessels that CSL had been building. Designing and building these ships had posed challenges to the yard as these are extremely weight sensitive vessels.

The superstructure of the vessel was made of aluminium alloy and special welding procedures were developed by CSL to ensure high-quality welding and fabrication of these aluminium structures. CSL has achieved excellent weight control on these ships right through the build process. All the vessels delivered have achieved speed in excess of the contracted speed and surpassed the expectations of Indian Coast Guard with regard to performance. ■



CSL DELIVERS DECK CARGO/JACKET LAUNCH BARGE



The Deck Cargo / Jacket Launch Barge built for National Petroleum Construction Company (NPCC) Abu Dhabi was delivered on 31 Oct 2016. The documents were exchanged between Shri Sunny Thomas, Director (Technical), CSL and Mr Aqeel A Madhi, CEO, NPCC, Abu Dhabi during the ceremony held at Abu Dhabi.

The vessel was contracted on 5 Jan 2015 with NPCC, a holding company of the Abu Dhabi Government, having operations in the Arabian Gulf, South Asia and South East

Asia. The “Mega Block Erection” of the vessel was commenced on the 12 Jan 2016, launched on 22 Aug 2016 and flagged off from CSL on 23 Sep 2016.

The Barge is designed by CSL and meets the standards of American Bureau of Shipping (ABS) and various international regulations. The vessel is amongst the largest of its kind in the world having a length of 180 metres, breadth of 42 metres and depth of 11 metres. The barge will be used for transportation and float over of offshore top sides up to 30,000 Metric Tons (MT). The vessel can also be used for launching Offshore Jacket Structures of up to 15,000 MT. She is fitted with four numbers large pumps with a total capacity of 26,000 Cu.M/Hr, a fully computer controlled level controlling and monitoring system and two main generator sets of capacity 2100 KW each, catering to the power requirements.

This was the second vessel built by CSL for NPCC Abu Dhabi. CSL had constructed and delivered a 130 metre long barge to NPCC in 2003. ■

CSL LAUNCHES THE FIRST DOUBLE ENDED RORO FERRY FOR CORPORATION OF KOCHI

Cochin Shipyard Ltd. launched the first double ended RoRo Ferry on 09 Nov 2016. The ceremonial event of launching of the vessel was held at CSL at 1030 hrs.

Mrs Soumini Jain, Honourable Mayor of the Kochi Municipal Corporation was the Chief Guest on the occasion. Prof K V Thomas, Honourable Member of Parliament and Chairman Public Accounts Committee, was the Guest of Honour.

The honourable mayor, as per tradition, broke the ceremonial coconut declaring the readiness of the ship to touch water for the first time.

The vessel was later lifted over by the mammoth 300 Tonne Gantry crane and launched into water. ■





ENERGISING OF MAIN SWITCH BOARDS



In a ceremony held on 1 Oct 2016, Shri. Suresh Babu NV, Director Operations switched on the 6K MSB at the MSB Room on-board IAC in the presence of senior officers of both CSL and WOT (Kochi).

Main Switch Board (MSB) is an integral part of the power distribution system. It is an integrated

assembly of switching controls, regulator equipment, measuring instruments, indicators and protective devices, and is an indispensable apparatus for efficient centralized control of the electrical systems and power operated equipments in ships.

India's first Indigenous Aircraft Carrier Vikrant, which is now in the second phase of

construction is equipped with eight Wartsila make Diesel Generators of 3 MW each and four L&T make Main Switch Boards rating 6300A each.

Charging of MSB is the first step in commissioning of the equipment including the propulsion, hull and aviation systems. ■

'FIRST START' OF DIESEL ALTERNATOR



'First start' of the No.1 Diesel Alternator (DA) of the Indigenous Aircraft Carrier was held on 05 Dec 2016. Shri Madhu S Nair, C&MD did the honours in the presence of the CSL team, the Warship Overseeing Team (Kochi) of the Indian Navy and the OEM representatives on board IAC.

All the starting parameters were found satisfactory. With this, CSL has reached a critical milestone on the IAC project. Shri Madhu S Nair thanked the team CSL, WOT (Kochi) and OEM representatives for achieving this critical milestone. ■



Ship Repair Division saw a large number of critical activities during the past couple of months.

The first half of the quarter saw the maiden refit of INS Vikramaditya, the prestigious Aircraft Carrier of the Indian Navy, in full flow, at Repair Dock. During the dry dock duration, we undertook complete renewals of all eight condenser discharge pipes and made blanks for all the underwater opening of the ship which will help the ship to have an inter docking interval of 4-5 years.

The work package of INS Vikramaditya was carried out from 23 Sep 2016 to 05 Nov 2016. This was a huge task as in a compressed time available, most of the spares, which are of Russian origin, were not easily available. CSL had to manufacture spares or use indigenous spares for large number of equipments including fire pumps, turbine /motor driven AC pumps, steam valves, steam pipe fittings, feed check valves of the boilers etc.

We developed innovative methods for in-situ cleaning and easing of main circulator inlet valves. CSL developed in house a methodology of keeping the Lignum - vitae packing of all the shafts in wet condition by using external water tanks and flexible hoses.

CSL had to manufacture high pressure blow down sea tubes for which no drawings were available. The job involved boring of 60 mm diameter steel rods and huge amount of hot work. The ship did not have strainers on its suction side. CSL had to get new suction strainer manufactured for most of suction inlets.

Two major ships have also got repaired at the Building Dock viz. GTV Samudra Sarvekshak and INS Jalashwa.

On GTV Samudra Sarvekshak, diving support vessel of ONGC, we undertook major repairs to its



SHIP REPAIR

hull which involved lifting of both Main Engines, repairs to both its Bow Thrusters and Aft thrusters and one DG.

INS Jalashwa, the Landing Platform Dock (LPD) Ship of Indian Navy too docked for replacement of her aft door. The new door was designed, manufactured, fitted and trials done successfully in a very short duration.

Refits of LDCL Vessels Viringli, Kodithala, Blue Marlin, Minicoy, DCI Dredger 20, INS Sharda, COPT vessels Jalaprabha and Tug Vallarpadam, FSI ships Sagarika and Blue Marlin were also completed. ■

Significant progress was made in the Major refits of INS Airavat and INS Sarvekshak.





■ VIKRAMADITYA REFIT – AN INNOVATIVE APPROACH

Premchand S, DGM (CE)



23rd September 2016 - INS Vikramaditya was successfully docked in CSL repair dock. It was just not one docking of an aircraft carrier, but was first of its kind in Shipping Industry in India. It also answered few questions raised from few vested interest parties regarding capabilities of CSL as the one and only building/repair agency for aircraft carriers of India.

The preliminary talk regarding docking of INS Vikramaditya, the erstwhile Admiral Gorshkov of Russian Navy, commenced almost a decade ago. The first hurdle was nonavailability of the docking plan and the issue was resolved by inhouse preparation of docking plan. The plan though agreed upon technically by the stake holders, doubts were raised about the capabilities of CSL dry dock for the kind of loading especially in the forward and aft of the vessel. The forward though raised a problem, the load on the aft most block really sharpened the thought process of the designers. Various options of dock blocks even with the additional strengthening and distribution of load

were considered. However, finally settled with continuous keel blocks only with wood composing of soft and hard in aft side and no additional modification to the dock floor was necessitated.

The dock block manufacturing, concrete base and wooden toppings commenced as scheduled. This was for the first time, even the reinforcement for concrete blocks were galvanized. Though sounds simple, the reinforcement were cut & shaped and then taken for galvanizing. The volume of wood required within a short time really tested the capabilities of commercial dept. The load bearing capability of the block was specifically checked by manufacturing special jigs in house at Hull shop. The blocks were tested to 1100 tones against 740 tones and found intact.

The dock floor loading/docking plan coming to a logical conclusion with a firm plan to move forward, other major operational and navigational issues of the vessel were addressed next. As projected the aft draft coming more than the design depth of dry



INNOVATION

dock, the focus now shifted to the nature's blessings for high tide of the season. All possible obstructions of dock gate were also cut and removed in way of the propellers of the ship. The experience gained from previous docking of INS Viraat, the dock gate housing pit was desilted to achieve the maximum depth. The desilting team was specially briefed about the requirement beyond any doubt. To the surprise, the defilting team was able to clear the debris left during construction enabling the gate to close to the designed depth satisfactorily. The availability of dock mouth was also occasionally disturbed due to presence of the repair vessels in dock mouth.



The next challenge ahead was to provide the approach and channel leading to CSL with operational and navigational depth. The original scope of CSL was to prepare from Ernakulam Wharf to CSL including CSL quay side and turning

circle. The entire area was divided into four zones, the area from Ernakulam wharf to repair dock into three zones namely zone I, II, III in the approach channel and zone IV as quay side CSL for easiness of monitoring dredging. The primary assessment revealed that dredging of around 50 lakhs cubic meter, costing ₹80 Crores was required, as per DCI. The basic challenge faced was the continuing monsoon leading siltation in the dredged area along with availability of dredgers from DCI to undertake such a large scale dredging compounded by vessel traffic in the channel. However, the right interference at the appropriate level from all the stake holders including Ministry of Shipping helped to complete the assigned task in time.

The sounding taken by Navy in the main channel leading to ICTT, ICTT and approach to Ernakulam wharf raised few doubts. Though CSL has catered only the area mentioned above for dredging, subsequently Indian Navy has expressed their concerns leading to additional burden of Ernakulam wharf and approach to the Ernakulam Wharf for berthing prior to docking. The scope of dredging was also increased due to post undocking depth requirement for the vessel, demanding 13.5 m at Ernakulam wharf, which was more than the designed depth of Ernakulam wharf. This was also achieved by dredging using Nehru Shatabdi of CoPT to a limited extent and TSHD of DCI. Dredging of Ernakulam Channel was a challenge due to continuous presence of vessel in berth including cruise vessel Emerald princes. For the first time in the history of Port Ernakulam wharf depth was achieved more than the design depths. In addition to this, ICTT, channel from ICTT to outer sea specific locations were also attended by DCI dredgers. The masters of DCI vessel have exhibited the highest degree of professionalism in maneuvering the vessel within the close proximity of quay and the berthed vessels for effective dredging.



INNOVATION

Another point of anxiety and a major concern, which was repeatedly discussed in all meetings, was the availability and hygienic condition of toilet facilities. This was taken up as major challenge and a concentrated efforts were put in by the agencies involved. Firstly all the toilet complexes in and around the repair dock was identified, earmarked and numbered for INS Vikramaditya. All toilets were given facelift including total renovation of few along with painting and upkeep of the surroundings. Additional containerized toilets were also brought in to cater for such a huge ship company. The cleaning pattern was completely changed with innovative ideas and manning round the clock to meet highest standards of hygiene during INS Vikramaditya stay was organized.

