

# कोशिया डाइजेस्ट

# **COSHYA**

## **DIGEST**



VOL - XV  
APR 2019

A PUBLICATION OF COCHIN SHIPYARD LIMITED



QUARTERLY IN-HOUSE MAGAZINE

e-magazine available at [www.cochinshipyard.com](http://www.cochinshipyard.com)

- ★ **Disciplined**
- ★ **Team Work**
- ★ **Hard Worker**
- ★ **Co-operative**
- ★ **Food Preserver**

## Please Follow Me...

I lead by example

When with team..  
Nothing is impossible..

I work in silence.  
But, am significant too

When I follow rules  
I have no fears

I keep going

No matter where I am





कोचीन शिपयार्ड लिमिटेड  
COCHIN SHIPYARD LIMITED

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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.

## From the CMD's Desk

It gives me pleasure to present the 15th edition of our in-house magazine, Coshya Digest. The first three months of the Calendar year took us through various events, which are going to positively impact our performance and growth.

We signed contracts for building 4 Nos 8000tdw Mini Bulk Carriers for JSW Group. The order for 4 ships worth about Rs. 300 crores, was bagged by CSL against stiff international competition, both with respect to time as well as cost. We now have to deliver these vessels on time and with quality meeting owner's expectations. This project is significant since it has the potential to bring in more orders from the Indian Coastal Shipping sector as also from international coastal shipping companies.

We have also secured a contract from the Ministry of Home Affairs to build 9 Nos. Floating Border outposts (FBOP) for the Border Security force. This project with a base price of Rs. 270 crores also has an additional long term AMC contract associated with it. These FBOP's are for deployment in the Sunderbans area of West Bengal and the Rann of Kutch area of Gujarat.

The First batch of 4 Nos Tuna Long Liner Cum Gillnetter Fishing Vessels designed and built by CSL, for fishermen beneficiaries of Department of Fisheries, Govt. of Tamilnadu was flagged off on 19 Feb 2019. This project where we have teamed up with CIFT, IIT Kharaghpur and IRS has been very well received by the industry and we will try to build up further projects in this space.

Also, in line with our initiatives in the fishing vessel sector, the 'Steel - Cutting' ceremony of 3 Nos Marine Ambulance Boats, for the Department of Fisheries, Govt. of Kerala, was carried out on 25 Feb 2019. This project is also being part supported by CSL and BPCL under CSR initiatives.

Major events were held during the quarter associated with our geographic expansion programme. Ground breaking Ceremony of Hooghly Cochin Shipyard Limited's New Yard Construction at Nazirgunge, Kolkata was held ceremonially in the month of February 2019.

On 18th January, we commenced our Ship Repair operations at Mumbai, where we have taken on 29 year lease the Hughes Dry Dock and 4 berths of Indira Dock, from Mumbai Port Trust.

On 28th March, in the presence of Secretary

(Shipping), C&M D, CSL and Chairman, KoPT signed the agreement for Management and Operations of Ship Repair Facilities at Kolkata Port Trust's Netaji Subhas Dock. The agreement is for a period of 15 years extendable for further 15 years.



In Ship Repair, based on request from Kerala Government, CSL entered into Annual Maintenance Contract with the Kerala Police for the repairs & maintenance of 23 Nos Coastal Interceptor Boats based at 18 Coastal Police stations across Kerala being operated by the state Coastal Police.

We have over the years earned a good name for ourselves in the society at large through our performance as also CSR interventions. In today's era of openness and transparency it is essential that CSL connects well with the society. The common man many a times has the perception that we are closeted behind high barbed walls. To effect a positive change and to contribute our bit to make Kochi 'Smart' CSL is presenting a new look now to the outer world. The pavements and walls outside the yard have been beautified with gardens, are well lit and is more pedestrian friendly. We will also open shortly a clean and hygienic public toilet, and continue with the pavement beautification.

We are all set to record the highest turnover and profit figures in the financial year 2018-19 and I thank each member of the CSL family for this achievement. There is a lot to be done on both the Shipbuilding and Ship Repair fronts and let us all work with sincerity to achieve our targets and goals. The year 2019 is very critical for the IAC and many milestones are to be achieved before we go out for sea trials in April 2020. I am sure we will all work hard, with utmost commitment to make the CSL flag fly high.

Jai Hind. ■

## AGREEMENT SHIP REPAIR AT NETAJI SUBHASH PORT KOLKATA



Shri Vinit Kumar, Chairman, KOPT & Shri Madhu S Nair, C&MD, CSL exchanging agreement in the presence of Shri Gopal Krishna, Secretary (Shipping), Govt. of India

Cochin Shipyard Limited (CSL), on 28 Mar 2019 signed an Agreement with Kolkata Port Trust (KoPT) for management and operation of the Shiprepair Facilities at their Netaji Subhas Dock (NSD) at Kolkata.

The Agreement, which was based on the earlier MoU signed between the parties, would enable CSL & KoPT to associate with each other for utilizing the 2 dry-docks at NSD towards developing a Professional Ship Repair Eco system that would provide professional Ship Repair services in the region on the Eastern Coast of India. Its proximity would also help in providing services to Coastal vessels in the region & Inland Waterway vessels operating in NW1 & NW2

This facility within KoPT, which is typically a terminal port of discharge, would help ship owners & operators in planning of repairs of their vessels with minimum mobilisation time & cost.

The dry-dock at NSD is approx. 172.21 x 22.86 metres, is one of the largest graving dry dock on the eastern coast of India. The objective of the Agreement is to develop a world class ship repair facility at Kolkata.

Cochin Shipyard which commenced ship repair operations in the year 1982, is today the leading ship repair yard in the country. It has vast experience in repairing varied type of vessels including defence vessels, tankers, oil rigs, passenger vessels and port crafts. CSL is the only yard which has undertaken drydock repairs to the Indian Navy's Aircraft Carriers.

This new initiative of signing the agreement with KoPT is in line with the company's objective to have a pan India presence and the Ministry of Shipping initiatives to create viable Shiprepair hubs all over India. ■

# Ground breaking Ceremony at HCSL at Nazirgunge, Kolkata

With an ambition to be a lead player in the Inland water segment which is rapidly evolving in the country, a Joint Venture Company in the name of Hooghly Cochin Shipyard Limited (HCSL) has been formed between Cochin Shipyard Limited (CSL) and Hooghly Dock & Port Engineers Limited (HDPEL), in which CSL is the Major shareholder. The Ground-breaking ceremony of the Construction of New Yard at HCSL was performed by Shri Madhu S Nair, Chairman, HCSL and CMD, CSL, at Nazirgunge in the presence of Shri Vinit Kumar IRSEE, Chairman, KoPT, Shri S Balaji Arunkumar, Dy. Chairman, KoPT and the Directors of HCSL on 16th February 2019.

CSL is a leader in shipbuilding and shiprepair in India. A Miniratna, listed company, CSL is the one of the best performing shipyards in India. CSL, which is into shipbuilding and shiprepair, is building the first Indigenous Aircraft Carrier for the Indian Navy. The new Company HCSL stands to benefit from the experience of Cochin Shipyard.

HCSL intends to set up a modern shipbuilding and ship repair facility at Nazirgunge and Salkia, in close proximity to National waterways 1 & 2 equipped with a new side launching facility with sophisticated machineries in a phased manner.



Madhu S Nair, Shri Vinit Kumar, Shri S Balaji Arunkumar along with directors and officers of the project

The project is expected to be completed in 24 months and the units will be operational by second quarter of 2020-21. Which is ahead of schedule. The establishment will promote socio economic development in the region and will help development of ancillary units.

CSL's effort is to grow geographically with a view to strategically position itself, as a lead player in the inland water segment. Hooghly Cochin Shipyard Limited, a joint venture between CSL and HDPEL, is an initiative of the Ministry

of Shipping into the Shipbuilding and Ship repair services for Inland & Coastal Waterways Sector. HCSL project was also presented in the Bengal Business summit held in the month of February 2018 at Kolkata and notable recognition and encouragement was received from the State Government of West Bengal.



## Flagging off of the first batch of Tuna Long Liner cum Gillnet Fishing Vessels



Shri Madhu S Nair C&MD CSL, Shri Johnny Tom IAS, Additional Director, Tamil Nadu Fisheries, Shri. K.S. Srinivas IAS, Chairman MPEDA, along with Directors & Senior Officials



The First batch of Four (4 Nos.) Tuna Long Liner Cum Gillnetter Fishing Vessels designed and built by Cochin Shipyard Limited, for fishermen beneficiaries of Department of Fisheries, Govt. of Tamilnadu was flagged off on 19 Feb 2019, by the Hon'ble Chief Minister of Tamilnadu, Thiru Edappadi K Palaniswamy. In this respect a ceremony was conducted in Cochin Shipyard Ltd attended by Shri Johnny Tom IAS, Additional Director, Tamil Nadu Fisheries, Shri. K.S. Srinivas IAS, Chairman MPEDA, and Senior Officials of various other organizations connected with Fishing Industry in the presence of Shri. Madhu S Nair, Chairman, Cochin Shipyard and employees of Cochin Shipyard.

Long Lining and Gillnetting fishing vessels under the diversification scheme of trawling fishing boats into deep sea fishing boats under Govt. of India Blue Revolution scheme with financial assistance from Government of India and Government of Tamilnadu. These vessels are designed and built as 'state of the art' high quality fishing vessels with modern navigation and communication equipment and advanced net hauling and liner winches. Other facilities include galleys, bio-toilet, refrigerated seawater system and stainless steel clad PUF insulated Fish Hold to preserve the fish catch. These boats are a great boon to Indian Fishing Community to migrate to more sustainable Deep Sea Fishing. ■

Cochin Shipyard is building a total of 16 Nos. Tuna



## Launching Ceremony Of FV 02 Fishing Vessel Tuna Long Liner Cum Gilnetter



Smt. S. Sobhana Kumari, Assistant Engineer along with C&MD & Senior Officials during the function.

The Launching ceremony of FV 02, Fishing Vessel Tuna Long Liner cum Gilnetter was held on 05 Jan 2019 at the Assembly Shop. Smt. S. Sobhana Kumari, Assistant Engineer Senior Grade did the honours.

## Marine Ambulance Boats For Kerala State Fisheries Department

The 'Steel Cutting' ceremony of Three (3 Nos.) Marine Ambulance Boats, being built by Cochin Shipyard Ltd. (CSL), for the Department of Fisheries, Govt. of Kerala, was carried out on 25 Feb 2019 at CSL, Kochi, by Smt. J. Mercykutty Amma, Hon'ble Minister for Fisheries, Harbor Engineering & Cashew Industry, in the presence of Senior Officials from State Fisheries Department, CIFT, BPCL & Indian Register of Shipping. The Directors and Employees of CSL were also present for the ceremony. Hon'ble Minister expressed happiness at the effort taken by CSL in designing safe & stable vessels for the support of the fishing community in the State. She complimented CSL, CIFT, IRS & IIT, Chennai for their participation in ensuring for the first time that a fully engineered product will be built & delivered to the Govt. The Minister appreciated the fact that the technical capabilities of CSL that is normally utilized for large size Defence & Commercial sectors is now available for the service of the domestic & local segment as well.

These Ambulance Boats have an approximate length of 22.5 Mtr, beam size of about 6.0 Mtr and a maximum speed of 14 knots. The modern vessel,



Hon'ble Minister Smt. J. Mercykutty Amma, commencing the plate cutting.



designed in-house by CSL will be of high quality & fuel efficient. CFD analysis and Model Test at IIT Madras was done to optimize Fuel Efficiency and firming up the Powering requirement. 3-D Modelling of the entire Boat has been done in-house to improve ergonomics and lay-out.

The vessel will be able to accommodate Two (2) patients and will have a crew capacity of 7, including the paramedical staff. The

vessel will also have various paramedical facilities like examination and nursing room, medical beds, mortuary freezer, refrigerator and medical lockers. There will be a Jason's cradle to safely rescue people from sea. Marine ambulances will be used for the rescue and instant treatment to the marine fishermen in distress as well as for normal patrolling.