The cooking and the dining facility of a ship company consisting of 90 Officers and more than 1100 sailors within CSL was addressed for the first time in CSL. Additional dining facility was setup on top of the north canteen including upkeep and maintenance of existing galley at ground floor. Separate area for additional washing machines, water coolers etc were also provided along with north galley. The entire ship company was transported from the shipyard to their residential accommodation in more than 30 vehicles without causing any hindrance to the public through M.G Road and Thevara Junction during the peak hours was another example of the coordinated effort of the Shipyard. The entry and exit of all the VVIP's, VIPs, OEM representatives and various contractors working on Vikramaditya was conducted smoothly without any aberrations, which was expected while handling such large crowd.

This is one of such event where several uncertainties and anxieties were put to rest with dedicated and collective team work with professionalism leading to achieving several records. Maximum tonnage of the vessel, maximum draft of the vessel, maximum length of the vessel and above all INS Vikramaditya in any Indian Shipyard for the First time and the list is much more. I should say this is yet another example of CSL Magic of team work. ■





■ EIL & CSL SIGN MOU FOR BUILDING SMALL SCALE LNG CARRIERS

As a strategic initiative, Engineers India Ltd (EIL), a Navaratna CPSE under the Ministry of Petroleum & Natural Gas and Cochin Shipyard Ltd. (CSL), a Miniratna CPSE under the Ministry of Shipping entered into Memorandum of Understanding (MoU) to jointly design and build small scale LNG carriers at CSL, Kochi.

An initiative conceived under the ambit of Make in India campaign, the MoU was signed by Shri Binoj Shankar, AGM (BD), CSL and Shri Vineet



Agarwal, GM (Marketing), EIL on 16 Oct 2016 at CSL, Kochi, in the presence of Shri Madhu S Nair, C&MD, CSL and Shri Sanjay Gupta, C&MD, EIL and senior officials from both CSL and EIL.

Aligning with Government of India's vision of SAGARMALA and Inland Waterways Development

initiatives, the MoU is foreseen to create an LNG value chain ecosystem to cater to the coastal and inland water transport segment of Indian sub-continent.

The scope of MOU also includes the mutual co-operation for the vendor development, training and certification process of skilled manpower. ■

■ MoU WITH SCI AND A&N ADMINISTRATION FOR REPAIRS



CSL on 20 Dec 2016, signed a tripartite MoU with Shipping Corporation of India & Andaman & Nicobar Administration for repairs of Andaman & Nicobar vessels. The MoU was signed between Shri Rajesh Gopalakrishnan, GM (Ship Repair), CSL and Cap. Rajinder Kumar, Director (Shipping Services), A&N Administration in the presence of Shri Sunny Thomas, Director (Technical) and other senior officials of CSL.

Under this MoU, ten vessels owned by Andaman & Nicobar Administration and managed by Shipping Corporation of India will be repaired by CSL for a period of 5 years or more. First vessel under this MoU, MV Chowra is expected to be in CSL in the first week of Jan 2017 for dry dock repairs. ■



PASSING OUT FUNCTION 36TH BATCH OF METI



The 36th batch of the Marine Engineering Training Institute of Cochin Shipyard Ltd. passed out on 08 Dec 2016.

Shri Sunny Thomas, Director (Technical), CSL was the chief guest of the ceremony held in CSL.

The highlight of the ceremony was the passing out parade conducted by the graduates. Shri Sunny Thomas inspected the Guard of Honour and gave away awards to outstanding cadets.

Nidhin Prasanthan, slot No.2399 was awarded the Cmde Bava Rolling Trophy for best Trainee and Jeevan Alex, slot No.2419 was awarded Cmde M K Murthy Rolling Trophy for Academic Excellence. Pampa House adjudged the best house award.

Shri S Varadarajan presented the report of the

Institute. Dignitaries included Shri Suresh Babu N V, Director (Operations), Shri Ramesh K J, Chief General Manager (HR) and Shri Bejoy Bhaskar, Chief General Manager (Design). Parents and family members of the cadets, former chiefs of METI, senior officers, and office bearers of association/ trade unions attended as special invitees. ■





VIGILANCE AWARENESS WEEK



Shri Madhu S Nair, C&MD, Shri Paul Ranjan, Director (Finance), Shri N V Suresh Babu, Director (Operations) and Shri M D Varghese, General Manager (IR&A) both in National Language & English respectively.

To mark the occasion, Ekta Yatra (Unity Walk) of the employees, led by Shri Madhu S Nair, C&MD and a march-past jointly conducted by the CISF & METI Trainees was also held.

Vigilance Study Circle, Kerala, wherein CSL is an active member, also conducted various programmes during the vigilance awareness week 2016. The programmes included Elocution competition for college students, 'Integrity walkathon' and public seminar on public participation in promoting integrity and eradicating corruption. ■

Observance of Vigilance Awareness week commenced in CSL beginning with a pledge to bring about integrity and transparency in public life, on 31 Oct 2016.

Rashtriya Ekta Divas (National Unity Day), the birth anniversary of Sardar Vallabhnbhai Patel was also observed in CSL, the same day.

The Rashtriya Ekta Divas pledge and the pledge of integrity and transparency were administered by



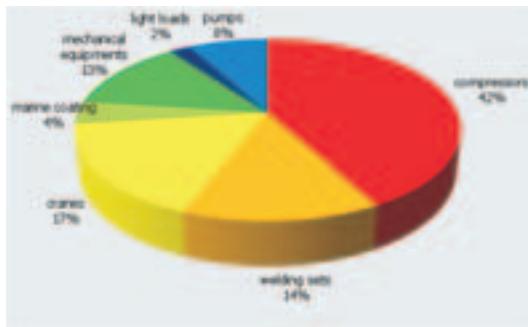
ENERGY BURNS OR SIMPLY EARNS, CHOICE IS YOURS

Energy is one of the most important building blocks of human development and a key factor in determining the economic development.

Energy conservation is the practice of decreasing quantity of energy usage while achieving a similar outcome of end use. This practice may result in increase of human comfort, personal security, national security, environmental value and financial capital. There are many activities that people can do to conserve energy and help not only themselves, but also the environment and everyone around them. Conserving energy is important because most of our current energy sources are not renewable; meaning their existence on earth is finite. The conservation is not a sudden action, it's a step by step process which includes finding the ways to conserve, planning how to conserve and act accordingly.

ENERGY DISTRIBUTION IN CSL

In Cochin Shipyard, we consume an average of 25 Lakh units of electrical energy and paying approximately ₹ 1.5 Crores per month. The demand of energy is also increasing day by day. Major portion of energy is consumed by compressors, Cranes, welding sets etc. Normal energy cost of a portable compressor per hour is about ₹600/- and for main compressors is about ₹7000/-. Likewise the cranes, welding sets and other equipments also cost decent amount, which are inevitable energy consumers. So we have to maintain an efficient working of these equipments to conserve energy.



MAJOR ENERGY CONSERVATION ACTIVITIES IN CSL

- Installed 250 KW grid connected solar power plant.
- Installed occupancy sensor tube light at various building staircases and bathrooms.
- Installed 1TPD capacity "BARC-NISARGRUNA" model Biogas plant
- Electrification of new buildings is carried out with LED lights instead of conventional discharge lamps.
- Replaced conventional discharge lamp street lights with LED lights.
- Replacement/ new procurement of Air conditioning units are done with energy efficient inverter type ACs.
- Leakages in the compressed air distribution system and other industrial gas lines are regularly monitored and rectified.
- Switching off Main Air Compressor during lunch break.
- Switching off Main power supply to shops, Quays, & Docks momentarily at 12:15Hrs. This trips man coolers, roof extractors (controlled through starters) etc. which are not required during lunch break.
- Displayed energy saving stickers & posters, conducted seminar and quiz competition for inculcating awareness among employees for energy conservation aimed at optimum use of electric power.
- Power factor is continuously monitored and maintained near unity.
- Usage of energy efficient inverter type welding sets instead of conventional welding sets is promoted
- Installation of turbine ventilators at various buildings

IMPACT

Energy saving is approx. 10 Lakhs units per annum with the implementation of measures specified above.



ENERGY CONSERVATION

RENEWABLE ENERGY INITIATIVES IN CSL

CSL started utilizing renewable energy resources by installing grid connected solar power plants from 2013 onwards. CSL had installed 25 kWp and 60 kWp grid connect solar power system in July 2013 and November 2014 respectively and continued its effort in the successive years. In addition to the above 85 kWp solar power plant, CSL had given a Green Energy Commitment in January 2015 to the Ministry of New and Renewable Energy, Govt. of India that we shall develop 1MW of renewable energy projects during the five year period of 2015-19. As of now CSL has installed a total capacity of 335kW grid connected solar power plants at the roof tops of various buildings in the yard. The process for providing an additional 200kW solar power plant is in progress and is expected to be completed by February 2017. By 2019 the installed solar power generation would be to the tune of One Megawatt.

ENERGY CELL IN CSL

Considering the importance of Energy conservation, CSL has framed an Energy Policy and Energy Cell by including representatives from all major departments since Feb 2015. Energy Cell is putting best efforts for the conservation of energy by reducing wastage, using energy efficient equipments and creating awareness among employees. Energy Cell has done many activities inside and outside CSL in order to study, to implement and to give awareness about energy conservation.

ENERGY CONSERVATION IN CSL

CSL's electrical energy consumption cost during the financial year 2015-2016 was Rs.1733 Lakhs for 303 Lakhs units. With a zealous and committed approach by reducing the energy wastage, we can have substantial savings in energy without any financial investment by restoring to the following acts

- Switch off portable compressors when not in use. Stop leakage of compressed air by using correct fittings and ensure closing of valves after use. Compressed air is PRECIOUS. Restrict usage of compressed air for man cooling. Compressors are the major energy guzzlers, consuming 42% of Yard's energy consumption.
- Switch off the lights /fans/ventilation fans/blowers when not in use, especially during lunch breaks. Take advantage of natural ventilation and sunlight to the extent possible.
- Switch off power supply to all machinery and welding sets soon after completion of work
- Minimize and control usage of air conditioners depending upon the occupancy. Switch off A/C units at least 15 minutes before closing of offices.
- Minimize the use of lifts for "DOWN" movements.

Avoid unwanted L.T (Long Travel) movement of cranes especially that of Gantry and L.L.T.T cranes

by better planning of work and also avoid usage of higher capacity cranes for handling smaller weights.





■ राजभाषा कार्यान्वयन

अक्तूबर-दिसंबर, 2016 तिमाही के दौरान राजभाषा कार्यान्वयन के क्षेत्र में की गई गतिविधियों का ब्यौरा नीचे दिया जाता है:

हिन्दी पखवाडा समापन समारोह - 2016

सरकारी कामकाज में राजभाषा हिन्दी के प्रति जागरूकता उत्पन्न करने तथा इसके उत्तरोत्तर प्रयोग में गति लाने के उद्देश्य से कोचीन शिपयार्ड में दि. 14 से 28 सितंबर, 2016 तक हिन्दी पखवाडा समारोह बड़ी धूमधाम से मनाया गया। इस सिलसिले में कंपनी के अधिकारियों व कर्मचारियों के लिए हिन्दी में सुलेख, अनुवाद एवं प्रशासनिक शब्दावली, निबंध लेखन, टिप्पण और आलेखन, हिन्दी/अंग्रेजी समान शब्द लेखन (आज का शब्द), पत्र लेखन, गद्यांश वाचन, स्मृति परीक्षा, प्रश्नोत्तरी, हिन्दी गीत आदि प्रतियोगिताओं का आयोजन किया गया। इस वर्ष कंपनी के प्रशिक्षार्थियों और ठेके कर्मचारियों के लिए भी हिन्दी में सुलेख, प्रश्नोत्तरी और हिन्दी गीत प्रतियोगिताएं आयोजित की गईं।

हिन्दी में पावरपॉइंट प्रतियोगिता

हिन्दी पखवाडा समारोह के सिलसिले में विशेष कार्यक्रम के रूप में एर्णाकुलम में कोच्ची कॉरपोरेशन के अधीन आनेवाले स्कूलों के आठवीं और नौवीं कक्षाओं के छात्रों के लिए दिनांक 06 अक्तूबर, 2016 को "इंटरनेट संस्कृति का आगम परिवार पर उसका प्रभाव" विषय पर हिन्दी

में एक पावरपॉइंट प्रतियोगिता आयोजित की गई। उक्त प्रतियोगिता में भवन्स विद्या मंदिर, गिरिनगर, नेवी चिल्ड्रन स्कूल, तेवरा, डेल्टा स्टडी, फार्टकोच्ची, टीडीएचएस, मट्टान्चेरी, टॉक-एच पब्लिक स्कूल, सेंट आल्बर्ट्स स्कूल, एर्णाकुलम आदि स्कूल के छात्रों ने सक्रिय रूप से भाग लेकर कार्यक्रम को अधिक सफल बनाया। प्रतियोगिता में प्रथम, द्वितीय और तृतीय पुरस्कार क्रमशः टॉक-एच पब्लिक स्कूल, नेवी चिल्ड्रन स्कूल और डेल्टा स्टडी, फार्टकोच्ची को प्राप्त हुआ।



वर्ष 2015-16 के दौरान हिन्दी में अधिकाधिक कार्य करने हेतु स्वर्गीय श्री शंकर दयाल सिंह स्मृति पुरस्कार अध्यक्ष एवं प्रबंध निदेशक से प्राप्त करते हुए श्रीमती अषिता के ए, कनिष्ठ वाणिज्यिक सहायक

हिन्दी पखवाडा समारोह, 2016 के समापन समारोह कोचीन शिपयार्ड के माननीय अध्यक्ष एवं प्रबंध निदेशक श्री मधु एस नायर की अध्यक्षता में दि. 17 अक्तूबर, 2015 को प्रशिक्षण संस्थान के सम्मेलन कक्ष में आयोजित किया गया। इस समारोह में श्री शंकर दयाल सिंह स्मृति पुरस्कार प्राप्त श्रीमती अषिता के ए, कनिष्ठ वाणिज्यिक सहायक तथा शेष सभी विजेताओं को अध्यक्ष व प्रबंध निदेशक, निदेशक (वित्त), निदेशक (तकनीकी), मुख्य महा प्रबंधक (मानव संसाधन), महा प्रबंधक (औ.सं. एवं प्रशासन) और महा प्रबंधक (पोत निर्माण) द्वारा नकद पुरस्कार और प्रमाणपत्र वितरित किया गया। इसके साथ-साथ विजेता छात्रों को अध्यक्ष महोदय ने नकद पुरस्कार और प्रमाणपत्र वितरित किया। प्रतियोगिताओं में पुरस्कार न प्राप्त सभी भागीदारों को सांत्वना पुरस्कार भी दिया गया।

कर्मचारियों के बच्चों के लिए नकद पुरस्कार

राजभाषा हिन्दी को बढ़ाने के उद्देश्य में चालू वर्ष के दौरान, कर्मचारियों के बच्चों जिन्होंने दसवीं कक्षा में हिन्दी में उच्च अंक प्राप्त किया है, को नकद पुरस्कार दिया गया। तदनुसार, इस वर्ष में कुल 11 बच्चों ने नकद पुरस्कार जीत लिया जो हिन्दी पखवाडा के समापन समारोह के अवसर पर अध्यक्ष एवं प्रबंध निदेशक द्वारा प्रदान किया गया।



कोची टॉलिक से पुरस्कार

कोची टॉलिक के संयुक्त हिन्दी पखवाडा समारोह के सिलसिले में आयोजित हिन्दी प्रतियोगिताओं में 15 कर्मचारियों ने भाग लिया और सीएसएल कर्मचारियों द्वारा प्राप्त पुरस्कारों का विवरण नीचे दिया जाता है।

क्र.सं.	नाम व पदनाम	मद	पुरस्कार
1.	सुमी एस सहायक प्रबंधक (मानव संसाधन)	अनुवाद	द्वितीय
2	निव्या टी आर कनिष्ठ वाणिज्यिक सहायक	सुलेख	द्वितीय
3.	कीर्ति आर सहायक प्रबंधक (मानव संसाधन)	सुलेख	तृतीय
4.	अनुराज कुमार आई कनिष्ठ तकनीकी सहायक	प्रश्नोत्तरी	सांत्वना
5.	विवेक विजयन वरिष्ठ शिप ड्राफ्ट्समैन		

हिन्दी कार्यशाला

भारत सरकार की राजभाषा नीति के अनुपालन में कोचीन शिपयार्ड में हरेक तिमाही में नियमित रूप से हिन्दी कार्यशाला दिनांक 08 नवंबर, 2016 (मंगलवार) को आयोजित की गई। श्रीमती रीता गोविंद, वरिष्ठ प्रबंधक (राजभाषा), विजया बैंक कार्यशाला के संकाय थी। उन्होंने हिन्दी कार्यशाला करने का उद्देश्य, महत्व आदि के बारे में भागीदारों को अवगत कराया। हिन्दी व्याकरण के बारे में संक्षिप्त जानकारी उन्होंने भागीदारों को दी। आगे उन्होंने कोचीन शिपयार्ड की हिन्दी अनुभाग से प्रकाशित राजभाषा सहायक में सूचित प्रशासनिक वाक्यांशों के आधार पर कक्षा चलायी। उन्होंने कार्यालय में नियमित रूप से

राजभाषा

उपयोग किए जानेवाले टिप्पणियों, वाक्यांशों, शब्दावलियों आदि के बारे में भागीदारों को बताया। उन्होंने संवादात्मक तरीके से कार्यशाला आयोजित की। हिन्दी में अधिकाधिक काम करने के उद्देश्य में भाग लिए सभी अधिकारियों व कर्मचारियों को हिन्दी व्याकरण संबंधी पुस्तक प्रदान किया गया। 13 अधिकारियों और 10 कर्मचारियों ने कार्यशाला में भाग लिया।

चुटकुले



शुभदीप मुखर्जी
पुत्र-श्री मनोज मुखर्जी

गब्बर ने बैंक मैनेजर से पूछा
“कितना इनाम रखे है सरकार हम पर?”

मैनेजर: कितने भी रखे हों पर अभी “चार हजार ही मिल सकता है, वो भी तुम्हारी आइडी पर” कालिया था साम्बा की नहीं चलेगी।

श्रैयसी मुखर्जी

कक्षा-3, केन्द्रीय विद्यालय-1
कोचीन।
पुत्री- मनोज मुखर्जी



टीचर : “भारत से विदेश जाने वाली पहली महिला कौन थी?”

चंटू : सीता, श्रीलंका गई थी।

टीचर : अभी भी बेहोश है



'ATMA JYOTI' TALK SERIES



Shri K Jayakumar IAS (Retd.), noted poet and lyricist, very well known in the literary circles, former Chief Secretary, Government of Kerala and currently Vice Chancellor of Thunchath Ezhuthachan Malayalam University inaugurated 'Atma Jyoti' talk series and addressed the gathering of all employees on 03 Dec 2016 at CSL hull shop.

Talk series named "Atma Jyoti" (Light of Soul) by eminent personalities is organised as one of the 'People First' initiatives. Through Atma Jyoti, CSL strives to reinstate the value and unlock the potential of employees towards excellence in performance and organizational transformation.

The talk was focused on the need to be adaptable to change. According to the speaker, fear and love are the two basic emotions driving us. Fear of the unknown and lack of love are the main causes of insecurity among people. The need of the hour for the senior members of any group is to accept positive changes by learning newer technology, to be relevant in the changing world.

The talk, well appreciated by a full house, went on for an hour. The guest took few questions from the audience too.





■ 'PRAJYOTI' LEADERSHIP TALK SERIES



Adhering to the people first policy of CSL, it has been our endeavor to provide an opportunity to our managers to listen to and learn from the leaders who have excelled in their respective fields. These talks are aimed at helping initiate, trigger and cascade the process of Leadership Development in the shipyard.

The second in the leadership talk series 'Prajyoti' was held on 15 Oct 2016. Dr. C V Ananda Bose, a Government of India Secretary level IAS officer of the 1977 batch Kerala cadre, superannuated as Additional Chief Secretary and now the Chairman of Central Warehousing Corporation (CWC), addressed the Executives.

A prolific writer and columnist, Dr. Bose has published 20 books in English and Malayalam including novels, short stories, poems and essays. He is the founder of many innovative institutions in the field of affordable housing, good governance, science and technology, and other fields such as Nirmithi Kendra (Building Centre) and District Tourism Council.

Dr. Bose is the recipient of the prestigious Jawaharlal Nehru fellowship and Fellowship of the Lal Bahadur Shastri National Academy of Administration (LBSNAA), Mussoorie. In recognition of his pioneering efforts in the field of housing, the United Nations has selected his initiatives as the Global Best Practice four times. He has won

Government of India's National (Special) Habitat award.

He began his talk with his experience of executing a development project for the tribal community in Kerala. According to him, the ideas we have about developmental projects are highly biased. The government, most of the time, end up creating assets which fall least in the priority list of the beneficiaries.