Hon'ble Minister Smt. J. Mercykutty Amma, along with The Directors & Sr. Officials of CSL

The vessels are due for delivery in early 2020. Bharat Petroleum Corporation Ltd is also supporting the project as part of its CSR initiatives. ■

## Cochin Shipyard Ltd signs 5 Year AMC for Coastal Police Interceptor Boats With Kerala Police



stations being operated by the state Coastal Police. The AMC agreement, with an intended validity of 5 years, is expected to help the force in keeping these assets operational and reducing downtime.

The AMC agreement was signed on 09 Jan 2018 by Shri Sreejith KN, General Manager (Ship Repair), Cochin Shipyard Limited and Shri KP Philip, IPS, Deputy Inspector General, Coastal Security, in the presence of Shri Madhu S Nair, Chairman & Managing Director, Cochin Shipyard Limited, Shri Vijay Sakhare, IPS, Inspector General of

Police, and other senior officials of Cochin Shipyard Limited & Kerala Police. ■

Cochin Shipyard Limited (CSL) today inked an Annual Maintenance Contract with the Kerala Coastal Police for the repairs & maintenance of 23 Nos of Coastal Interceptor Boats based over 18 Coastal Police

## Commencement of Operations At CSL- Mumbai Ship Repair Unit (CMSRU)



As part of the expansion programme, CSL has formally taken over the Hughes Dry Dock and berth Nos. 5, 6, 7 & 8 of Indira Dock from Mumbai Port Trust (MbPT) on 18 January 2019.

The handing over & taking over ceremony, marked by a "Pooja" was conducted at 09:00 Hrs. On 18 Jan 2019 at CSL – Mumbai Ship Repair Unit (CMSRU) premises in the presence of CMD, Cochin Shipyard Ltd, Deputy Chairman, MbPT, CSL Directors, Senior Officials of CSL & MbPT and staff of CMSRU.



The first vessel to be docked at CMSRU for repair is MV Shridhar of M/s Asianol Shipping Ltd. ■

# CSL'S Walkway



The compound wall along the Cochin Shipyard Ltd on MG road has acquired a new look with the CSL deciding to improve the feel of the place along the footpath.

This is a visual feast to the people passing by and present

a good and pleasant pedestrian path; says a news paper report.

The landscape has three different modules, one with heavy planning, another with vertical creepers and garden seats and third one with gutter slabs. The plants are sturdy

ones that can withstand the harsh weather conditions along the busy road. A drip irrigation system is also installed. The theme graphics fixed on separate panels on the wall have pictures of ships



Architect Gopakumar taking the C&MD & Directors of CSL on a walk at the pathway

built by the shipyard as well as messages to public on sustainable living.

The area is lit using specially designed lights which will also light up the foot path indirectly. ■

# New Building Contract



Shri Suresh Kumar AV, GM (SB) exchanging agreement with Shri Sanjay Rath, VP (LCOE) JSW Steel in the presence of Director & Sr. Officers of both CSL & JSW Steel

Cochin Shipyard Limited (CSL), on 01 Mar 2019, signed contracts for 4 Nos 8000 MT Mini Bulk Carriers with M/s Utkarsh Advisory Services (part of JSW Group) for their Indian coastal operations.

These vessels will be used for transportation of coal, iron ore, lime stones, finished products etc between their Jaigarh Port and their Dolvi Steel Plant in River Amba near Dharamtar Port, which is undergoing capacity expansion from 5 Mtpa to 10 Mtpa and which is expected to become functional by March 2020. It is learnt that operations in and out of

Mumbai Port/ Harbour are also planned with these vessels.

The order for 4 ships was bagged by CSL against stiff international competition, both with respect to time as well as cost.

By way of picking up this order, CSL aims to prove that India can build world class ships matching international timelines and costs. Commencement of operations of such world class Indian Built Coastal ships will open up the Indian Coastal Shipping sector, with many more such orders expected to flow in. ■

## Commencement of Block Erection of Ro-Pax Vessels



Cochin Shipyard Limited commenced block erection of BY 98 & BY99, the vessels being built for IWAI. Shri D Paul Ranjan, Director (F) did the honours for BY 98 and Shri V C Dialani, Director (Marine) of IWAI did the honours for BY 99 in a function held on 18 Feb 2019

The vessels BY 98 & BY 99 are RO-PAX vessels contracted by CSL, to be built for the Inland Waterways Authority of India, which will be operated at National Waterways No. 1 at Ganga and National Water ways No.2, Brahmaputra. ■



Shri V C Dialani, garlanding the block marking the commencement of erection.



Shri Paul Ranjan D, garlanding the block marking the commencement of erection.

## Ship Repair

During last quarter of financial year 2018-19, CSL has successfully completed repairs of Twelve (12) vessels; including three (3) from our new Ship Repair facility at Mumbai Port. Vessels repaired from CSL main facility include INS Sagardhwani of Indian Navy, MT Suvarna Swarajya of Shipping Corporation of India, MV Sagar Yuvraj, MV Ubaidulla, MV Lagoons, MV Lakshadweep Sea, MV Thinnakkara & MV Laccadives of Lakshadweep Development Corporation Limited.

### INS SAGARDHWANI

The normal refit of INS Sagardhwani commenced on



01 May 2018 and completed on 31 Jan 2019 within the contracted time period. Extensive steel renewal of approximately 112 Metric Tons and entire revamping of accommodation spaces were carried out in accordance with the latest Naval standards. Two SOLAS Life Boats and Davits were installed and commissioned during this refit. For the first time in 28 years of vessels service, air pressure testing of the complete 17 cluster compartments were successfully carried out by CSL. The entire paints on the ship's hull, tanks, bilges, decks and internal compartments were renewed as per the latest regulations of Indian Navy. Major repairs on the Engines and Diesel Alternators were performed in addition to



overhauling of entire machinery equipments in the ship. Main engine turbo charger was renewed and commissioned during this refit. All major electrical equipments were overhauled including Main Switch Boards. An Underwater Communication System for research activities in the ship was installed at the bottom keel after structural modification of the keel.

### VESSELS CURRENTLY UNDER REPAIR

The following vessels are undergoing repair at the yard: INS Tir of Indian Navy, SPM 3 of M/s Sikka Ports & Terminal Limited, RV Sindhu Sadhana of National Institute of Oceanography, MV Sagar Samraj of Lakshadweep Development Corporation Limited, MODU Sagar Vijay of Oil & Natural Gas Corporation Limited & M V Nancowry, a passenger vessel of Andaman & Nicobar Administration.

### MODU SAGAR VIJAY

MODU Sagar Vijay has undergone major revamping on engine side wherein all four Main Generator



## Ship Repair

Engines were replaced along with alternators. Other major works include overhauling & testing of Drill String Motion Compensator, Accumulator for DSMC, cylinders of BOP, LMRP, Spider Beam, overhauling of 90 nos motors, up gradation of finger board system for pipe racking, renewal of anchor winch control system, upgradation of ballast control system, renewal of skidding track for BOP, painting of Derrick etc. Vessel is expected to sail off during second week of April 2019.

### MV NANCOWRY

MV Nancowry, built in 1992 is the fifth vessel which CSL repairs under the MoU with Andaman & Nicobar



Administration and Shipping Corporation of India. MV Nancowry is a 1200 pax. Passenger cum cargo vessel operating between Port Blair, Chennai and Kolkata. This IRS class vessel is at CSL for her major repairs in under water area and accommodation spaces. Major jobs include steel renewals, under water painting, tail shaft survey, main engine overhauling, auxiliary engine overhauling, overhauling of alternators, pumps and motors and other jobs related to electrical, electronics and navigation.

### ISRF

Three vessels under went repairs at ISRF during Jan-

Mar 2019.. MV Thinnakara cargo vessel of LDCL sailed off from ISRF on 28 February 2019 after completing major drydock repairs and 25 yearly special survey. INS Kalpeni of Indian Navy arrived on 01 Feb 2019 at ISRF and completed Dry Dock repairs and Phase 1 refit works, and shifted to Naval Base, Kochi on 07 Mar 2019. Renewal of all three water jet main bearings, Steel renewal, overhauling of underwater valves and painting of hull were carried out during phase 1 refit. Vessel is expected to undergo phase 2 refit again at ISRF during June 2019. M V Laccadivs of LDCL docked at ISRF drydock on 11 March 2019 for attending the emergency repairs of Stbd rudder bend. Vessel undocked on 23 March 2019 and sailed off on 26 March 2019 after completing rudder works.

### MUMBAI OPERATIONS – CSL – MUMBAI SHIP REPAIR UNIT (CMSRU)

CSL commenced Ship Repair operations at its new facility at Mumbai Port (CMSRU) on 18 January 2019.

The handing over & taking over ceremony was marked by a "Pooja" conducted at 09:00 Hrs. on the said day at CSL – Mumbai Ship Repair Unit (CMSRU) premises in the presence of CMD, Cochin Shipyard Ltd, Deputy Chairman, MbPT, CSL Directors, Senior Officials of CSL & MbPT and staff of CMSRU

Repairs of three (3) vessels have been successfully completed at CMSRU as on 31 March 2019. Repairs of two vessels are under progress in the dock.

First two vessels, MV Shridhar owned by M/s Asiano Shipping Pvt Ltd. & MV Albatross 5 owned by M/s Albatross Marine, were docked on 21 January 2019. MV Albatross was docked for carrying out repair works on propeller shafts and rudder. After completion of works the vessel sailed off on 08 Feb 2019. Extensive steel renewal works along with blasting & painting were carried out on MV Shridhar. The vessel sailed off on 03 Mar 2019. ■

## Leadership Talk Series

### Prajyoti - Session 7



As part of the leadership talk series, **Dr V A Joseph, Former Managing Director, South Indian Bank Ltd.,** addressed the gathering of executives on 05 Jan 2019 at the METI Assembly hall. The session including interactions lasted for about an hour and half.

South Indian Bank is one of the oldest banks headquartered in Kerala and is considered to be one of the best among the new Generation league, having very good HR policies.

Dr. Joseph was selected as one among the top 100

CEO's in India 2013 by "Business Today". Under his leadership SIB received the "Best Bank-Asset Quality and Priority Sector lending award" from Dunn & Brandstreet, Best Pvt Sector Bank award in the service quality segment Outlook Money - C Fore Survey, "Best Bank" 2010 award constituted by Business World & Best Bank Award Constituted by Financial Express, "Banking Technology Excellence Award" from IDRBT & IBA Banking Technology Award for the years 11-12, 12-13, 13-14 inspiring work places award 2014 constituted by Banking frontiers etc. ■

### Prajyoti - Session 8



As part of the leadership talk series, Shri Rameshan Paleri, Chairman, the Uralungal Labour Contract Cooperative Society Ltd (ULCCS) addressed the gathering of executives on 16 March 2019 at the METI Assembly hall. The session including interactions lasted for about an hour and a half.

ULCCS is one of the largest cooperative societies in Asia. ULCCS is the frontrunner in the infrastructure development all over Kerala and has recently stepped into other areas like IT, Facility management and tourism.

Shri Rameshan Paleri chairs the Board of all the subsidiaries of the ULCCS viz. UL Cyber Park, UL Technology Solutions and ULCCS Foundation, Sargaalaya Kerala Arts and Crafts Village. ■

# PASSENGER VESSELS COMMENCEMENT OF BLOCK ERECTION



The Block Erection of the 1200 Pax cum 1000 MT Cargo Vessel being built for the Andaman & Nicobar Administration commenced on 07 Jan 2019 at a function held at CSL.

Director (Finance), Director (Ops), Chief General Manager (HR), officers, supervisors and workmen participated in the ceremony, along with the vessel's owner representatives.

These are the first two ships ("Vessels"), being built for the A&N Administration, with a capacity of 500 passengers and 150 Tonne cargo each. CSL is also building two more vessels each having capacity of 1200 passengers cum 1000 tonnes cargo for the same owner.

Shri Madhu S Nair, C&MD CSL welcomed the gathering and Shri Nitin Gadkari, Hon'ble Union

Minister addressed the gathering.

Directors of CSL, representatives from the Indian Register of Shipping, American Bureau of Shipping, officers, supervisors and workmen of CSL attended the function.

The vessel is designed and being built as modern high quality passenger vessels (Inter- Island service in the Andaman & Nicobar and occasional main land transfer) suitable for carrying 500 passengers and 150 MT cargo, with the highest possible safety for the personnel and vessel, and the best possible protection of the environment. The ship has 16 knots speed.

After completing these 4 vessels, CSL would be the first yard in the country to have built the largest state of the art passenger vessels. ■

## VENTURING INTO DEEP SEA FISHING BOATS – BUSINESS WITH A SOCIAL CAUSE:

### Background of the Project:

Under the ambitious “BLUE REVOLUTION” project of the Govt. of India, various futuristic initiatives are being implemented by the Centre with the involvement of state governments to improve the livelihood of the fishing community. One such initiative is the project for diversification of fishing method from destructive trawling operation to eco-friendly deep sea fishing methods, by deploying Tuna long liner cum gillnetter boats in a phased manner with the funding assistance from the Govt. of India. This will help fishermen to change over to sustainable fishing practices and also thus enable them to have a better income & livelihood.

### Construction of the Pilot Project of 16 boats at CSL:

Fishing by bottom trawlers in the Palk Bay has been receiving high level of attention as Tamil Nadu

and insecurity among the fishermen community of Tamil Nadu as whole. Thus four Palkbay coastal districts of Tamil Nadu were selected by the Government to start the project whereby the bottom trawling methods would be replaced by deep sea fishing using Gillnet and Long liners which are more sustainable and will fetch more income to the fishermen.

To promote the scheme, both the Central and the state governments have subsidized it by providing 40 lakhs and 16 lakhs respectively. Balance funding is through loans from banks and the contribution of the beneficiaries selected for the project.

Fisheries Department, Govt. of Tamil Nadu, released an EOI for empanelment of Shipyards for construction of fishing vessels on 06 Aug 2017. The Fisheries Department approached CSL to participate in the programme and lead the project by setting

### Why start of project in Palkbay Districts of Tamil Nadu?

*The Palk Bay is a 15,000 sq km biodiverse conglomeration nestled between the island nation of Sri Lanka and South East Peninsular India with a coastal length of 250 km on the Indian side.*

*The bay is landlocked with three openings--one big eastern opening into the Bay of Bengal and two narrow openings into the Gulf of Mannar. It borders five coastal districts of Tamil Nadu between Kodiyakarai or Point Calimere in Nagapattinam district to Dhanushkodi in Ramanathapuram district. The width of the bay ranges from 64-137 km. The Palk Bay is also among India's major sediment sects. The longshore currents from the Bay of Bengal and Gulf of Mannar transport sediments into the Palk Bay adding silt and clay to the shallow sea floor. The bay is a highly productive ecosystem. It has 302 species of marine algae, 580 species of fishes, five marine turtle species and 11 seagrass species and several species of mangroves. The bay is also among one of the biggest fishing spots in south India.*

*The northern and southern parts of the Palk Bay are considerably different in their biophysical characteristics. In the northern part, where river Cauvery drains into the sea, there are several rivulets draining into the sea, supporting a large backwater system between Muthupet and Point Calimere in the process. The marshlands of this backwater system support mangrove forests which harbour a wide variety of birds, both native and migratory.*

*The bay is going through a rapid ecological decline due to immense anthropogenic and climate change pressures making the survival of this marine haven increasingly difficult. While Palk Bay faces a fragile future with growing human presence, its survival and protection depend on the convergence of efforts and people's participation.*

fishermen are often arrested while fishing in their traditional waters by Sri Lankan Navy due to the proximity of the territorial waters and the depletion of the fish catch in the coast. The prolonged incarceration of Indian fishermen and their fishing boats by Sri Lankan Govt. cause a sense of anxiety

best example to the industry and benchmarking the standards in fishing vessel segment. Based on above, CSL participated in the EOI and submitted the required documents and was accordingly selected for project.

CSL became the centre of attraction among the

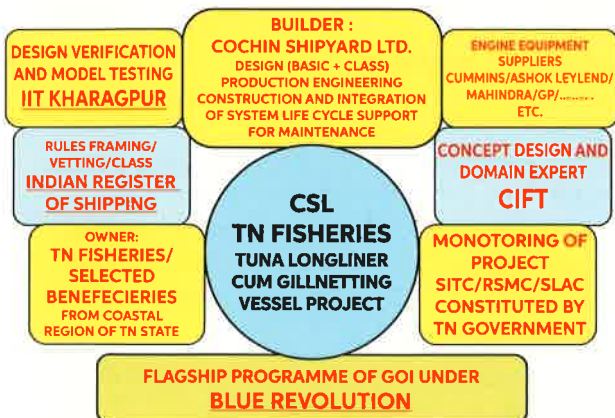
shortlisted beneficiaries and there was a request to undertake the construction of a large number of boats from the Fisheries Department. CSL being new to the field of fishing boats decided to undertake 16 boats as a pilot project to understand the intricacies of the trade

**Bench Marking and setting standards:**

CSL decided to rope in the best in the industry from India to make the project a success. Thus Central Institute of Fisheries Technology (CIFT) was roped in as the MOU partner to advise on the fishing technology, Indian Institute of Technology, Kahargpur was roped into to do model test and propeller design and Indian Register of Shipping was brought in to approve the key plans and for the third party inspection during construction and trials.

**STAKE HOLDERS**

**BENCH MARKING NEW STANDARDS**



These vessels are truly representative of the "Make In India" programme of the government of India . It is conception, design and execution are all 'Indian'. It is 'state of the art' and has modern navigation and communication equipment and advanced net hauling and liner winches. Other facilities include galleys, bio-toilet, refrigerated seawater system and stainless steel clad PUF insulated Fish Hold to preserve the fish catch. Te main attraction of the boat is the In-house development of the Fishing winches for Gillnetting and Long Liners. These high performing winches were developed with the technical partnership of a Korean Company and built inhouse by CSL.

The end result is a fine boat with promising results to

perform and harness high quality fish catch thus bringing all around prosperity to the fishing community. The trials are promising and these boats are a great boon to Indian Fishing Community to migrate to more sustainable Deep Sea Fishing. .

The real test is the final performance of the vessel once it is put into service, The first set of 4 boats will start operations in April 2019. ■

**VENTURING INTO EQUIPMENT MANUFACTURING:**

*The fishing winches customised for the vessel is a critical component of the project success. Similar was the case for a power take off system to meet the the vessel functions with optimum efficiency. These machinery was not readily available in the market. It is literally the case of "Necessity is the Mother of Invention" which made CSL to think of manufacturing In-House the fishing winches ( Gillnet and Long Line winches) and the power take off.*



First time in the history of CSL A new step in the right direction Possibility to make a new vertical.



## Technical Specification of the Fishing vessel



### MAIN PARTICULARS

LOA	abt. 22.70 m
Beam	abt. 6.40 m
Depth	abt. 3.00 m
Draught	abt. 1.80 m
Insulated Fish Hold	abt. 30 cu m
RSW	2 cu m 1 tank
Speed	8 knots
Complement	8 crew

### MACHINERY

Main engine	1 x 180 hp
Gear Box	4.07: 1
Generator	1 x 44 kVA
Refrigerated sea water unit (RSW)	2 cu m 1 tank
Bilge pump	Belt driven P.T.O
FW pump	Belt driven P.T.O
Steering gear	M/E P.T.O Hydraulic

### CAPACITIES

Fuel oil	2 x 4000 ltr.
Fresh water	2 x 5000 ltr.
Insulated fish hold	Abt 30 cu m

### MATERIAL

Hull	Steel
Wheel house	FRP
Accommodation	FRP

### ACCOMMODATION

Berth	2 tier berths
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Toilet	(for 8 crew) 1 Nos
Galley	1 Nos

### HULL ARRANGEMENT

Compartment 1	Fore peak & Store
Compartment 2	Fish hold & Net hold
Compartment 3	Engine room
Compartment 4	Steering Gear Room

### FISHING IMPLEMENTS

Gill net hauler	M/E P.T.O
Hydraulic	
Line Hauler	M/E P.T.O
Hydraulic	
Hold for Net	At Midship area

### LSA/ FFA

Life jacket	10 Nos
Life buoy	2 Nos
Fire Extinguisher	2 Nos

### NAVIGATION AND COMMUNICATION

GPS, AIS, VHF- with DSC, Eco sounder, Magnetic compass, DAT, Navigational lights.

### OTHER

Anchor- 1 no, MS Fabricated  
Bollards  
Cathodic protection for Hull, Rudder

## राजभाषा कार्यान्वयन से संबंधित मुख्य गतिविधियां

राजभाषा हिंदी के प्रचार-प्रसार एवं कोचीन शिपयार्ड में केन्द्र सरकार की राजभाषा नीति के कार्यान्वयन संबंधी कार्य के प्रचालन हेतु वर्ष 1978 से एक हिंदी कक्ष का शुभारंभ हुआ जिसमें अब एक सहायक प्रबंधक (हिंदी), एक हिंदी अनुवादक और एक हिंदी टंकक कार्यरत है। जनवरी-मार्च, 2019 के दौरान राजभाषा कार्यान्वयन के क्षेत्र में कोचीन शिपयार्ड द्वारा उठाए गए विशेष कदम निम्नानुसार है :

### कोच्ची टॉलिक से राजभाषा पुरस्कार

कोचीन नगर राजभाषा कार्यान्वयन समिति के सदस्य संगठनों में 200 से कम कर्मचारी काम करनेवाले

मुख्य महाप्रबंधक (औ.सं. एवं प्रशा.) और श्रीमती सरिता जी, सहायक प्रबंधक (हिंदी) ने ट्रॉफी और प्रशस्ति पत्र स्वीकार किया। साथ ही, शिपयार्ड को राजभाषा के उत्तम कार्य-निष्पादन के लिए एचआईएल द्वारा प्रायोजित ऑवररॉल ट्रॉफी भी प्राप्त हुआ।

### राजभाषा गृह पत्रिका 'सागर रत्न' के लिए पुरस्कार

नगर राजभाषा कार्यान्वयन समिति (टॉलिक), कोच्ची से वर्ष 2017-18 के दौरान कार्यालय ने राजभाषा गृह पत्रिका 'सागर रत्न' के लिए द्वितीय पुरस्कार हासिल किया। कोच्ची टॉलिक के संयुक्त हिंदी पखवाडे के



सार्वजनिक उपक्रमों के समूह में वर्ष 2017-18 के दौरान राजभाषा हिंदी के उत्तम निष्पादन के लिए कोचीन शिपयार्ड लिमिटेड को राजभाषा रोलिंग ट्रॉफी (प्रथम पुरस्कार) से सम्मानित किया गया। बीएसएनएल भवन, कोच्ची में आयोजित संयुक्त हिन्दी पखवाडा समापन समारोह के अवसर पर प्रो.(डॉ).आर शशिधरन, उप कुलपति, कुसाट, कलमशशरी से श्री वर्गीस एम डी,

समापन समारोह के अवसर पर प्रो.(डॉ).आर शशिधरन, उप कुलपति, कुसाट, कलमशशरी के करकमलों से श्री एम डी वर्गीस, मुख्य महाप्रबंधक (औ.सं. एवं प्रशा.) ने पुरस्कार स्वीकार किया।

### राजभाषा प्रबंधन कार्यक्रम

वरिष्ठ स्तर के अधिकारियों के लिए राजभाषा हिंदी से संबंधित अवबोध सृजित करने के उद्देश्य से, कार्यालय में दिनांक 06.03.2019 को महा प्रबंधकों एवं उप महा प्रबंधकों और 11.03.2019 को सहायक महा प्रबंधकों के लिए एक राजभाषा प्रबंधन कार्यक्रम आयोजित किया गया। महा प्रबंधकों एवं उप महा प्रबंधकों के लिए



आयोजित कक्षा का संचालन श्री के पी शर्मा, उप निदेशक (राजभाषा)-प्र. द्वारा सफल ढंग से किया गया और सहायक महा प्रबंधकों के लिए डॉ पी आर हरीन्द्र शर्मा, सहायक निदेशक (राजभाषा) द्वारा कक्षा का आयोजन किया गया। संकायों ने राजभाषा हिंदी से जुड़े विविध मुद्दों पर विस्तृत रूप से प्रकाश डाला।

### हिंदी कंप्यूटर प्रशिक्षण

कर्मचारियों को कंप्यूटर पर हिन्दी में अधिक से अधिक काम कराने के उद्देश्य से, कार्यालय में कुसाट के तत्वावधान में दिनांक 11 से 15 मार्च, 2019 तक हिन्दी में यूनिकोड प्रशिक्षण कार्यक्रम सफल ढंग से आयोजित किया गया। कुसाट के संकायों द्वारा कर्मचारियों को विस्तृत रूप से हिन्दी यूनिकोड में प्रशिक्षण दिलाया गया। कुल 14 कर्मचारियों ने उक्त प्रशिक्षण कार्यक्रम में सक्रिय रूप से भाग लिया।