The talk centred around, mainly, his experiences with the government and governmental machinery. According to him, administration is the art of the possible and leadership begins with the vision of a leader. The leader knows the way, shows the way and goes the way. The leader leads and the manager drives. For the manager to be the leader, he should learn to listen to the sound of silence.

The talk came to an end with the question answer session. ■



■ RORO FERRIES FOR KOCHI MUNICIPAL CORPORATION —AN INITIATIVE OF CSL TOWARDS A GREENER, FASTER & SAFER FERRYING

— Sanoob B, Manager & Harikrishnan UR, Asst. Manager

The Kochi Corporation launched the Ro-Ro project under the 'Mission Kochi 15-8-15' programme, following the public demand for a safer and reliable alternative for traditional Jangars across the busy shipping channel between Fort Kochi & Vypeen. The ferry service that is being operated currently by the Corporation is too aged and of conventional type. It has ramp only on one side which necessitates reverse parking of the vehicles on the vessel and hence results in very long queue of vehicles especially during peak hours. Also the vessel would require turning around while departing from the terminals. These two factors pose considerable

The vessel has been designed in-house at CSL and has been built to Indian Register of Shipping (IRS) Classification Rules and Kerala Inland Vessel (KIV) rules applicable for inland vessels in the state and the innovative design will be first of its kind made in India. It can carry 12 cars and 4 trucks or 18 cars besides 50 passengers with an endurance of about 5 days.

The vessel is equipped with azimuth propulsion systems on both ends for easy manoeuvring, allowing it to be operated without the need for turning around at the jetty during cast-off, thereby considerably reducing trip time. The ferry can attain



a speed of up to six knots and will take around three minutes to cross the 600-metre distance between the two stations. The vessel features an air conditioned wheel house for comfort of

difficulties to passengers and also considerable time is lost in vessel manoeuvres.

Even though CSL has a high end portfolio of large commercial and defence vessels, we have also shown our balanced commitment towards the transport needs of our local community in Kochi by building these vessels.

With the launching of the first in a series of two double ended Roll-on-Roll-Off (Ro-Ro) ferry on 09 Nov 2016, Cochin Shipyard is making a clear stride ahead of its peers the development of the ever so quiescent Inland navigation sector of our country.

the operator and has a number of inbuilt safety features.

The vessels operate like a floating bridge, with ramps at either end facilitating drive-in /drive-out of vehicles on a "first-in, first-out" basis without the need to reverse the vehicles during loading on the vessel which considerably reduces time at the terminals. Hence, special driving skills are not required for vehicle drivers to park the vehicles onto the vessels which would be a real blessing for the senior citizens as well. Now with the induction of the new double ended Ro-Ro ferry, all these difficulties are bound to ease out.



The vessel is equipped with unique safety features such as bilge & fire alarm systems, safety tips and alarms of the engine and thruster are displayed in the wheel house meeting the stringent requirements of Indian Register of Shipping. An echo sounder is also provided to know the depth of the water for safety against grounding and adequate lifesaving appliances etc.

With the commencement of the ferry service, a huge number of vehicles can escape the heavy traffic snarls in the city and a saving of about 20 km drive by road. This results in a huge cutting down of emission levels, which reiterates CSL's commitment towards the green initiatives of energy conservation and environmental protection.

CSL is building the vessels on a non-profit basis as a tribute towards the local people of Kochi and as a flagship project beaming on to sprout an efficient multi-modal transportation system tapping into vast potential of the hitherto underutilized inland waterways of our country for sustainable development of the society. The project is envisaged as a trend-setter in the Inland waterway sector of our country as a safe and efficient mode of connectivity. ■





■ CSL SUPPORTS PROMOTION OF TOTAL SANITATION IN CHERIAMTHURUTH VILLAGE



Cochin Shipyard Limited as part of its CSR initiatives is supporting Ernakulam Social Services Society (ESSS) to promote total sanitation in Cheriamthuruth village of Kadamakkudy Grama Panchayat.

Ernakulam Social Services Society (ESSS) is one of the leading NGOs in Ernakulam district, engaged in different development initiatives since its inception. Kadamakkudy Panchayat has been one of the areas where it has undertaken many interventions related to health, education and women empowerment. One of the problems which the target communities encounter is related to sanitation. In order to address

this problem, the organization sought the help of CSL for construction of household toilets.

With the help of a household survey, the organization identified and selected 46 poor families that require toilet facilities.

The major objective of this project was to contribute to the Swachh Bharat Abhiyan of Government of India and the Suchitwa Mission of Government of Kerala. The joint effort has been well appreciated.

A total amount of ₹50 Lakhs has been allocated for this total sanitation project. The project is expected to be completed by end March 2017.

■ CSL'S SUPPORT TOWARDS SHIP MODEL MAKING

CSL is extending support to Cochin University of Science and Technology (CUSAT) to set up state of the art ship model making facility in their campus, as part of CSL's CSR initiative

The Department of Ship Technology of Cochin University of Science and Technology which is one of the pioneering institutions in the field of Ship building in the country has had long standing relationship with CSL.

The major objective is to enhance the model making skills of students that will not only improve their practical understanding of ship building but also will create a positive impact on the quality of education in naval architecture and ship building imparted by the University.

With the support offered by Cochin shipyard, the University will also be able to offer short term courses in ship model making and personnel from shipyards, Indian Navy and other professionals can get the benefit of this skill development program. Moreover, the students can make aesthetic models during their classroom work and models can be used for many purposes including models for instruction, models as gifts and as a showcase attraction.

CSL has extended support to the tune of ₹25 Lakhs to the University under the CSR program.



■ എൻഡോസൾഫാൻ ബാധിതർക്ക് വീടുകൾ നിർമ്മിച്ചുനൽകി കൊച്ചി കപ്പൽശാല മാതൃകയാകുന്നു



ലോകത്തിന്റെ ആകെ ശ്രദ്ധയും സഹാനുഭൂതിയും പിടിച്ചുപറ്റിയ ജനവിഭാഗമാണ് കാസർഗോഡ് ജില്ലയിലെ എൻഡോസൾഫാൻ ബാധിതർ. ഏറ്റവും മാരകമായ വിഷം കൃഷിസ്ഥലത്തേയും പരിസര പ്രദേശങ്ങളെയും കുടിവെള്ള സ്രോതസ്സുകളെയും ഉപയോഗിക്കുന്നതിന് മുമ്പേ ഭീകരമായ ദുരന്തമായി അത് പരിണമിക്കുകയും അവരുടെ ജീവിതത്തെ തന്നെ മാറ്റിമറിച്ചു സംഭവമായി മാറുകയും ചെയ്തു. നമ്മളിൽ ഒരാളാണ് അവരും എന്നതോർക്കാതെയാണ് ലാഭക്കൊതിയന്മാർ അവർക്കുമേൽ വിഷത്തിമഴ വർഷിച്ചത്. പരിണതഫലം നരകയാതനായി അവർമാത്രം അനുഭവിച്ചു തീർക്കുമ്പോൾ തീർത്തും അനുഭവിക്കാതെ സമൂഹം അവർക്കുനേരെ മുഖം തിരിച്ചു. അകാലത്തിൽ മരണപ്പെട്ടവരും മരണതുല്യമായ ജീവിതം നയിക്കുന്നവരും അവിടെ ഒട്ടനവധി.

അമ്മയുടെ വയറ്റിനുള്ളിൽ നിന്നു തന്നെ വിഷബാധയേറ്റ് വികൃതമായി പിറന്നു വീഴുന്ന കുഞ്ഞുങ്ങൾ. ബുദ്ധിയും ശരീരവും വളരാത്തവർ ഒരു പുരുഷായുസ്സ് മുഴുവൻ ഈ കുഞ്ഞുങ്ങളെയും തോളിലേറ്റി ആശുപത്രി വരാന്തകളിൽ കൂട്ടി നിൽക്കുവാനും, സഹായത്തിനായി സമൂഹത്തിനു മുന്നിൽ കൈനീട്ടുവാനും വിധിക്കപ്പെട്ടവർ. തീർത്തും നിസ്സഹായരായി ആരോടും പരിഭവമോ പരാതിയോ ഇല്ലാത്ത അവർ നമുക്കു മുന്നിൽ ജീവിക്കുന്നു. പത്രത്താളുകളിലെ വാർത്തകളായി അവർ ഇടക്ക് നമ്മുടെ വീടുകളിലെത്തുന്നു.

സമൂഹത്തിലെ കഷ്ടതയനുഭവിക്കുന്ന ജനവിഭാഗങ്ങൾക്കു നേരെ കണ്ണടക്കാൻ കൊച്ചി കപ്പൽശാലയെപ്പോലെ സാമൂഹിക പ്രതിബദ്ധതയുള്ള ഒരു സ്ഥാപനത്തിന് കഴിയില്ല. കാരണം 'നന്മ എവിടെയുണ്ടോ അവിടെ കൊച്ചി കപ്പൽശാലയുണ്ട്' എന്ന

ആപ്തവാക്യത്തിൽ വിശ്വസിച്ചുകൊണ്ടാണ് കൊച്ചി കപ്പൽശാല തങ്ങളുടെ സാമൂഹിക പ്രതിബദ്ധതാ പദ്ധതികൾ സമൂഹത്തിനുവേണ്ടി സമർപ്പിക്കുന്നത്.