### हिंदी कार्यशाला

जनवरी- मार्च तिमाही का एक दिवसीय हिंदी कार्यशाला दिनांक 07.02.2019 को मुख्य कार्यालय में आयोजित की गई। कार्यशाला मुख्य रूप से नए नियुक्त कार्यपालक

प्रशिक्षार्थियों के लिए आयोजित की गई थी। श्री रमेश प्रभु, मुख्य अधीक्षक, एचपीसीएल, कोच्ची कार्यशाला के संकाय थे। सबसे पहले उन्होंने सभी भागीदारों को अपना परिचय दिया और यह बताते हुए आगे बढ़े कि हिंदी भाषा एक ऐसी भाषा है जो दिलों को जोड़ता है। उन्होंने राजभाषा कार्यान्वयन से संबंधित कुछ पावर पॉइंट प्रस्तुतीकरण दिखाया। हिंदी किस प्रकार देश की भाषा बनी, उसका विस्तार और लोगों तक उसकी पहुँच, इन सभी आयामों को छूते हुए सत्र आगे बढ़ा। राजभाषा संबंधी प्रावधानों को छोटा-छोटा नुस्का बनाकर प्रस्तुतीकरण के माध्यम से पेश किया गया। भागीदारों ने कार्यशाला का भरपूर फायदा उठाया।

### राजभाषा कार्यान्वयन समिति की

#### बैठक

भारत सरकार की नीति का अनुपालन करते हुए हर



तिमाही में राजभाषा कार्यान्वयन समिति की बैठकें नियमित रूप से आयोजित की जाती हैं। जनवरी-मार्च, 2019 तिमाही की राजभाषा कार्यान्वयन समिति की बैठक अध्यक्ष एवं प्रबंध निदेशक की अध्यक्षता में दिनांक 19 जनवरी 2019 को आयोजित की गई। बाद में, पिछली बैठक के कार्यवृत्त की पुष्टि की गई और विविध विभागों द्वारा अपने अपने कार्यालयों में पिछले तीन महीने में किए गए कार्यों की पुनरीक्षा की गई। ■



## इनकी कहानी इन्हीं की जुबानी

कला पद्मनाभन

हमारे जीवन में परिचय अहं भूमिका निभाता है। मुलाकात के दौरान एक दूसरे को जानने के लिए जो नमस्ते, हलो, वणवकम, नमस्कारम जैसे प्रेमपूर्ण एवं भावपूर्ण शब्दों के प्रयोग किये जाते हैं, वे ही कभी-कभी एक लंबी दोस्ती की नींव बन जाते हैं। कुछ दोस्त उम्र भर साथ निभाते हैं तो कुछ का साथ चार कदम बाद छूट जाता है।

एक-दूसरे के साथ मैत्री बढ़ाने का माध्यम है-स्वपरिचय। हम अपने बारे में जितना विस्तार, गहराई और सच्चाई से बताते हैं, उतना ही सच्चा साथी मिलने की संभावना होती है।

मनुष्य का परिचय वह स्वयं दे सकता है लेकिन क्या कभी किसी ने यह सोचा है कि हमारे चारों तरफ इतनी सारी वस्तुएँ हैं जो अपने बारे में बताने के लिए उतावली रहती है?

यदि इन निर्जीव वस्तुओं को अपने बारे में कुछ कहना होता तो क्या कहते?

ये जीवन के विविध मूल्यों के महत्व की पुष्टि करती; प्रेम, एकता, परोपकार, त्याग, उदारता, सत्य जैसे गुणों को अपनाते हुए मिल-जुल कर रहना ही संसार का नियम है-इस बात को सिद्ध करती।

मैंने इन महानुभावों की भाषा को समझकर इनसे गहरी मित्रता कर ली है, अब आपसे इन का रूबरी करवाती हूँ। इनका नाम जानना हो तो इनके बारे में पढ़कर इन्हें पहचानने की कोशिश कीजिए। अगर इन्हें पहचान न पाएँ तो पत्रा उलटकर देखें। ये हमारे नजदीक ही रहते हैं। रहस्यात्मकता और रोचकता बनाए रखने के लिए इन्होंने अपना परिचय मित्र क, ख, ग आदि के रूप में दिया है।

चलिए, कल्पना की उड़ान भरते हैं; इन निर्जीव को जीवन-दान देते हैं; इनकी तरफ मित्रता का हाथ बढ़ाते हैं; इनका परिचय पूछते हैं; इनके बारे में समझने की चेष्टा करते हैं।

नमस्ते, मैं हूँ **मित्र क**; मैं विविध आकारों और रंगों की दुनिया में मस्ती करता हूँ। गणित मेरा प्रिय विषय है। मैं सबसे दोस्ती बनाए रखता हूँ और यदि एक भी साथी छूट जाए तो मैं अधूरा हो जाता हूँ। चित्रों से भी अपनी साज-सज्जा करता हूँ। सारे त्योहार मनाता हूँ। अमीर हो या गरीब, भारतीय हो या विदेशी, बच्चे हों या बूढ़े- सबके साथ मित्रतापूर्वक रहता हूँ। मुझ में हमेशा एक साल के बच्चे की तरह भोलापन रहता है। मेरा ओहदा हमेशा ऊँचा रहता है, जमीन पर भी नहीं रखता। आपसे मिलकर अच्छा लगा।

सुप्रभात, मैं हूँ **मित्र ख**: मैं इस दुनिया के लोगों का सबसे प्रिय हूँ; सब मुझसे प्रेम के दो शब्द बोलकर ही अपनी दिनचर्या शुरू करते हैं। घर के बाहर जाने से पहले, घर लौटते ही, सोने से पहले, नींद से जागते ही यदि मुझ से न मिले तो अपने-आप को

मानने लगते हैं। मैं उनके चेहरे को देखते ही उनके मन की बात जान जाती हूँ और उन्हें मुस्कुराने पर मजबूर कर देती हूँ। हालाँकि मुझे घर के अंदर रहना अच्छा लगता है लेकिन मुझे घुमाने ले जाने पर दुबक कर कहीं भी बैठ कर निकल पड़ती हूँ। लोग मेरे साथ अपनी सुन्दरता की तुलना करते हैं और जीत हमेशा मेरी ही होती है। शादी हो या त्याहार, मेला हो या समारोह-यदि मैं उनका साथ नहीं देती, तो मुझे जैसे-तैसे मना ही लेते हैं। आपसे मिलकर बहुत खुशी हुई।

नमस्कार, मुझे **मित्र ग** कहते हैं। मुझे दौडना बहुत पसंद है। मैं हाफ-मैरथान, फुल-मैरथान और पता नहीं। ऐसे कौन-कौन से दौड जीत चुका हूँ। मुझे जिन्दगी में चुनौतियाँ बहुत पसंद हैं, इसलिए कभी भी साधारण दौड नहीं अपितु तीन-टॉग में माहिर होने की कोशिश करता हूँ। कभी मौका मिलने पर चार-टॉग दौड पर भी निकल पड़ता हूँ। आलस से दूर रहने की कोशिश करता हूँ। मुझे दक्षिण भारत ज्यादा पसंद है क्योंकि यहाँ आलस्य की नौबत ही नहीं आती। उत्तर भारत की हवा ही कुछ ऐसा काम करती है कि कभी-कभी रोम-रोम में सुस्तीधा जाती हैं। मुझे लोग हमेशा सम्मान की नज़र से देखते हैं और मेरे बारे में बातें करते समय सिर उठाकर ही करते हैं। आपके साथ दोस्ती करके अपने आप को खुशकिस्मत महसूस कर रहा हूँ।

मैं **मित्र घ**, आपका हार्दिक अभिनंदन करता हूँ। मैं अपने बारे में क्या बताऊँ। मुझे देखते ही लोगों के मन में दोहरी राय जागृत होती है। पहले तो नाक सिंकोड लेते हैं लेकिन बाद में मेरे परोपकारी गुण से मुग्ध होकर मेरी प्रशंसा करते हैं। सुबह उठते ही मुझे देखना अपशकुन मानते हैं लेकिन जब तक मेरी भव्य सवारी पूरे घर से नहीं गुजरती, यही लोग शगुन के गीत भी शुरू नहीं करते। मैं छोटे-बड़े, अमीर-गरीब, राजा-रंक-हर एक का साथ निभाती हूँ। मैं प्रधानमंत्री जी की हमेशा आभारी रहूँगी कि उन्होंने समाज में मुझे ऊँचा दर्जा दिलवाया। मेरी इच्छा है कि आपका साथ हमेशा बना रहे।

वाह ! कितनी वस्तुएँ हमसे मित्रता का हाथ बढ़ाने के लिए चारों तरफ बिखरी पड़ी है। सबकी अलग-अलग कहानियाँ; सबकी अलग-अलग विशेषताएँ; सबकी अलग-अलग भावनाएँ। जीवन की इस भागदौड़ से कभी वक्त निकालने का मौका मिले तो दुनिया की सुन्दरता को टटोल कर देखिए और जानिए **इनकी कहानी, इन्हीं की जुबानी**।

इं० - ३ एम

इं० - १ एम

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लेखिका Capt. P.A. Padhmanabhan (WoT) Kochi की पत्नी है।

## Resurgence In Indigenous Shipbuilding Why We Missed The Bus ? How Do We Catch Up?

Capt. V Ganapathy

India as a nation is blessed to be located in its present position on the world map. In essence Geography has played a key role in crediting India with a Unique Role throughout History.

Though India as a Nation originated post independence, the idea of India has always attracted foreigners to this land. While India has witnessed a glorious past of being a leader in shipbuilding with several archeological evidences which reinforce the fact that India was a dominant player in maritime



trade. Strong Maritime trade was supported by a thriving shipbuilding industry. Not only in the maritime sphere, traditional Indic culture showcases several engineering marvels standing tall even today in the form of temples. This culture of excellence continued to thrive albeit to a limited extent even with the advent of the Moghul rule. Consequent to the British rule and India being left out of the Industrial Revolution, India as a country lost out on a large number of technological innovations in the 19th & 20th century. As a result, we had to start literally from scratch to build up our engineering base post independence. Having said that, even after 72 years post independence, how truly Independent are we, in terms of dependence on

foreign engineering expertise and consequent dependence on engineering hardware? We may console ourselves in terms of being a reasonably strong player internationally in the field of Information Technology. However, India's penetration in Information Technology especially in niche and cutting edge technologies is still much to be desired for.

In this article, I choose to explore the reasons as to why we missed the bus of technological progress and how do we overcome our handicap? But let's start with some history first...

### Traditional Indian Civilisation

Traditional Indian Society worked on the principles of the Varnashrama-dharma. While one can argue that this was the basis of the caste system, in reality it was not a man-made system. It was based on natural classifications that appear to various degrees in all human societies, prevalent even today. Individuals have different innate tendencies for work and exhibit a variety of personal qualities. There are also natural phases in life, when it is easier and more rewarding to perform certain activities. Hence, in order for a society to survive and thrive, it needs leaders, spiritual advisors, soldiers, carpenters, masons, businessman, labourers, farmers, barbers, etc. In order to protect the community various structures and technologies had to be designed and executed. Temples, Forts, Boats, Ships, etc were built to facilitate the growth of the society and also to ensure security and spiritual upliftment. In all these cases, extensive design effort was made to build such structures, some of which stand even today. How did we do this?

### Master Builder

Traditional Indian Society laid a lot of stress on Knowledge and this knowledge was handed down from Guru to Shishya through a Mentoring

Process. The wise men specialized in a particular subject say, civil engineering had all the knowledge of Civil Engineering handed over to him through the mentoring process. Thus a small group of highly intelligent and knowledgeable individuals used to formulate the design and oversee the execution of major projects. The "Big Picture" was visible to this small group. This process continued in the ship building industry as well right up to the 18th century when the Wadias helped the British East India Company to make the best wooden hulled vessels (HMS

education system. Secondly, they brought in their own technical expertise towards building of dams, railway tracks, locomotives and basic shipping with the Indian element being used as labourers. Hence, without the Knowledge Head, the Indian Technological Knowledge base was systematically decimated.

### Post Independence Period

During the Post Independence era, while the country embarked on several engineering initiatives, almost all of them came with expert

assistance from abroad. Subsequent focus on building Public Sector Enterprises resulted in creating bureaucratic structures with hardly any thrust towards indigenous R&D. Hence, with the exception of ISRO and the Department of Atomic Energy(DAE), and more recently the Indigenous Missile Programme, the success rate in other areas of Engineering Technology has not yielded much. Indigenous Shipbuilding Industry, a major driver for Maritime Trade and Marine Technology has also been unable to break the shackles inherited from the Colonial Period coupled with various policies put in

place by successive governments. While the Indian Navy has played a pivotal role towards self reliance in indigenous design, this has largely been restricted to basic hull design and ship's structures. Onboard Engineering and Electrical System Design and Integration including Main Propulsion, HVAC, Automation, etc have continued to be dominated by foreign players. Hence, in essence, truly indigenous content in respect of ships built in Indian Yards... is questionable. In reality, we lost the art of seeing the "Big Picture".

### What did the Foreigners do?

With the advent of the Industrial Revolution



Image Credits: Harappa.com

Trincomalee stands tall even today).These were the original Master Builders.

### Destruction of Master Builder Philosophy

Just like the Shipbuilding Industry, Master Builders were plying their trade in most aspects of technology during the pre-independence era. With the advent of the Industrial Revolution, the British wanted to create new market for their products and also impose their technologies in the country. They adopted a two pronged approach. One with a systematic elimination of the traditional Master Builders and the Mentoring Process augmented by creating fault lines on the basis of Cast and also imposing their

coupled with various technological innovations, a market oriented economic system along with focus on building military strength led to a boom in production. Enhancing production efficiency led to R&D in Process Engineering and this gave rise to a need for a structured organization supported by optimized plant layout and process flow.

The two World Wars and the consequent Cold War further served to drive the growth of various Industries as also development of complex Engineering Systems. The Trident Missile Project, The Nautilus Project, The Appollo Mission all served in their own way towards build up of capability in designing and executing complex projects.

As part of the Engineering of Complex Systems, the discipline of 'Systems Engineering' as a specialist subject emerged during this phase. 'Systems Engineering' is an interdisciplinary field of Engineering and Engineering Management that focuses on how to design and manage complex systems over their life cycles. At its core, systems engineering utilizes systems thinking principles to organize this body of knowledge. In many ways, this field is the Modern Day Avatar of the Master Builder Philosophy with the ability to see the "Big Picture".

With specific reference to shipbuilding, the leading nations viz. the USA, USSR, UK, France, Japan and South Korea & China (more recently) had a relatively similar approach towards ship design and construction overseeing. All these nations believed in a Central Design Office, which effectively held the knowledge repository in all aspects related to ship design and construction. The Members of the Central Design Office have domain knowledge pertaining to design, construction and management and they provide the guidance for the complete ship building cycle.

Technologically advanced nations have institutionalized Knowledge Management Structures into different industries and therefore

the "Big Picture" is never lost in the design and execution of all complex projects. This is also one of the key factors which allow these countries to have a thriving shipbuilding Industry and which have help these countries to build up capabilities in complex and technologically intensive marine platforms such as Cruise Liners, LNG Carriers, High Speed Ferries with a high degree of customization.

### What should we do?

As a nation, we have the inherent technical capability to be at par with other more advanced countries. There are a number of high technology related work being undertaken in India. However, all these capabilities exist in pockets and are fragmented. There is therefore a need for the Indian Shipyards to play a pivotal role in System Integration and to facilitate creation of an ecosystem where different specialist technologies can be aggregated. In order to achieve this, there is an overwhelming need to introspect on the existing organizational structures and processes. We need to go back to our own history and evolve our own unique Indian Approach towards re-establishing the concept of the Master Builders and regain the art of seeing the "Big Picture". The need of the hour is to establish a "Systems Engineering Group" comprising the wisest of the Professionals, who can guide the complete shipbuilding process.

To conclude, the world is getting increasingly complex with disruptive technologies causing a paradigm shift in the way we view the world. We need an entirely different set of skills to understand complexity and therefore renewed focus towards holistic Systems Thinking and to promote a knowledge based culture, which would be the ideal climate to nurture future Systems Engineers or Master Builders with the ability to see the Big Picture. ■

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*The author is AWPS (E) WOT, Kochi*

# INABILITY TO REACH SUCCESS DUE TO FOLLY

Durga Prasad

There was a king Kosala kingdom named as Yugandher, he had one baby girl after 15 years of marriage her name is Avanthika. She grows up with a intelligence, excel in archery, sword fighting etc. she grown up her like a boy.

Avanthikas mother worrying about her daughter for marriage as she involved in kings activities. On one day she told to her mother , mom don't worry about my marriage I will marry a person who suits for ruling this kingdom. On that night she dressed up like a boy and ran away from her home into the forest along with the horse.

On continuous travelling she got tired and wants to take some rest at Manasarover lake. While relaxing she gone into deep sleep, after some time she heard a rour noise of a Tiger. On opening of her eyes tiger started jumping on her, Avanthika kept her hand to Tigers paw to protect her. In this process she got injured and bleeding from her hand and she is ready to faint down. But suddenly one man came and killed tiger and saved her.

After sometime she opened her eyes and found that she was in a bamboo cottage and she found her injured hand got treated with medicine, and she found that man outside the cottage who saved her life. The man introduces him self as " I am Abhimanyu, got specialized in surgeries and medicine for diseases". He thought while saving Avanthika is a boy but while treating her, he found as she is a lady. Abhimanyu asked about her but she didn't said about her as she is a princess of Kosala Kingdom, she introduces her as a slave looking for some work in near villages. She is interested in Abhimanyu, he is very handsome and he is experted in surgeries and medicinal activities. She thought to say about her interest on him. She stayed in his cottage until her injured hand got cured and she left his cottage without saying her interest on him.

She started travelling from his cottage towards eastern mountains, after some time she got by one Demon who has single horn, That Demon taken her to his cave and imprisoned her. After some time Demon came to her and saying that " I want to marry you" and left from that place.

Avanthika is thinking about her situation, I can escape from this place only by wisdom and she starts planning. After some time the demon came to her and we can marry now. Avanthika starts saying to Demon as " One astrologer said that I cannot marry a person who has single hand, single leg and single line things. So you have a single horn. If I marry you, you will die." Then Avanthika said that make your horns two, you looks good and beautiful then I will marry you. That Demon asked Avanthika how to do this, then Avanthika replied that " I know a person named Abhimanyu who is specialist in surgeries, so bring that person and make your horns into two." By listening to this by Demon he agreed and said I have two horns of my father I will fix those horns on my head, so I will get more powers. The demon went away in the meanwhile Avanthika started to find an escape route in the cave but she didn't found anything except some gold coins in a bulk.

Then Demon went and brought Abhimanyu to his cave. Abhimayu started surgery to Demon by fixing two horns replacing with single horn in this process Abhimayu used his herbal medicine to get the demon into unconscious. After demon got unconscious Avanthika approached Abhimanyu to take her, But he didn't taken her, he waited until Demon got conscious.

The demon praised Abhimanyus skill and asked for what you need, then Abhimayu replied that " I don't want money instead of that you leave her ". Then Demon said that I don't want to marry her as I got two horns, in my Demons family I am the who had one horn, because of that I didn't get marry. My cousin rejected me because of that single horn, now I got two horns so I will marry her.

After that Avanthika said to Abhimanyu thanks for saving me two times, this entire gold is should belongs to you. By saying this Avanthika left the cave and went her palace back. She thought not to marry him.

Moral of the story:

Avanthika could have married him as he is handsome, brave and surgeon rather than he saved her two times in dangerous situations. But she didn't married him why because Avanthika wants to marry

a person who is to rule kingdom after her father. But Abhimayu is the person who is interested in doing surgeries and serve the poor people by giving medicines to them, so Avanthika thought he is not fit to rule the people and her kingdom as he didn't acted wisely in saving her life from that Demon instead of he made serving the Demon. This is the

situation where she behaved wisely at last.

“People who are going to achieve their success and they are in last stage of reaching success should act in a wise manner, due to some foolish decisions they may loose the success what they have tried for. 📖

*The author is ET (Finance) in the company*

## MOU WITH WELDING RESEARCH INSTITUTE, TIRUCHIRAPALLY

An MOU has been signed between WRI, Tiruchirapally, a research institute under Bharath Heavy Electricals Ltd and CSL on 21 Mar 2019. The objective of the MoU is to carry out R&D activities , capacity development, Training in areas such as

Welding Distortion, Automation in welding, Shrinkage of plates during welding, Welding sequence of thick and thin plates and other fields related to welding. The MoU is valid till year 2024. 📖



Mr Harikrishnan S, GM (Plg) and Mr Subbarayulu, Head WR, BHEL exchanging MOU



Mr. Rajesh Gopalakrishnan GM (BD & NP) in panel discussion on "Eco-technological and digital solutions for Smart Cities" on 19 Feb 19 during the Indo-German Industry-Academia Summit organised by Rajagiri School of Engineering & Technology.

## REPUBLIC DAY CELEBRATIONS

Republic Day celebrations were held in Cochin Shipyard on 26 Jan 2019 (Saturday) morning.

C&MD unfurled the National Flag and inspected guard of honour presented by CISF and METI Trainees.

C&MD also gave away performance excellence award to the employees. During the occasion, Sagar Ratna, the in house hindi Magazine was released by the Director (Finance) by giving away a copy of it to Mr M D Varghese, CGM (IR&A)



## SHIPYARD PARIWAR PRATHIBHA PURASKAR 18-19



### Kerala State Syllabus - Science Stream

1. Anagha Mukundan	Shri Mukundan C.K., 3165	AE-SG
2. Sanjay Krishnan	Shri Sunil Kumar K.R., 3135	GM (Mat-2)
3. Shahanas S	Shri Abdul Ziddik K.M., 2323	AE-SG

### CBSE Board-Science/computer Science stream

4. Rishikesh K	Shri Babu K, 3328	JTAET-SG
5. Sreekanth A.N.	Shri Neelakandhan A.N., 2966	GM (Matls)
6. Sreelakshmi S. Unni	Shri Jayaprakash G.K., 2315	SM (Fin)
7. Neeraj Krishnan K.	Smt. Seena M.S., 3364	SM (Mat)
8. Ganga P.	Shri Pavanan P.M., 3079	AE (P)
9. Albin Johnson	Shri Johnson K.M., 3096	AE-SG
10. K. Devasree Mohan	Shri Mohanadasan K.A., 3127	AE (W)



Hindi Magazine 'Sagar Ratna' has released

## EMPLOYEE EXCELLENCE AWARDS - 2019



### Chairmans Commendation

Bijesh V.B.4420/Fitter Electrical

### Group Commendation

1. Pradeep Kumar C.S. Rahul S Nair	4019/WLF (ST) 4024/ WLF (ST)	4. Shibu M. Rakesh B	3875/Machinist 4107/Machinist
2. Sreejith K.P. Abhilash P. Pradeep N.V.	4686/AE (Machinist) 3711/WLF (MT) 3885/Rigger	5. Venugopalan P.N. Jinoy T.J. Vinod R	2883/AE (ST) 4053/WLF (MT) 4049/WLF(MT)
3. Dharmalingam K. Babu K Jerome Obri Corrya Johny Jacob	3101/AE(ET) 3328/JTAET-SG 3324/SFET 3325/SFET	Sreejith S 6. Sumesh V Rethish C.P. Rajesh R Lal K.M.	4375/WLF (MT) 3658/Manager 3901/JTAIN-SG 4584/Instrument Mech 4221/Instrument Mech