സംസ്ഥാന സർക്കാരിന്റെയും ശ്രീസത്യസായി ഓർഫനേജ് ട്രസ്റ്റിന്റെയും നേതൃത്വത്തിൽ കാസർഗോഡ് ജില്ലയിലെ എൻഡോസൾഫാൻ ബാധിതർക്ക് വീടുവെച്ചു നൽകുന്ന 'സായിപ്രസാദം' എന്ന പദ്ധതിയിൽ കൊച്ചി കപ്പൽശാല ആദ്യ ഘട്ടത്തിൽ 5 വീടുകളാണ് നിർമ്മിച്ചു നൽകിയിട്ടുള്ളത്. സംസ്ഥാന സർക്കാർ സൗജന്യമായി നൽകിയ ഭൂമിയിൽ ഓരോ കുടുംബത്തിനും സർക്കാർ 10 സെന്റ് വീതം പതിച്ചു നൽകിയിട്ടുണ്ട്. ഇതിൽ 500 ചതുരശ്രയടിയിലുള്ള വീടുകളാണ് നിർമ്മിച്ചിട്ടുള്ളത്. ഓരോ വീടിനും 5 ലക്ഷം രൂപ വീതം 25 ലക്ഷം രൂപയാണ് കപ്പൽശാല ഈ പദ്ധതിക്കായി ചിലവഴിച്ചത്. കാസർഗോഡ് ജില്ലയിലെ പുല്ലൂർ പെരിയ, കിനാനൂർ കരിന്തളം, എൻമകുളെ എന്നീ 3 പഞ്ചായത്തുകളിലെ എൻഡോസൾഫാൻ ദുരന്ത ബാധിതർക്ക് 108 വീടുകളാണ് ഈ പദ്ധതിയിലൂടെ ഇവിടെ നിർമ്മിച്ചു നൽകുന്നത്. ആദ്യഘട്ടത്തിൽ പുല്ലൂർ പെരിയ പഞ്ചായത്തിലെ നിർമ്മാണ പ്രവർത്തനങ്ങളാണ് പൂർത്തിയായിട്ടുള്ളത്. വൃക്കതികൾ, സംഘടനകൾ, വിവിധ കമ്പനികളുടെ സാമൂഹിക പ്രതിബദ്ധതാ പദ്ധതികൾ എന്നിവയുടെ സഹകരണത്തോടെയാണ് മറ്റുവീടുകളുടെ നിർമ്മാണ പ്രവർത്തനങ്ങൾ പുരോഗമിക്കുന്നത്. പദ്ധതിയുടെ രണ്ടാം ഘട്ടത്തിൽ കൊച്ചി കപ്പൽശാല 11 വീടുകളാണ് നിർമ്മിച്ചു നൽകുന്നത്. ■



റിട്ടയർമെന്റ്

അംബികേശൻ പി.
Code No. 2765
ഇലക്ട്രിക്കൽ ക്രെയിൻ ഓപ്പറേറ്റർ



അന്നു അയാൾ പതിവിലും വൈകിയാണ് ഉറക്കമുണർന്നത്. ദയകര തലവേദന! തലേദിവസം നല്ലപോലെ മദ്യപിച്ചിരുന്നു!

എന്തിനെ നോർമ്മയില്ല? മറ്റ് മൂറികളും അടുക്കളയും അലങ്കോലമായിരിക്കുന്നു!

ഇതെങ്ങിനെ സംഭവിച്ചു? വീടൊക്കെ വൃത്തിയാക്കി - ദിനചര്യകൾക്ക് ശേഷം ജോലിക്ക് പോകാൻ ഒരുങ്ങി. മുൻവശത്തെ വാതിൽ വെറുതെ ചേർത്തടച്ചു. വീട്ടിൽ നിന്നിറങ്ങി.

അയാൾ തനിച്ചാണോ? കുടുംബം? അയാൾക്കെല്ലാവരും ഉണ്ടായിരുന്നു!

ജോലി ലഭിച്ചപ്പോൾ അകലെയുള്ള ഗ്രാമത്തിൽ നിന്നും സ്നേഹനിധിയായ അമ്മയോടൊപ്പം പട്ടണത്തിലേക്ക് ചേക്കേറി. അയാൾക്കിഷ്ടപ്പെട്ട പെൺകുട്ടിയെ വിവാഹം കഴിച്ചു. വെറും പത്താം ക്ലാസ്സുകാരിയായ അവൾക്ക് അയാൾ ഉന്നതവിദ്യാഭ്യാസം നൽകി അദ്ധ്യാപികയാക്കി.

അമ്മയും ഭാര്യയും തമ്മിലുള്ള സ്വരചേർച്ചയില്ലായ്മ തുടർന്നുകൊണ്ടിരിക്കുന്നതിനിടയിൽ അയാൾ ഒരു മദ്യപാനിയായി മാറി. അമ്മയ്ക്കും ഭാര്യക്കും മക്കൾക്കും വേണ്ടി അയാൾ അദ്ധ്യാനിച്ചു ജീവിച്ചു.

അമ്മയുടെ മരണശേഷം അയാൾ ഒരു മുഴുക്കുടിയാനായി. ഭാര്യ മക്കളെയും കൊണ്ട് അയാളെ ഉപേക്ഷിച്ചു സ്വന്തം വീട്ടിലേക്ക് പോയി.

വർഷങ്ങൾ കടന്നു പോയി...

അയാൾ ഇപ്പോൾ ഏകനാണ്! ജോലി ചെയ്യുന്ന സ്ഥാപനത്തിന്റെ ഗെയിറ്റിലെത്തിയ അയാളെ അകത്തേക്ക് കടത്തിവിടാത്ത സെക്യൂരിറ്റി ഉദ്യോഗസ്ഥരുമായി തർക്കിക്കുന്നത് സഹപ്രവർത്തകൻ കണ്ടു.

സഹപ്രവർത്തകൻ - എന്താ ചേട്ടാ

അയാൾ - എടാ ഇവർ എന്നെ അകത്തേക്ക് കയറ്റിവിടുന്നില്ല!

സഹപ്രവർത്തകൻ - (അയാളെ മാറ്റി നിർത്തി)

ചേട്ടാ .. ചേട്ടൻ ഇന്നലെ റിട്ടയർ ചെയ്തില്ലേ?

ഞങ്ങൾ ഇന്നലെ ചേട്ടനെ വീട്ടിൽ കൊണ്ടുവിട്ടതും, ചേട്ടൻ ഞങ്ങൾക്ക് വേണ്ടി നല്ലൊരു പാർട്ടി തന്നതും ഓർമ്മയില്ലേ?

രാത്രി 12 മണിക്കല്ലേ നമ്മൾ പിരിഞ്ഞത്! എല്ലാം ചേട്ടൻ മരന്നു അല്ലേ?

അയാൾ - (സങ്കടത്തോടെ) ഒന്നും ഓർമ്മ വരുന്നില്ലെന്നു പറയാൻ പറ്റില്ല!

സഹപ്രവർത്തകൻ (സ്നേഹത്തോടെ) ചേട്ടാ, ജോലി ലഭിച്ചാൽ റിട്ടയർമെന്റ് അനിവാര്യമാണ്. ഇന്നു ഏപ്രിൽ ഒന്നാം തീയതിയാണ്. ഇന്നലെ അതായത് കഴിഞ്ഞമാസം മാർച്ച് 31-ാം തീയതി ചേട്ടൻ റിട്ടയർ ചെയ്തു. (അയാളെ പിടിച്ചു കൊണ്ട്) വരു ചേട്ടാ, ഞാൻ വീട്ടിൽ കൊണ്ട് വിടാം.

അയാൾ (സങ്കടവും ദേഷ്യവുമായി) കരുതി വെച്ചിരുന്നതെല്ലാം നീയൊക്കെ ഇന്നലെ കുടിച്ചു തീർത്തില്ലേ?

രാവിലെ ഒരു തുള്ളിപോലും കിട്ടിയില്ല!

ഇന്ന് ഒന്നാം തീയതിയല്ലേ ടാ...

ബാറും തുറക്കില്ലാ... ബിവറേജസും തുറക്കില്ലാ... സാധനം കിട്ടില്ലെടാ..

ഞാനിനി എന്ത് ചെയ്യും?

തിരിഞ്ഞു നടന്ന അയാൾ മൊബൈൽ ഫോണെടുത്തു എക്സ് സർവ്വീസ് കാരനായ സുഹൃത്തിന്റെ നമ്പർ സെർച്ച് ചെയ്തു.

അപ്പോൾ....

ഒരു കാർ അയാളുടെ തൊട്ടടുത്ത് നിർത്തി ഭാര്യസഹോദരൻ ഇറങ്ങി.

ഭാര്യസഹോദരൻ:- ചേട്ടൻ ഇന്നലെ റിട്ടയർ ചെയ്തു എന്നറിയാം. ഞങ്ങൾ വീട്ടിലേക്ക് പോയിരുന്നു. വീട് അടച്ചിരിക്കുന്നു.

അയാൾ: മുൻവശത്തെ ഡോർ ലോക്ക് ചെയ്യാറില്ല. എന്തെങ്കിലും എന്റെ കുടുംബം തിരിച്ചു വരുമെന്ന പ്രതീക്ഷയോടെ!

ഭാര്യസഹോദരൻ: കാറിൽ പെങ്ങളും കുട്ടികളുമാണ്. പെങ്ങൾ ഇന്നലെ റിട്ടയർ ചെയ്തു.

അയാൾ പ്രതീക്ഷയോടെ കാറിലേക്ക് നോക്കി ഭാര്യയും, മകളും, മകനും പ്രതീക്ഷയോടെ അയാളേയും പിൻസീറ്റിലിരുന്ന ഭാര്യ അയാൾക്കായി കാറിന്റെ ഡോർ തുറന്നു കൊടുത്തു.

ഒരു നിമിഷം അയാൾ ചിന്തിച്ചു.

മരുന്നിനെക്കാളും എനിക്ക് പ്രിയപ്പെട്ടത് എന്റെ കുടുംബമാണ്! എന്റെ കുടുംബം!

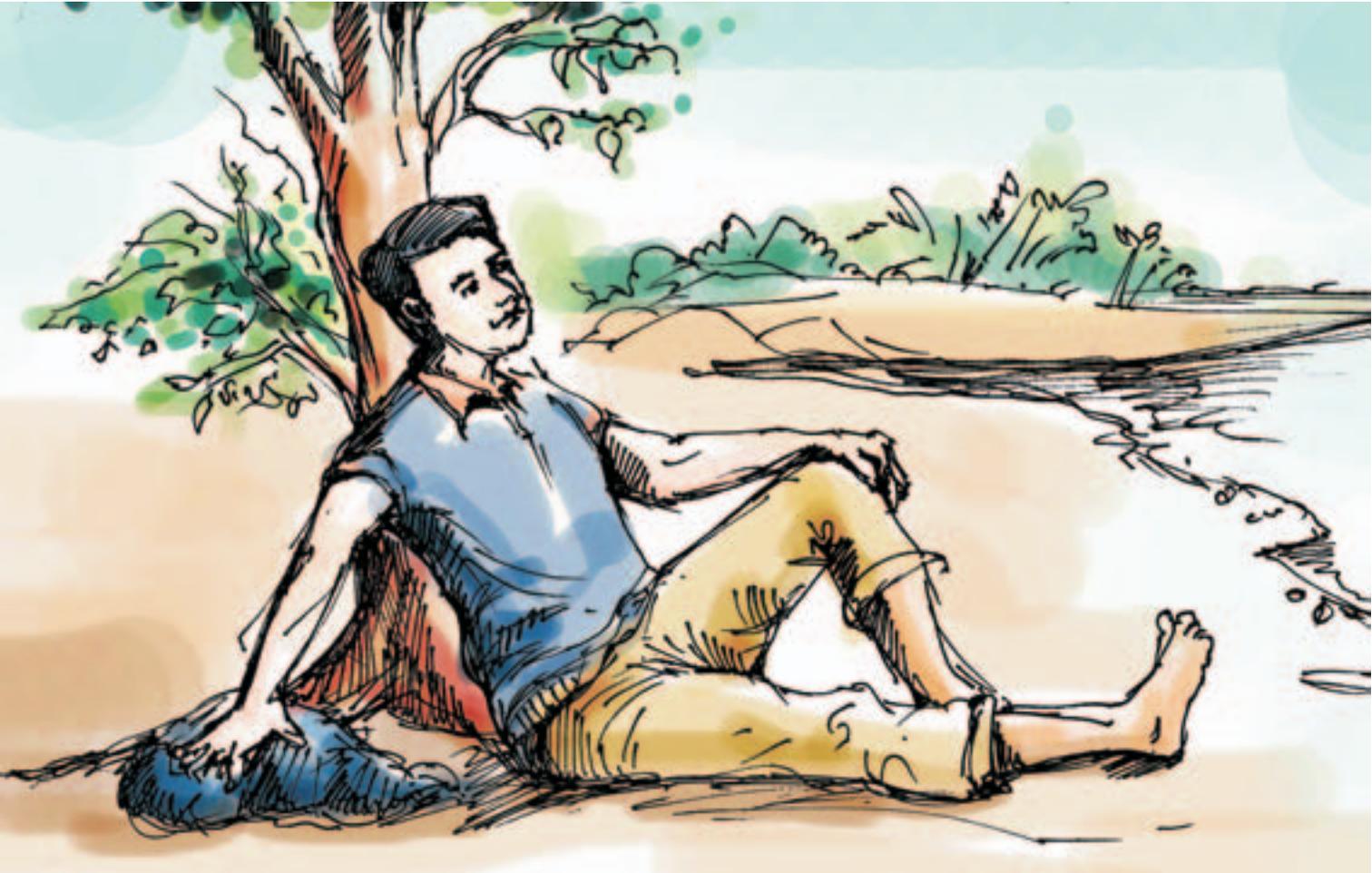
അയാൾ കാറിൽ കയറി...