# Insider Trading

## Kala V

1. Securities and Exchange Board of India had promulgated the SEBI (Prohibition of Insider Trading) Regulations in the year 2015. The regulations seeks to prevent people, who are privy to important price sensitive corporate information not available to general public, (technically called 'Unpublished Price Sensitive Information (UPSI)') from trading in shares and profiteering based on such information.
  2. To regulate the insider trading, the Board of Directors has defined an insider as anybody who is in custody of UPSI, anyone designated by the Company as Insider and anyone who is a connected person i.e., owing to employment or contract or association had access to UPSI.
  3. The Regulations further states that no insider shall trade in shares when in possession of UPSI.
  4. On December 31, 2018 SEBI notified amendments to the 2015 regulations, based on the report of the Committee on Fair Market Conduct chaired by TK Viswanathan which came out in August last year.
  5. Under the new regulations SEBI has mainly focused on the following
    - (i) Widen the definition of the insider by including therein all persons who are two levels below the CEO and also CFO & Co. Secy. Also close relatives of insiders will also be classified as insiders. (close relatives would include spouse and any person who is financially dependent on the insider or depends on the insider for financial advise.)
    - (ii) Build up a foolproof data-base on insiders and information shared with them – i.e., SEBI now requires the designated insiders of a Company to provide personal information on PAN, College or institution of graduation, prior employer etc. Again in case any unpublished price sensitive information is transmitted, a digital data-base has to be maintained on the same with time stamping and audit trails.
  - (iii) The regulations restricts the purposes for which an Unpublished Price Sensitive Information (UPSI) can be shared. Only in the following 3 circumstances, the UPSI can be shared
    - a. For legitimate purposes; (Defined in our policy at clause 2.10)
    - b. For discharge of duties; and
    - c. For discharge of legal obligations.
- Generally price sensitive information should be shared only on a need to know basis.
- (iv) The whistle blower policy has also been amended to include reporting to the management instances of actual or suspected leak of UPSI.
  - (v) In case of connected persons (anybody who due to his particular status or association has access to UPSI), the onus of proving that he was not in possession of UPSI at the time of trading is on such connected persons.
6. In line with the above Regulations, CSL has notified the Board of directors, all CGMs, officers in SRC and Marketing department, \ officers in the office of CMD and other directors, officers in the dept. of Co. Secy. and officers in central accounts as designated persons.
  7. The do's and dont's for anyone who is an insider is as follows

### **Dont's – CSL Insider Trading Policy**

- i. Don't communicate any information which is in the nature of UPSI to any persons except for the following purpose:
  - (a) furtherance of legitimate purposes; or
  - (b) performance of duties; or
  - (c) discharge of legal obligations.

ii. Designated persons and their immediate relatives to refrain from dealing in the equity shares of CSL during the following periods:

(a) when having possession of UPSI; and

“Unpublished Price Sensitive Information” means any information, relating to CSL or its securities, directly or indirectly, that is not generally available which upon becoming generally available, is likely to materially affect the price of the securities and shall, ordinarily including but not restricted to, information relating to the following:

- (i) Any receipt of new orders;
- (ii) Financial results;
- (iii) Dividends;
- (iv) Change in capital structure;
- (v) Mergers, de-mergers, acquisitions, delisting, disposals and expansion of business; and
- (vi) Changes in Key Managerial Personnel.

(b) Trading window closure.

The normal period of closure of trading window is given below for reference.

Period	Purpose
April 01 to 48 hours from the declaration of financial results	Fourth quarter and yearly Financial Results
July 01 to 48 hours from the declaration of financial results	First quarter Financial Results
October 01 to 48 hours from the declaration of financial results	Second quarter and half yearly Financial Results
January 01 to 48 hours from the declaration of financial results	Third quarter Financial Results

Apart from the above, the trading window may be closed for any periods as may deem fit by the Company Secretary, if any UPSI is available with any Designated Person.

iii. Shall not enter into any Contra/Reverse transaction in CSL's shares for a period of six (6)

months from the date of latest previous transaction.

iv. Avoid pledging, keeping for margin requirements and Portfolio Management Services (PMS) of CSL Shares.

#### Do's – CSL Insider Trading Policy

- i. Deal in CSL securities only during open trading window period and not having possession of UPSI.
- ii. Obtain pre-clearance for trade (valid for 7 trading days after approval) from the Company Secretary where the value of proposed transaction in CSL shares by designated persons or their immediate relatives exceeds 1,000 shares in a single transaction or 3,000 shares in a week, and to submit a Report of trade(s) executed/not executed, after obtaining the said pre-clearance.
- iii. Submit proper disclosures to the Company Secretary as per CSL Insider Trading Policy.
- iv. Frequently check the websites of the Company and the Stock Exchanges viz. BSE & NSE for information relating to Trading Window Closure.

8. Since insider trading is regularly monitored by SEBI the above regulations needs to be adhered to diligently. ■

The Author is the Company Secretary of the Company.

# PARAG NIVEZANA (Where Dust ends...)

Shipwright wood shop of Ship Repair has constructed a bay and named it PARAGA NIVEZANA (meaning Dust Chamber) to minimize dust pollution and improve the health standards of personnel. The bay was conceived, designed and constructed indigenously by the employees of Shipwright wood

was considered.

The infra structure of the bay was completely designed and erected from the internal sources. To imbibe out the dust, a dust collector machine was purchased and a heavy duty dust collector was manufactured indigenously. The electrification was



shop (Ship Repair) which has drastically reduced pollution of wood dust which are emitted during various wood working operations.

The inkling of the concept was enthused while observing the health conditions of personnel working in the Shipwright wood shop when they frequently reported of chest congestion, nausea and throat infection. The source of the health problems to an extent was identified as saw dust, emitted during wood working operations. To abate the saw dust emission, isolation of the saw dust emitting works

completely designed and executed by EM3 of U&M department under the leadership of Shri. Midhun S AM and Shri. Sivaramkrishnan AE.

The project was completely handled by Shri. Manoj Kumar T Code No. 3560, Shri. Nizamudeen S Code No. 4609, Shri. Arun RS Code No. 4610, Shri. Rathin Lal Code No. 4612, Shri. Shyju TLOA (SWW) Code No. 87662 & Jissmon KF Act Trainee, Code No. 40763 under the leadership of Shri. Jayakumar (Manager) and Shri. K.C. Thomas Shenil AE (SWW). ■

## STREMARO 2019

A 12th National level Technical Symposium was organised by the Marine department of PSN college of Engineering and Technology, Tirunelveli on March 4, 2019. The STREMARO 19 event included Paper Presentation, Technical quiz, Treasure hunt, Photography contest and Short film contest.

The theme of the program was ARTIFICIAL INTELLIGENCE IN MARITIME INDUSTRY.

METI, CSL, selected two teams for paper presentation on the topics 'IMPLEMENTATIONS TO MEET MARPOL ANNEX VI' by Sri. ANAND JAGADEESH & Sri. ARINDAM PRAMANIK of Kaveri Batch and 'BLOCK CHAIN TECHNOLOGY' by Sri. NIRMALJOSEPH & Sri. SHIBIN RAJ of Pamba.

The presentations were received overwhelming and it was a great experience for our METI GMEs. ■



## MARINE TRAFFIC 2019



ACADEMY OF MARITIME EDUCATION AND TRAINING [ AMET] in CHENNAI organized MARINE TRAFFIC – 2019 on 6 -7 Mar 2019 which is the event for marine industry, presenting a diverse range of new innovations and new ideas in the marine field to the seafarers and related audience.

Events like MARINETRAFFIC is a really great example of exchanging of new ideas and knowledge related to marine industry. The organizers had asked all the participants to present papers which would come under the spectrum of the topic 'DIGITALISATION AND ADVANCEMENT IN MARITIME INDUSTRY'.

The topic selected by METI were AUTONOMOUS SURFACE VESSELS by Sri. KRISHNAN MENON & Sri. CHANDRA PRAKASH of KAVERI Batch & BALLAT FREE SHIP by Sri. DEW J. JOSEPH & Sri. NITHIN V.P of PAMBA Batch

It was about the advancement in automation and autonomous technology and its implementation in the maritime industry.

They presented the papers in front of 300 + audience and the reception was overwhelming. ■

## INTERNATIONAL WOMEN'S DAY.. NURTURING WOMEN IN CSL – THE NATURAL MANAGERS



Mrs Rameetha K, lighting the lamp. Dr Rajeshwari Narendran & Smt Kala V, Company Secretary are also seen

International women's day was observed on 08 March 2019 at CSL Mrs Rameetha K, Scientist – G, DRDO- NPOL, Kochi inaugurated the celebration.

A half day session of “Ten Commandments of success for Women ” was held as part of women empowerment policy.

Dr Rajeshwari Narendran, Director, MHRM, ML Sukhadia University, Udaipur and visiting faculty of premier business schools in India and abroad engaged the session. All women Executives, Trainees, supervisors and workmen participated. ■



A gesture of gratitude - memento handed over by young women officers



Dr Rajeshwari Narendran addressing the gathering

## കൊച്ചി കപ്പൽശാലയുടെ സി.എസ്. ആർ പദ്ധതിക്കു കീഴിൽ കേരളത്തിലെ ആദ്യത്തെ എ.ടി.എം മോഡൽ ശുദ്ധജല വിതരണ പദ്ധതിക്ക് അട്ടിപ്പാടിയിൽ തുടക്കമായി.

അഗളി: ഷോളയൂർ ഗ്രാമപഞ്ചായത്തും ശാന്തി മെഡിക്കൽ ഇൻഫർമേഷനും സംയുക്തമായി കൊച്ചിൻ ഷിപ്പ്യാർഡിന്റെ സി.എസ്.ആർ പദ്ധതി പ്രകാരം 20 ലക്ഷം രൂപ ചിലവിൽ നിർമ്മിച്ച ആർ.ഒ പ്ലാന്റും 4 വാട്ടർ എ.ടി.എം കൗണ്ടറുകളുടെയും ഉദ്ദേശ്യം ബഹു. ഷോളയൂർ ഗ്രാമപഞ്ചായത്ത് പ്രസിഡന്റ് ശ്രീമതി. രത്തിന രാമമൂർത്തി നിർവ്വഹിച്ചു. ആർ. ഒ

പ്ലാന്റിനെ സ്വീച്ച് ഓൺ കർമ്മം കൊച്ചി കപ്പൽശാല ചീഫ് ജനറൽ മാനേജർ ശ്രീ. എം.ഡി. വർഗ്ഗീസ് നിർവ്വഹിച്ചു. വാട്ടർ എ.ടി.എം കൗണ്ടറിന്റെ ഉദ്ദേശ്യം ഉരുമുപ്പൻ ശ്രീ. നന്ദൻ അവർകൾ നിർവ്വഹിച്ചു. പദ്ധതിയെക്കുറിച്ച് ശാന്തി മെഡിക്കൽ ഇൻഫർമേഷൻ ഡയറക്ടർ ശ്രീമതി. ഉമാ പ്രേമൻ വിശദീകരിച്ചു. ചടങ്ങിൽ ഗ്രാമ പഞ്ചായത്ത് വൈസ് പ്രസിഡന്റ് ശ്രീ.ഡി.രവി, മെമ്പർമാരായ ശ്രീ.സനോജ് സോമൻ, ശ്രീമതി. ശാന്തകുമാരി, കൊച്ചി കപ്പൽശാല കമ്പനി സെക്രട്ടറി ശ്രീമതി.വി.കല, സി.എസ്.ആർ പ്രോഗ്രാം മാനേജർ ശ്രീ.പോൾ.പി.എം, പ്രൊജക്ട് ഓഫീസർ ശ്രീ. യൂസഫ് .എ .കെ എന്നിവർ പങ്കെടുത്തു.