ആ കാർ അയാളുടെ വീടിനെ ലക്ഷ്യമാക്കി മുന്നോട്ട് നീങ്ങി. ■



■ AN AFTERNOON RIDDLE

Ganesh R.
Dy. Manager (Plg)



“Hari, your mother would be happy now. Isn't she? The lady while rinsing clothes eagerly asked Harinath who was sitting still, gazing over the river. Hari gave her a miserly glance and nodded.

“Yes! She is happy”.

On holidays Harinath likes to sit on the shores of the river enjoying cool breeze and sunlight, meanwhile brooding of all the stubborn things of the world. The long tentacles of shore grass dipping their legs in the water also gave him good company. The resonating sounds of the rhythmic beating on stones by women washing clothes and their happy children jumping into shallow water come repeatedly from all sides. The long stretch of grass,

sand and water flowing side by side protected by bamboo tips hanging towards river on either side is a pleasant view to watch on any warm afternoon. The sounds of waves gently caressing his legs and the warmth of sun on top often made him feel light and beaming.

“How is your daughter? Her teeth have come?” “The lady seemed to not leave him alone in his bliss.

“Two, at front”, He tried to smile back taking enough care to hide his emotions which at times, like the subtle waves of the river spilled over the brims of his face.

“You are lucky. Your wife is a gem. Have you stolen her from the jeweler?”

He smiled.



Yes he had stolen her. She has stood by his side in that horrible town. Due to severe financial problems he had to leave home and gone to his uncle at Town. This girl was one of the sales-girl in the jewelry he worked. She came from a difficult background and he was happy to rescue her. After his father's death and his sister's marriage he came back to village along with his wife and baby daughter. But she couldn't adjust with the mother in law and village and wanted to live back in town.

“How much salary will you get there, Ten thousand?”

“They will give thirteen.”

“Oh...” The lady couldn't help her jealousy which reflected at her eyes.

Despite of the poverty at his house he was always happy. At noon he would often go to temple for the lunch where a meek but sufficient amount of food would satisfy the long journey in the scorching sun. A quick running along the banks of river all the way to his home, the hot sand would burn his heels and in between the journey he quenched them in water, making the legs strong. These trips ended when a piece of glass pierced his legs after which he took the route on road.

Hari left school at Ninth standard when he had to take the burden of his family, at an age of fifteen. His father was a gifted goldsmith who due to his work, had inherited lung diseases and couldn't continue working. Those days came the '916 revolution' which entirely changed their lives.

His father would often complain. “What is the government doing? They are supporting these corporate with new laws they make. What 916? I am an honest goldsmith. My gold I make in fire. They are pure as Sita, you know? This work, my family did for generations. People look me as a cheat or robber now days. What wrong have I done to anybody? Is there no gods to see my peril?” He would burst into tears.

Hari continued his father's work which had become now scarce in the area. When his uncle visited he went with him and began to assist one corporate jewelers' maintenance shop for his livelihood. At night he worked as a security and at day helped body piercing jobs at the jewelry.

When are you joining? The lady enquired while quickly applying some soap on the shirt she was now pressing over the stone

“Next week”

“Will they give you living quarters?”

“May be, but I am not sure.”

“Are you happy?”

Hari didn't answer that. He doesn't want to continue. Rather he didn't want her to see his unhappy side. What is with this lady? She was a neighbor and his mother's friend. That day on the usual nap at the river bank he was disturbed.

Some boys came running and jumped over the water splashing it over her.

“Mischievous.....” the lady shouted. The boys laughed wildly and mocked at her

He turned his face away to river. A boat was coming across from the other side. He felt irritated watching the boatman dipping his long bamboo pole making the water dirty. A young man nicely dressed was sitting on the boat-planks holding some file and with his other hand supporting his chins looked very sad. A bridegroom with his family nicely dressed looked happy and joyful. A man with fearful eyes grabbing his two mischievous kids and an old man with miserable face were also sitting on the boat. He Thought, “Where are these idiots going?”

He saw some crows circling over a dead body floating. For his horror the dead body stood up and waved away the crows and again lay down and began to float. The crows came back and began to circle it again. After repeated performances of the above sort he concluded that this was a living man and not a dead body floating. This repeated two to three times again and dead body began to walk towards them making his blood chill. It came near them and seeing his terrified face smiled.

“Don't you know him Hari? He stays at our temple.

“Swamiji” The lady greeted him “He is Ramu's son, who recently died.”

“Yes I know. I have seen him often at the temple.” The Sadhu benevolently looked at him.

Hari enquired, “How are you doing this? You seem to



be a magician or fraudster”.

“This is no magic. I practice Hata yoga. “You could also do the magic, but with some practice”.

Hari tossed it off with a big laughter.

“Why are you sitting here so sad and alone?”

“Nothing”

“His worries are over now Swamiji.” The lady was puzzled. “He has got a good Job.”

“Hari, I know you have been through bad times, but bad times won't last long”. The sadhu talked as if knowing his emotions.

“My native was a town where I graduated in law and later got in to civil service. I have been fortunate to travel all over India but forgot to marry and settle. After the death of my parents I felt alone, retired early and have been searching 'the truth ever since'.

Hari looked puzzled.

“It is all an escape, my child?” the sadhu smiled. “But what is bothering you?”

Hari looked into his eyes. He could see the grace. He told “Swamiji, I have got a good job in Mumbai and I have to go. I doubt I will end up there. This place-this village, where my ancestors have lived and died, my mother want to stay till her death. Also this river and its company is something I treasure most in this entire world. If it is for a mere living, should I go elsewhere? As a previous civil servant you know the effects of present globalization.”

What he heard was a heavy laughter.

“You have been watching this river everyday and seeing many things. But I don't think you have ever conceived them. This river was there for ages. The water keeps on flowing. But never was a drop which has flowed which travelled earlier. The river remains the same but water goes on flowing. He patted on the shoulder and told. “See”

Hari looked at the river amazed.

The river seemed to be brighter. He looked at the women washing the clothes, they all had identical faces. The children, they smiled at him. They were like him. He looked at the boat which was shining now. The boatman with his long beard had the same eyes of the children. The young man traveling on the

boat with his certificates had the same feelings as Hari which he could read from his face. The bridegroom smiled at Him. His face was also alike. Old father who was with him seemed to be like him aged. The worries of the man with his kids were his. They all had identical eyes which were his long brown eyes. They were all transcending from one state to other. His body shivered, sweated and felt like living in their lives.

It was ages later Hari was awoken to normal by the sadhu who asked if again he had gone day dreaming.

“I was there now!” He pointed on the boat. “How many life have I lived?”

“Your life will be over keeping on dreaming”. Sadhu Giggled

Hari stared astonished. The sadhu had the same face as his. He looked at the glitter in the eyes. Everything was clear to him now. ■

■ FLASH MOB MARK WORLD AIDS DAY



World AIDS Day is observed on 01 December each year, to raising awareness of the AIDS pandemic caused by the spread of HIV infection.

Awareness programme, including a Flash mob was held in CSL near canteen building during lunch break on 01 Dec 2016.



ഷിപ്പ്യാർഡിലെ മഹാത്മന്മാർ

■ പി യു കരിയപ്പ

എഴുപതുകളിൽ, ഷിപ്പ്യാർഡിന്റെ ആരംഭഘട്ടങ്ങളിൽ യോഗ്യത നേടിയ Naval Architect കളുടെ ദൗർലഭ്യം ഒരു വലിയ വിഷയമായിരുന്നു. യോഗ്യത നേടിയവരെയും മുൻപരിചയമുള്ളവരെയും തിരഞ്ഞെടുത്തു നിയമിക്കുക എന്നത് ആ കാലഘട്ടങ്ങളിൽ ഷിപ്പ്യാർഡ് നേരിട്ട ഒരു വലിയ വെല്ലുവിളി ആയിരുന്നിരിക്കണം.

ആ കാലഘട്ടത്തിലാണ് മുഴുവൻസമയ Planning ഡിപ്പാർട്ട്മെന്റും Production ഡിപ്പാർട്ട്മെന്റും നിലവിൽ വരുന്നത്.

1974 ലാണ് മാനേജർ (പ്രൊവക്ഷൻ) ആയി ശ്രീ. പി. യു. കരിയപ്പ നിയമിതനാകുന്നത്. 1977 ൽ ചീഫ് മാനേജർ (ഷിപ്പ് ബിൽഡിംഗ്) എന്ന് പുനർനാമകരണം ചെയ്യപ്പെട്ട ആ സ്ഥാനത്തു ഷിപ്പ് ബിൽഡിംഗ് ഡിവിഷന്റെ തലവനായി അദ്ദേഹം അവരോധിക്കപ്പെട്ടു. 1978 ൽ ജനറൽ മാനേജറായും പിന്നീട് ചീഫ് ജനറൽ മാനേജറായും അദ്ദേഹം തന്റെ ഔദ്യോഗിക യാത്ര തുടർന്നു. 1989 ൽ പിരിഞ്ഞു പോകുന്നത് വരെ ഷിപ്പ്യാർഡിൽ നടന്ന എല്ലാ പ്രധാന സംഭവ വികാസങ്ങളുടെയും അണിയറയിൽ അദ്ദേഹത്തിന്റെ നിറസാന്നിധ്യം പ്രകടമായിരുന്നു.