ഷോളയൂർ പഞ്ചായത്തിലെ സാമ്പാർ കോട് ഊരിൽ സ്ഥാപിച്ചിട്ടുള്ള ആർ.ഒ പ്ലാന്റിൽ ശിരുവാണിപ്പുഴയിൽ നിന്നും വെള്ളമെത്തിച്ച് മണിക്കുറിൽ അയ്യായിരം ലിറ്റർ വെള്ളം ശുദ്ധീകരിക്കുന്നതാണ് പദ്ധതി. ശുദ്ധീകരിച്ച വെള്ളം ആദ്യഘട്ടത്തിൽ നാലിടങ്ങളിലായി സ്ഥാപിച്ചുള്ള എ.ടി.എം മോഡൽ സംവിധാനം വഴി വിതരണം ചെയ്യും. ഒരാൾക്ക് ഒരു ദിവസം 20 ലിറ്റർ ശുദ്ധമായ കുടിവെള്ളമാണ് ലഭിക്കുക. ഇതിനായി റീച്ചാർജ് ചെയ്ത് ഉപയോഗിക്കാവുന്ന തരത്തിലുള്ള എ.ടി.എം കാർഡും ലഭ്യമാക്കും. ആദിവാസി വിഭാഗക്കാർ ലിറ്ററിന് 25 പൈസയും അല്ലാത്തവർ അമ്പത് പൈസയുമാണ് നൽകേണ്ടത്. ഇങ്ങനെ ലഭിക്കുന്ന പണം പദ്ധതിയുടെ നടത്തിപ്പ് ചിലവുകൾക്കായി ഉപയോഗിക്കും. സാമ്പാർകോട്, വട്ടലക്കി, കോട്ടത്തറ, ആനക്കട്ടി എന്നീ ഊരുകളിലാണ് ആദ്യഘട്ടത്തിൽ വിതരണം നടത്തുക. കൂടാതെ മട്ടത്ത്ക്കാട് സ്കൂൾ, കോട്ടത്തറ സ്കൂൾ, ആരോഗ്യമാതൃ ജംഗ്ഷൻ എന്നിവിടങ്ങളിൽ സൗജന്യമായി വിതരണ സംവിധാനമൊരുക്കും. ഇത്തരം വിതരണ യൂണിറ്റുകളിൽ ആയിരം ലിറ്ററാണ് സംഭരണ ശേഷി. ഇതിലെ വെള്ളത്തിന്റെ ഉപയോഗം ഒരു മൊബൈൽ ആപ്പ് വഴി നിരീക്ഷിക്കാനാകും. നൂറ് ലിറ്ററിൽ താഴെ വെള്ളമെത്തിയാൽ മൊബൈൽ അലാറം മുഴക്കി മുന്നറിയിപ്പ് നൽകും. അതിനനുസരിച്ച് പ്രത്യേകം സജ്ജീകരിച്ച വാഹനത്തിൽ വെള്ളമെത്തിച്ച് ഓരോ വിതരണ കേന്ദ്രവും നിറക്കും. പഞ്ചായത്തിന്റെ കീഴിൽ ശാന്തിയുമായി ചേർന്ന് പ്രത്യേകം രൂപീകരിച്ചിട്ടുള്ള കമ്മിറ്റിയാണ് നടത്തിപ്പ് ചുമതല. ■

## പ്രളയം തകർത്ത ഖാദി കരകൗശല തൊഴിലാളികളുടെ സ്വപ്നങ്ങൾക്ക് ഉൾടും പാവും നൽകാൻ കൊച്ചി കപ്പൽശാലയുടെ സഹായ ഹസ്തം!

മഹാപ്രളയത്തിൽ എല്ലാം നഷ്ടപ്പെട്ടവരുടെ കൂട്ടത്തിൽ അധികം ആരും ശ്രദ്ധിക്കാതെ പോയവരായിരുന്നു പറവൂരിലെയും ആറന്മുളയിലെയും ഖാദി കരകൗശല മേഖലയിൽ പണിയെടുക്കുന്നവർ. പ്രളയത്തിൽ തങ്ങളുടെ ചർക്കകളും

തറികളും നൂലുകളും വെള്ളം കയറി ഉപയോഗശൂന്യമായപ്പോൾ മറ്റൊരു പോംവഴി ഇല്ലാതിരുന്ന സമയത്ത് 'നിങ്ങൾക്കൊപ്പം ഞങ്ങളുണ്ട്' എന്ന് പറഞ്ഞ് കൂടെ നിന്നത് കൊച്ചി കപ്പൽശാലയാണ്. കപ്പൽശാലയുടെ സി.എസ്.ആർ പദ്ധതിയുടെ ഭാഗമായി 33 ലക്ഷം രൂപയാണ് പുതിയ തറികളും ചർക്കകളും വാങ്ങുന്നതിനും കേടുവന്ന ചർക്കകൾ നന്നാക്കിയെടുക്കുന്നതിനും അനുവദിച്ചത്. പറവൂരിലെ ഖാദി മേഖലയിലെ പുനർനിർമ്മാണ പ്രവർത്തനങ്ങൾ ഏകോപിപ്പിച്ചത് ബഹു. ജില്ലാ കളക്ടർ ശ്രീ.മുഹമ്മദ്.വൈ.സഫീറുള്ളയുടെ മേൽനോട്ടത്തിൽ ജില്ലാ വ്യവസായ കേന്ദ്രവും നന്നാട്ടു കുന്നം ഗാന്ധി ഗ്രാമസേവാ കേന്ദ്രവുമാണ്. ആറന്മുളയിലെ ഖാദി പുനരധിവാസ പ്രവർത്തനങ്ങൾക്കായി കൊച്ചി കപ്പൽശാല 11 ലക്ഷം രൂപയാണ് അനുവദിച്ചത്. ആറന്മുള കേന്ദ്രമായി പ്രവർത്തിക്കുന്ന CREED എന്ന സംഘത്തിന് സംഭവിച്ച നഷ്ടത്തിന് ഒരു പരിഹാരമായി സംഘാതങ്ങളുടെ നഷ്ടപ്പെട്ട തൊഴിൽ വീണ്ടെടുക്കുന്നതിലേക്ക് തറികളുടെയും ചർക്കകളുടെയും പുനർനിർമ്മാണം ഏറ്റെടുത്ത് നടത്തിയത് കേന്ദ്ര ഗവൺമെന്റ് സ്ഥാപനമായ ഖാദി & വില്ലേജ് ഇൻഡസ്ട്രീസ് കോർപ്പറേഷനാണ്. ■



## കൊച്ചി കപ്പൽശാലയുടെയും പ്രൊഡക്ടിവിറ്റി കൗൺസിലിന്റെയും നേതൃത്വത്തിൽ സ്ത്രീകൾക്കായി സംരംഭക വികസന ശില്പശാല



സംസ്ഥാന പ്രൊഡക്ടിവിറ്റി കൗൺസിലും കൊച്ചിൻ ഷിപ്പ്യാർഡ് ലിമിറ്റഡും സംയുക്തമായി സ്ത്രീകൾക്കായി സംരംഭകത്വ വികസന ശില്പശാല സംഘടിപ്പിച്ചു. സംരംഭക രൂപ ജോർജ് പരിപാടി ഉദ്ഘാടനം ചെയ്തു. സ്ത്രീകളുടെ സ്വതന്ത്രമായ ചില കഴിവുകൾ സംരംഭക രംഗത്ത് വിജയം കൈവരിക്കാൻ അവരെ കൂടുതൽ പ്രാപ്തമാക്കു

വാൻ ഉദ്ദേശിച്ചാണ് ഈ ശില്പശാല സംഘടിപ്പിച്ചത്. ചടങ്ങിൽ പ്രൊഡക്ടിവിറ്റി കൗൺസിൽ ചെയർമാൻ എം. തോമസ് കടവൻ അധ്യക്ഷത വഹിച്ചു. ജോയിന്റ് സെക്രട്ടറി ടി.കെ. ലിസി, സെക്രട്ടറി എം.ഡി. വർഗീസ്, ഡയറക്ടർ ജനറൽ ജി. ശിവകുമാർ എന്നിവർ സംസാരിച്ചു. കേരളത്തിന്റെ വിവിധ ജില്ലകളിൽ നിന്ന് 50-ൽ അധികം വനിതകൾ ശില്പശാലയിൽ പങ്കെടുത്തു. ■

(CSRCയുടെ ചെറുകഥാ മത്സരത്തിൽ ഒന്നാം സ്ഥാനം നേടിയ കഥ)

# പൊഴിയാതെ

നാരായണകുട്ടി പി.

എപ്പോഴാണ് ഉറങ്ങാൻ കിടന്നതെന്നയാൾ ഓർക്കാൻ ശ്രമിച്ചു.. സ്വപ്നങ്ങൾ .. അതൊരു ശിലമായിരിക്കുന്നു... ഇന്നു കണ്ടത് ഇന്നലെ കണ്ടതിന്റെ ബാക്കിയായിരുന്നോ? അയാൾ ഓർത്തെടുക്കാൻ ശ്രമിച്ചു. എവിടെയായിരുന്നു കഴിഞ്ഞ സ്വപ്നത്തിന്റെ ഒടുക്കം? പതുക്കെ പതുക്കെ മറവിയുടെ മറ നീങ്ങി.. അയാളുടെ മുഖത്തെ ചുളിവുകൾ പതുക്കെ നീവർന്നു...

മെല്ലെ ഒഴുകുന്ന പുഴയും പരിസരങ്ങളും നിലവിന്റെ പ്രദയിൽ.. രാക്കിളികൾ അവരുടെതായ താളത്തിൽ ഗാനലാപനങ്ങളിൽ... ശലഭങ്ങളുടെ ചിറകുകളിൽ പടർന്നിരുന്ന നിറഭേദങ്ങളുടെ മനോഹാരിത നിലാശോഭയിലും മിനുങ്ങിപ്പറക്കുന്ന മിന്നാമിനുങ്ങുകൾ..

അച്ഛാ... കുറച്ചു കൂടി കുഞ്ഞു കല്ലുകൾ എനിക്കു വാരിത്തരുമോ? നിഷ്കളങ്കതയുടെ ചിരിയോടെ കുഞ്ഞു മോളുടെ ചോദ്യം... ഇനി മതി മോളേ.. ഇങ്ങനെ കല്ലിട്ടോണ്ടിരുന്നത് ഈ പുഴ നിന്നു പോയാലോ?

ഇല്ലച്ഛാ അവളുടെ കുഞ്ഞിളം വിരലുകൾ അയാളുടെ കൈകളിൽ കല്ലുകൾ പരതി... 'ഓരോന്നായി എറിഞ്ഞു കൊണ്ട്

ഓളങ്ങളുണ്ടാക്കി.. ഈ കിളികളേയും പൂക്കളേയും കണ്ടു കൊണ്ടുനടക്കിയിൽ ഇരിക്കാൻ..

അതെ അതു തന്നെയാണ് ഇന്നലെത്തെ സ്വപ്നത്തിന്റെ അന്ത്യം.. അതിനു തുടർച്ചയായ് ഇന്നും അയാൾക്ക് തോന്നി... സ്കൂൾ ദിനം കഴിയും വരെ കാത്തിരുന്നതും അന്നത്തെ വാതോരാതെയുള്ള വിശേഷങ്ങളും.. പുഴക്കരയിൽ വാരി പിടിച്ച് പോയിരുന്നതും .. അങ്ങിനെയങ്ങിനെ എല്ലാം... ചോദ്യങ്ങൾക്കൊപ്പം ഉത്തരങ്ങളും .. ഉത്തരങ്ങൾക്കൊപ്പം ചോദ്യങ്ങളും ഓടിക്കൊണ്ടിരുന്നു...

അപ്പോഴാണ് ഉറക്കം വിട്ടു പോയത്.. ഇനിയതിന്റെ ബാക്കി നാളെ കാണുമോ??? അയാൾ പതുക്കെ കട്ടിലിൽ പിടിച്ച് എഴുന്നേറ്റു. മൂന്നിലെ ജനാലയുടെ തിരശ്ശീല അരികിലേയ്ക്കൊതുക്കി.. നേരം പുലരാൻ ഇനി അധികമില്ല.. കിളികൾ പ്രഭാതഭേരിയ്ക്കായ് ഒരുങ്ങുന്ന ശബ്ദങ്ങൾ..

പതുക്കെ അയാൾക്കാഗ്രഹം. ഓർമ്മകളുടെ സൂക്ഷിപ്പായ കട്ടിലിനടിയിലെ പെട്ടിയിൽ പരതി അവളണിഞ്ഞിരുന്ന അന്നത്തെ കുഞ്ഞുടുപ്പുകൾ എടുത്തു ഒന്നു കാണണമെന്ന്.. തുറന്നെടുത്ത കുഞ്ഞുടുപ്പിൽ പഴമയുടെ ഗന്ധം... അതെടുത്ത് അയാൾ കണ്ണുകളോടു ചേർത്തുവെച്ചു... വേണ്ട.. ഇതു കണ്ണിരിൽ നനയ്ക്കണ്ട.. ഓർമ്മകളിലോടവേ ഫോൺ ശബ്ദിച്ചു.. തിടുക്കത്തിലേടുത്തു കാതിൽ ചേർത്തു.. അവളുടെയും മടിയിലിരിക്കുന്ന കുഞ്ഞിന്റെയും മുഖം മൂന്നിൽ തെളിഞ്ഞു..