1959 ൽ ഐ ഐ ടി ഖരഗ്പൂരിൽ നിന്നും ബി.ടെക് (നേവൽ ആർക്കിടെക്ചർ) ബിരുദമെടുത്ത അദ്ദേഹം ഔദ്യോഗിക ജീവിതം ആരംഭിച്ചത് ഹിന്ദുസ്ഥാൻ ഷിപ്പ്യാർഡിൽ നിന്നായിരുന്നു. പിന്നീട് Giovanola Binny Ltd എന്ന സ്ഥാപനത്തിൽ നേവൽ ആർക്കിടെക്ട് ആയിരുന്നപ്പോഴാണ് അദ്ദേഹം ഷിപ്പ്യാർഡിൽ നിയമിതനാകുന്നത്.

കപ്പൽ നിർമ്മാണത്തിനുള്ള സാങ്കേതിക സഹകരണത്തിനായി കൊച്ചിൻ ഷിപ്പ്യാർഡ് Scott Lighgowയുമായി ഉണ്ടാക്കിയ കരാർ പ്രകാരം, അദ്ദേഹം 1974 ൽ കപ്പൽ നിർമ്മാണത്തിൽ ഇംഗ്ലണ്ടിൽ ഉന്നത പരിശീലനം നേടി. ടാങ്കർ നിർമ്മാണത്തിന്റെ ചുമതലക്കാരനായി ഐ എച്ച് ഐ കോർപ്പറേഷനുമായി ചേർന്ന് പ്രവർത്തിച്ച അനുഭവവും അദ്ദേഹത്തിന് മുതൽക്കൂട്ടായി.

1974 ൽ സ്ഥാനമേൽക്കുമ്പോൾ പരിചയസമ്പന്നനായ നേവൽ ആർക്കിടെക്റ്റുകളുടെ നിയന്ത്രണത്തിൽ ഒരു മുഴുവൻ സമയ Planning Department നിലവിലുണ്ടായിരുന്നുവെങ്കിലും ശ്രീ. കരിയപ്പയാണ് യഥാർത്ഥത്തിൽ ജനറൽ മാനേജരുടെയും പിന്നീട് ചീഫ് ജനറൽ മാനേജരുടെയും നിലയിലെത്തിയ ഷിപ്പ്യാർഡിലെ ആദ്യത്തെ നേവൽ ആർക്കിടെക്റ്റ്. ■





**Kudos ANENTHU SUKUMARAN
FULL MARATHONER - 42.2km FINISHER**



Bruce Lee once said “be happy but never by satisfied. There’s always a new challenge. Once you’ve achieved your goal, savour it for a week or two by all means but then set a new one. Never stand still. If you do, you’ll get bored and lose that enthusiasm and drive which was the key to your success.” Achievement of Anenthu Sukumaran, Manager, Design Department substantiates the above quote of Bruce Lee.

CSL is proud to introduce Anenthu Sukumaran as a full marathoner. He achieved this feat by covering 26.2 miles, which is 42.2 kilometers!

According to him, it all started with a Leh Ladakh road trip he undertook with his colleagues in July 2015. On his way back, he decided that he is participating in the Kochin Marathon, slated in December 2015.

He continued with his practice with eight to ten kilometers of marathon and fifteen to forty kilometers of cycling daily. Practicing went on and he started appearing for half marathons and participated successfully in the Goa River Marathon 2015, which was a good experience for him as a beginner.

“When I started running long distances the most common problem grabbed me too, knee pain. I took advice from expert medical personnel and re-planned by training. I started going gym, especially for knee strengthening. With all this and diet control, I could manage body weight from 80kg to 64kg and knee problem was also cured”, says Anenthu.

He ran the first full marathon in Oct 2016 at Bengaluru and was able to finish in 04hrs 25min 58 sec. And just one month after the first full marathon run, he was able to better the timing at Spice Coast Marathon-Kochi. Here he was among the top 50 full marathon finishers with a ranking of 31.

Today it gives me confidence and I am extremely happy when I say that I am a marathon runner!!! I would like to say it wasn't me alone who did it but the good spirit of those who stood with me and helped me and the Ladakh days, all these made me to grab the medal - asserts Anenthu.





■ കൊച്ചിൻ ഷിപ്പ്യാർഡ് റിക്രിയേഷൻ ക്ലബ്ബ് അവില കേരള ബാലകലോത്സവം (സിൽവർ ജൂബിലി വർഷം)

കൊച്ചിൻ ഷിപ്പ്യാർഡ് തൊഴിലാളികളുടെ സാംസ്കാരിക കുട്ടായ്മയായ കൊച്ചിൻ ഷിപ്പ്യാർഡ് റിക്രിയേഷൻ ക്ലബ്ബിന്റെ ആഭിമുഖ്യത്തിൽ വർഷംതോറും നടത്തപ്പെടുന്ന അവില കേരള ബാലകലോത്സവം നവംബർ 12, 13 തീയതികളിൽ വിവിധ വേദികളിലായി അരങ്ങേറി. ഇരുപത്തഞ്ചു തികഞ്ഞ ഈ വാർഷികോത്സവത്തിന്റെ ഉദ്ഘാടനം ബഹു. കൊച്ചി മേയർ ശ്രീമതി സൗമിനി ജെയിൻ നിർവ്വഹിച്ചു. മത്സരങ്ങളുടെ ആരംഭം കുറിച്ചുകൊണ്ടുള്ള പതാക ഉയർത്തൽ കർമ്മം ചെയർമാൻ ശ്രീ. മധു എസ്. നായർ 12നു രാവിലെ നിർവ്വഹിച്ചു.

പ്രസ്തുത യോഗത്തിൽ കപ്പൽശാല ഡയറക്ടർ (ഓപ്പറേഷൻസ്) ശ്രീ. എൻ വി സുരേഷ് ബാബു, കൗൺസിലർ ശ്രീ. ഡേവിഡ് പറമിത്തറ, ജനറൽ മാനേജർ (IR & Admn) ശ്രീ. എം. ഡി. വർഗ്ഗീസ് തുടങ്ങിയവർ സംസാരിച്ചു. ക്ലബ്ബ് പ്രസിഡന്റ് ശ്രീ. ജയൻ കെ. തമ്പി അദ്ധ്യക്ഷത വഹിച്ച യോഗത്തിൽ ജനറൽ സെക്രട്ടറി ശ്രീ. അനൂപ് ബി കുമാർ സ്വാഗതവും വൈസ് പ്രസിഡന്റ് ശ്രീ. സി ആർ തങ്കരാജ് നന്ദിയും ആശംസിച്ചു.

2016 നവംബർ 17 വ്യാഴാഴ്ച വൈകിട്ട് 5.30ന് ആരംഭിച്ച അവാർഡ് നിശ പ്രശസ്ത സിനിമാ സംവിധായകൻ ശ്രീ. പ്രിയനന്ദൻ ഉദ്ഘാടനം ചെയ്തു. എറണാകുളം അസി. കളക്ടർ ഡോ. രേണുരാജ് IAS അനുഗ്രഹ പ്രഭാഷണം നടത്തിയ യോഗത്തിൽ പ്രമുഖ സിനിമാ താരം ശ്രീ. നിയസ് സീരിയൽ നടികളായ ശ്രീമതി നിഷാസാരംഗി, സ്നേഹ ശ്രീകുമാർ, ബാലതാരങ്ങളായ





മാസ്റ്റർ ഗൗരവ് മേനോൻ, മാസ്റ്റർ ഗൗരി ശങ്കർ തുടങ്ങിയവർ പ്രതിഭകൾക്കുള്ള സമ്മാനദാനം നിർവ്വഹിച്ചു.

കൊച്ചിൻ ഷിപ്പ് യാർഡിന്റെ സഹകരണത്തോടെ നടത്തിപ്പോരുന്ന ഈ ഉത്സവം ഈ വർഷം പൂർണ്ണമായും ഷിപ്പ് യാർഡിന്റെ സാമ്പത്തിക സഹായത്തോടെയാണ് നടത്തപ്പെട്ടത്.

ആയിരക്കണക്കിന് കുരുന്നുകൾ പങ്കെടുക്കുന്ന ഈ വേളയിൽ ഇക്കൊല്ലം മുവായിരത്തിൽപ്പരം സ്കൂൾ വിദ്യാർത്ഥി - വിദ്യാർത്ഥിനികൾ മാറ്റുരച്ചു. പ്രഗത്ഭരായ വിധികർത്താക്കളുടെ സാന്നിദ്ധ്യത്തിൽ മുപ്പതിൽപ്പരം ഇനങ്ങളിലായി, എൺപതോളം വിജയികളെ തിരഞ്ഞെടുത്തു. ■





■ SUPERANNUATION PENSION SCHEME FOR RETIRED WORKMEN



A one day interactive session was held on 27 Dec 2016 in connection with launching of superannuation pension scheme for the workmen.

More than 800 retired employees of Cochin Shipyard attended the session. The gathering was addressed by Shri Suresh Babu N.V., Director (Ops) and Shri M D Varghese, GM (IR&A). Representatives of 'LIC' and 'SBI Life' interacted with the retirees and clarified queries.

■ TRAINING FOR CAREER ADVANCEMENT



A crash course on "How To Face Departmental Examination" for the benefit of Supervisors and workmen belonging to Scheduled Castes, Scheduled Tribes and Persons with Disabilities was conducted during the period from 12 Dec 2016 to 19 Dec 2016 at Advanced Fire Fighting Training Centre of CSL. A total of 17 employees who would come in the zone of consideration for selection to supervisory/executive posts, were nominated to attend the classes. The training was handled by internal faculty and classes were well appreciated by all participants.

■ WOMEN WELFARE



A health awareness programme exclusively for women employees of CSL was organised on 16 Nov 2016.

The programme was held in two sessions. Dr Sudheer TC, Medical Officer, CSL, addressed the gathering in the first session and delivered talk on physiological issues of working mothers. Managing both home and work is a challenge for working mothers. He elaborated the necessary steps and methods towards stress release.

Dr Ranjini Pillai, Consultant & Asst Professor in Medical Oncology, Amritha Institute of Medical Sciences led the second Session. An educational video presentation on breast and cervical cancer was also made to the participants. She explained various methods of prevention & detection of possible threats. She spared time for interactive session and answered the queries of the participants.

Smt V Kala, President, WIPS and Company Secretary/GM (IA), CSL, in her presidential address pointed towards the importance of being healthy, both physical and mental. We owe not only to our family but also to our organisation for a good and healthy life. She stressed the importance of being physically and emotionally balanced so as to be more productive and useful to the organisation.



WELCOME TO CSL



SIVARAM N
Deputy General Manager (Marketing)

Shri Sivaram N has joined CSL as Deputy General Manager, in charge of Business Development. He joins CSL from TEBMA Shipyard where he was working as Head, Business Development. He has over 27 years of experience in various facets of shipyard management. He is a Mechanical Engineering Graduate.



JATHESH CHANDRA G
Assistant General Manager (Basic Design)

Shri Jathesh Chandra G has joined CSL as Assistant General Manager (Basic Design). Prior to joining CSL, he was working as Lead Turret & Mooring Systems Engineer at Global Mariner Offshore Services SDN BHD, Malaysia. He has more than 20 years of experience in various firms. He has completed B Tech (Naval Architecture & Ship Building) course from CUSAT.



PULKNATE PADINCHARE PRASAD
Asst General Manager (SR-ISRF)

Shri Pulknate Padinchare Prasad has joined CSL as Assistant General manager (Ship Repair – ISRF). Prior to joining CSL he was working as Commander in the Indian Navy and has over 21 years of experience. He has completed B Tech (Mechanical Engg) from Naval College of Engineering, Lonavala.



MADHU P K
Assistant General Manager (Mechanical)

Shri Madhu P K has joined CSL as Assistant General Manager (Mechanical). Prior to joining CSL, he had been working in Travancore Titanium Products Limited, Trivandrum for over 15 years. He has passed B Tech (Mech) from Govt College of Engineering Kannur and MBA from Government College of Engineering, Trivandrum.



CEASAR EDWARD
Senior Manager (Basic Design)

Shri Ceasar Edward has joined CSL as Senior Manager (Basic Design). Prior to joining CSL, he was working as Naval Architect at Frigstad Engineering (Singapore) Ptd Ltd, Singapore. He has nearly 15 years of experience in various firms. He has completed B Tech (Naval Architecture & Ship Building) course from CUSAT and MSc (Offshore Engineering) from Nanyang Technological University, Singapore.



SONY CLEMENT T M
Senior Manager (Mechanical)

Shri Sony Clement T M has joined CSL on his appointment as Senior Manager (Mechanical). He was working as Manager in Materials department in CSL. He has completed B Tech (Mechanical) course from LBS College of Engineering, Kasaragod.



DR. ALEXANDER JOSEPH
Medical Officer

Dr. Alexander Joseph has joined CSL as Medical Officer. He holds an MBBS degree from Russian Federation Volgograd State Medical University. Prior to joining CSL, he was working as Medical Officer at Ex-Servicemen Contributory Health Scheme (ECHS), Polyclinic Trivandrum. He has around 5 years of experience in Army Medical Corps and more than 4 years experience in various other hospitals.



BINDU KRISHNA
Senior Manager (Legal)

Smt Bindu Krishna has joined CSL as Senior Manager (Legal). She joins CSL from Federal Bank where she had been working as Senior Manager (Legal). She has more than 15 years of experience in the field. She is a Law graduate from Government Law College, Thiruvananthapuram.



MIDHUN V L
Deputy Manager (Finance)

Shri Midhun V L has joined CSL as Deputy Manager (Finance). Prior to joining CSL, he was working as Deputy Manager (Finance) in Hindustan Machine Tools, Kochi. He has nearly 8 years experience in HMT. He is a member of ICWA, passed from the Institute of Cost and Works Accountants of India.



CAREER ADVANCEMENTS

**CONGRATULATIONS TO
SUBRAMANIYA PILLAI
ON BEING PROMOTED AS
GENERAL MANAGER**



Shri Subramaniya Pillai has been promoted as General Manager in charge of Design & Engineering. He assumed the new position on 01 Nov 2016.

**CONGRATULATIONS TO
T I BABU
ON BEING PROMOTED AS
GENERAL MANAGER**



Shri T I Babu has been promoted as General Manager (IR). He assumed the new position on 02 Jan 2017.

**CONGRATULATIONS TO
K HARIKUMAR
ON BEING PROMOTED AS
Dy. GENERAL MANAGER**



Shri K Harikumar has been promoted as Dy. General Manager (U&M). He assumed the new position on 02 Jan 2017.

CONGRATULATIONS ON YOUR PROMOTION AS ASST. GENERAL MANAGER



A R Darsana



S Anish



K S Sethukrishnan

CONGRATULATIONS ON YOUR PROMOTION AS SENIOR MANAGER



Jaison Chandy



Subha Gopinath



Muhammed Faizy CE



Devendran Jayaraj



Harikishen ES



Abdul Rahim PM



Joby Varghese



Raja SD



Pradeep PK



Mohammed Gazel PA



Asha V Rao



Jomy NJ



Thomas Mathew



Charles Thomas



Vinukumar KK



Ranjith Raj



Sreekumar R



Girish GN



Varghese PJ



CAREER ADVANCEMENTS

CONGRATULATIONS ON YOUR PROMOTION AS MANAGER



Rajeevkumar S



Jayakumar R



Haleel M Jalal



Sam Sandeep K



Kiran S Raj



Sumesh V



Nitha K



Niju Vadassery



Ramesh PS



Vipin Ram B



Syam Sivadas



Subin Sudhakar

CONGRATULATIONS ON YOUR PROMOTION AS DY. MANAGER



Radhakrishnan Nair PB



Jose MC



Somasundaran K



Rajeevan MS



Thangavel C



Aneesh VR



Sreejith M



Aravind Vijay



Finz George



Tarik Firoz



Mithun Chandran



Aneesh TK



Arundas T



Vishnudeep Panikker



Robin Cherian



Anoop TS



Krishnaprasad S



Sreejith Gopal



Nimitha TS



Keerthi R



Shithil Nath KG

CONGRATULATIONS ON YOUR PROMOTION AS ASST. MANAGER



Harilal PN



Abdunassir KT



Jacob Mathew



Reghunathan PB



Vijayanadu PK



Surendran KA



Sreelatha R



Dinamani MI



Thyagaraja M



Raja M



Jithin Xavier

CONGRATULATIONS ON YOUR PROMOTION AS SUPERVISOR



Sajith V



Jayaram S



Radhakrishnan DS



Prakasan PV



Thulasi MK



Narayanankutty P



Jayadev TR



Anilkumar KR



Biju MV



Manoj S



Dili P



Manojkumar N



CSL BIDS ADIEU TO THE RETIRED EMPLOYEES...

RETIREMENT OCT 2016



JOSEPH N J, GM, CODE 2785
KURIAKOSE M C, SR MANAGER, CODE 0994
ABRAHAM P A, ENGR-MECH, CODE 0976
SUKUMARAN A V, ENGR-SG, CODE 1590
VIJAYAKUMAR K, AE-EL, CODE 2153
ABDURAHIMAN P, AE-P, CODE 2611
ABDUL AZEEZ, SR CHMN-EL 1161

SOMARAJAN K G, DCM-EL, CODE 1643
RAMALINGAM S, CHMN-EN CODE 1948
APPUKUTTAN K CHMN-W, CODE 2076
ANANDAVALLY AMMA K, SUPDT (O) CODE 2212
JOSEPH P G, SR WORK ASST, CODE 2344
VASUDEVA PAI K R, CHMN-W, CODE 2526
SEBASTIAN A L, CHMN-P, CODE 2579

RAVINDRAN K G, DCM-EL, CODE 2705
JOHNNY V L, DCM-ST, CODE 2737
CHANDRAN C A, DCM-2, CODE 2758
THANKAPPAN, K, DCM(WF), CODE 2859
NARAYANAN K K, DCM(WLF), CODE 2904
THOMAS K A, DCM (WF), CODE 3035

RETIREMENT NOV 2016



THOMAS M T, AGM, 2307
KURIACHAN T K, SM, 1647
SRINIVASAN C, DM, 2298
VENKITAKRISHNAN P, AM, 2172
ANTO M C, ENGR, 708
JOSEPH KS, AE-SG, 1942
RAMADEVAN K V, AE-SG, 2516
RADHAKRISHNA PILLAI T, AE(W), 2524
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SASIDHARAN K, AE-SG, 2578
BABU S, AE-P, 2607
ASOKAN P P, AE-P, 2609

KURIACHAN K K, AE-ST, 2712
MOHANAN G, SR-CHMN, 1531
SATHEESAN R, SR-CHMN, 1568
PAULOSE N U, SR-CHMN, 1573
THANKAPPAN P N, CHMN, 1587
SHAJI K R, CHMN, 1594
SAJAN A, CHMN, 1596
SATHISH P, SR. CHMN, 1679
SURENDRA NATHA RAO TM, CHMN, 1952
KURIAKOSE PARAKKAL, CHMN, 2004
FRANCIS PP, SFST, 2065
ASOKAN PG, CHMN, 2067

RAJAN UK, CHMN, 2090
GEORGE K X, JRG, 2312
GOPALAKRISHNA PILLAI M P, SMHQ, 2345
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VIJAYAN T, SUPDT, 2473
BABY D, DCM, 2531
PRASANNAN R, CHMN, 2541
MOHANA KUMAR M C, JCM, 2563
JOSEPH O P, CHMN, 2572
KUNJUNNI PILLAI R, CHMN, 2602
HAREENDRAN NAIR P B, DCM, 2684
BABURAJAN K N, DCM, 2690

JOHNNY M K, DCM, 2707
GOPINADHAN C, DCM, 2709
CHANDRABOSE V, DCM, 2711
GOPALAKRISHNAN T S, DCM, 2718
SOMAN K N, DCM, 2732
RAVEENDRAN P, DCM, 2759
VIJAYAN P G, DCM, 2901
SAMJI T M, DCM, 2927
PRAKASH M K, DCM, 2955
BALAN K, SAC, 3219
MUHAMMED SHIBILI A, SAC, 3222

RETIREMENT DEC 2016



SASEENDRAN C,
CODE NO.2136, RIGGER (HULL DEPARTMENT)



**ഓരോ യാത്രകളും ഓരോ വത്യസ്ത അനുഭവങ്ങളാണ് നമുക്ക്.
ടൂറിസ്റ്റ് കേന്ദ്രത്തിൽ പൂക്കൾ വിൽക്കുന്ന വൃദ്ധൻ
(ഒരു ഷിപ്പ് യാർഡ് സുഹൃത്തിന്റെ സ്വകാര്യ ശേഖരത്തിൽ നിന്ന്)**