അന്വേഷണങ്ങളുടെ തുടർക്കഥ പരിഭവ ശകാരങ്ങളുടെ അകമ്പടിയോടെ അവർ അയാളുടെ മേൽ ചൊരിഞ്ഞു കൊണ്ടിരുന്നു .. അവളോടൊപ്പം കൂടെ ചെല്ലാത്തതിന്റെയും ഒറ്റയ്ക്ക് താമസിക്കുന്നതിന്റെയും എല്ലാം ചേർന്ന ശകാരങ്ങൾ .. ഒടുവിൽ നിറകണ്ണുകളോടെ അയാൾ പറഞ്ഞു എല്ലാറ്റും തന്നെ വിട്ടുപോയെങ്കിലും ഓർമ്മകളുടെ മണമുള്ള ഈ വീടുവിട്ട് അച്ഛൻ വരുന്നില്ലെന്ന പതിവു മറുപടി...

പിരിഞ്ഞു പോയവരെല്ലാം അച്ഛന്റെയടുത്ത് വന്ന് എന്നും വർത്തമാനങ്ങൾ പറയുന്ന കഥകൾ..

ഫോൺ വയ്ക്കും മുൻപെ ഒന്നുകൂടി അയാൾ ഡയലിലേക്ക് നോക്കി .. അവളുടെ മടിയിലിരിക്കുന്ന പൊന്നുമോൾക്കും അവളുടെ കുഞ്ഞു നാളിലെ അതേ മായ.. പഠിച്ചു വെച്ചിരിക്കുന്നതു പോലെ.. ഡയലിൽ നിന്നും മക്കളുടെ മുഖം മാഞ്ഞു.

ഒഴുകുന്ന കണ്ണീർ തുടച്ചു മാറ്റി അയാൾ വീണ്ടും ജനലരികിലേക്കു നീങ്ങി. തന്റെ ഏകാന്തതയിലെ മരുന്നുകളുടെ ഗന്ധം മറക്കാനായാൾ ശ്രമിച്ചു.. ജനലിഴകളിൽ പിടിച്ച് ദൂരേയ്ക്ക് കണ്ണുകളെച്ച് പൊഴിയാതെയാനാകാതെ

അയാൾ നിന്നു...

കഥാകൃത്ത് കപ്പൽശാലയിൽ എ. ഇ. (ഐ. കൃ. സി.) ആയി സേവനമനുഷ്ഠിക്കുന്നു.



ഓളപ്പരപ്പിൽ വൃത്തങ്ങൾ അലിഞ്ഞു ചേരുന്നതും നോക്കി അവൾ അച്ഛനോടു ചേർന്നിരുന്നു...

നാളെ എപ്പോഴാ അച്ഛനെന്ന് സ്കൂളിൽ ചേർക്കാൻ പോണത്? അപ്പൊഴും നമുക്കിവിടെ വന്നിരിക്കാം.. എനിക്കേറ്റവും ഇഷ്ടം ഈ പുഴക്കരയിൽ അച്ഛനോടൊപ്പം ഇരിക്കുന്നതാ . ഇങ്ങനെ കല്ലുകൾ പെറുക്കിയിട്ട്



# കൊച്ചി കപ്പൽ ശാല നിക്രിയേഷൻ ക്ലബ്

## ആർട്സ്:

10 ജനുവരി 2019 ന് CSRC യുടെ 'നവവർഷം 2019' സംഘടിപ്പിച്ചു. പ്രസിഡന്റ് ശ്രീ. ജയൻ കെ. തമ്പി അദ്ധ്യക്ഷ പ്രസംഗവും, ജനറൽ സെക്രട്ടറി ശ്രീ. എ. പ്രഭാകരൻ സ്വാഗത പ്രസംഗവും നടത്തി. ശ്രീ. മധു എസ്. നായർ (C&MD) ഉദ്ഘാടനം നിർവ്വഹിച്ചു.



ഹിച്ചു. ഫാ. പ്രശാന്ത് പാലക്കാപ്പിള്ളി (പ്രിൻസിപ്പൽ, എസ്. എച്ച്. കോളേജ്, തേവര) പുതുവത്സരസന്ദേശം നൽകി സംസാരിച്ചു. ശ്രീ. ജോൺ ആർട്സ്, കലാഭവൻ പരിശീലകനായ ചിത്രകലാ ക്ലബിന്റെ ഔദ്യോഗിക ഉദ്ഘാടനം, അദ്ദേഹം തന്റെ പത്തു കാലിക്കച്ചറുകൾ ലൈവായി വരച്ചുകൊണ്ട് നിർവഹിച്ചു.

തുടർന്ന് ജനനയന, തൃശൂരിന്റെ 'ഫോക്സ് ഹൂവ്' നാടൻ കലകളുടെ ദൃശ്യാവിഷ്കാരത്തോടൊപ്പം നാടൻ പാട്ടുകൾ അവതരിപ്പിച്ചു.

നേരത്തെ നടത്തിയിരുന്ന മുസിക്, ഡാൻസ്, തബല, കരാട്ടേ തുടങ്ങിയ ക്ലബ്ബുകളോടൊപ്പം പുതിയ ഡ്രോയിംഗ് ക്ലബ്ബുകളും സുഗമമായി നടത്തി വരുന്നു.

ഫെബ്രുവരി മാസം റിട്ടയർ ആയ ശ്രീ. കിഷോർ, ശ്രീ. അംബികേശൻ എന്നിവർക്ക് സമുച്ചിതമായ യാത്രയയപ്പു നൽകി. ശ്രീ. സഹദേവൻ അദ്ധ്യക്ഷനായിരുന്ന പ്രസ്തുത പരിപാടിയിൽ മഹാരാജാസ് കോളേജിൽ മലയാള വിഭാഗം പ്രൊഫസറായ ശ്രീമതി ജൂലിയ ഡേവിഡ്, ശ്രീ. ശിവകുമാർ GM (IAC) എന്നിവർ ആശംസകൾ അർപ്പിച്ചു. തുടർന്ന് നിക്രിയേഷൻ ക്ലബ്ബ് അംഗങ്ങൾ കരോക്കേ ഗാനമേള അവതരിപ്പിച്ചു.

## സ്പോർട്സ്

മർച്ചന്റ് നേവി ക്ലബ്ബ് (MNC) സംഘടിപ്പിച്ച ഫ്രണ്ട്സ് ഷിപ്പ് ടൂർണമെന്റിൽ CSRC അംഗങ്ങൾ പങ്കെടുത്ത്. ക്രിക്കറ്റിൽ ഫൈനലിൽ എത്തുകയും ഫുട്ബോളിൽ കപ്പ് നേടുകയും ചെയ്തു.

## ലിറ്റററി:

CSRC ലിറ്റററിയുടെ പ്രതിമാസ പരിപാടിയുടെ ഭാഗമായി താഴെ പറയുന്ന ചർച്ചകൾ സംഘടിപ്പിച്ചു.

- 05 ജനുവരി 2019- ശ്രീ. ബാലചന്ദ്രൻ ചുള്ളിക്കാടിന്റെ 'ഒരു പ്രണയഗീതം' - കവിതാ ചർച്ച.
- 05 ഏപ്രിൽ 2019- മാധവിക്കുട്ടിയുടെ പക്ഷിയുടെ മണം' ചെറുകഥാ ചർച്ച

2018-19 ലെ CSRC വാർഷിക പരിപാടികളും ജീവകാരുണ്യ പ്രവർത്തനത്തിന്റെ ഭാഗമായി ജനറൽ ഹോസ്പിറ്റലിലേയ്ക്കുള്ള മരുന്നുവർരണവും മാർച്ച് മാസം നടത്തുകയുണ്ടായി.

CSRC യ്ക്ക് എക്കാലവും അഭിമാനിക്കാവുന്ന നേട്ടമായ കേരള സംഗീത നാടക അക്കാദമിയുടെ കീഴിലുള്ള രജിസ്ട്രേഷൻ ഈ വർഷം കരസ്ഥമാക്കാൻ സാധിച്ചു. ഇതിന് പ്രകാരം 01.02.2019 മുതൽ 31.01.2022 വരെ കേരള സംഗീത നാടക അക്കാദമിയുടെ അംഗീകരണം ഉണ്ടായിരിക്കുന്നതാണ്.

## ഭാവി പരിപാടികൾ

- വാർഷിക മത്സരങ്ങളുടെ സമാപന ചടങ്ങായ അവാർഡ് നൈറ്റ് നടത്തുക.
- ലിറ്റററി പരിപാടിയുടെ ഭാഗമായി കാവ്യ സന്ധ്യ നടത്തുക.
- വാർഷിക ജനറൽ ബോഡിയും തിരഞ്ഞെടുപ്പും നടത്തി പുതിയ കമ്മിറ്റിക്ക് ഉത്തരവാദിത്തങ്ങൾ കൈമാറുക.



# WELCOM



**SREEJITH ERAZHETH RAJIVAN**  
DEPUTY MANAGER (MECHANICAL)



**LOGANATHAN M**  
DEPUTY MANAGER (MECHANICAL)



**RAY MATHEWS C**  
DEPUTY MANAGER (ELECTRONICS)

DEPU

## EXECUTIVE TRAINEES JOINED CSL ON 28 JAN 2019. 33 EXECUTIVE TR



CODE NO	NAME	DESGN			
1) 75059	RAHUL SINGH PARMAR	ELECTRICAL	8) 75066	ABHAY PRATAP SINGH GURJAR	MECHANICAL
2) 75060	BRAHMI M L	SAFETY	9) 75067	KATAKAM NAGENDRA GUPTA	ELECTRICAL
3) 75061	SACHIN THOMAS	CIVIL	10) 75068	NIKETH SAJEEV	ELECTRICAL
4) 75062	DIVYANSHU MISHRA	CIVIL	11) 75069	AYUSH SAXENA	MECHANICAL
5) 75063	NAVEEN TEGGI	MECHANICAL	12) 75070	REVATHY S SANAN	ELECTRONICS
6) 75064	ARJUN SATHEESH	ELECTRICAL	13) 75071	AZHAR K	MECHANICAL
7) 75065	MAYANK KUMAR GAUTAM	ELECTRICAL	14) 75072	HEMANT SINGH NEGI	MECHANICAL



# TO CSL



R KRISHNA  
MANAGER (ELECTRICAL)



SREENATH CHANGAROTH  
DEPUTY MANAGER (SAFETY)



MENON MAHESH G K  
MANAGER (HR)



ROHIT P RAMESH  
DEPUTY MANAGER (MECHANICAL)

## EMPLOYEES UNDERGOING ORIENTATION PROGRAMME TILL 31 JULY 2019.



15) 75073	SEEFA A	ELECTRONICS	24) 75083	VIJAYADITYA JAISWAL	MECHANICAL
16) 75074	PREMKUMAR MOTILAL JOSHI	MECHANICAL	25) 75084	SIRIKI DURGA PRASAD	FINANCE
17) 75075	AVDHUT BHAURAYA NIRMAL	MECHANICAL	26) 75085	MUSHFIL MUSTHAFA	IT
18) 75076	ATUL PRIYA	MECHANICAL	27) 75086	MD DANISH	HR
19) 75077	SUDHANSHU MAURYA	MECHANICAL	28) 75087	VISHNU N P	SAFETY
20) 75079	GANESH RAJA SUBBIAH	MECHANICAL	29) 75088	ARIJIT MALAKAR	MECHANICAL
21) 75080	RAHUL VERMA	MECHANICAL	30) 75089	KARTHIKEYAN S	SAFETY
22) 75081	PRAVEEN KUMAR	MECHANICAL	31) 75090	RESHMA R	FINANCE
23) 75082	ANIL MEENA	ELECTRICAL	32) 75091	VISHNU RAGHUNATH	IT
			33) 75092	SUDHEESH MADHAVAN O K	SAFETY

# സ്നേഹസ്മരണയിൽ

**സജീവ് പി. കെ.**

(CSRCയുടെ കവിതാ മത്സരത്തിൽ ഒന്നാം സ്ഥാനം നേടിയ കവിത)

അമ്മിഞ്ഞയുറുന്ന കുഞ്ഞിളം നാവിൽ നിന്ന -  
 ചുനെനാദ്യമായ് കേട്ടരാ നാൾകളിൽ  
 പൊട്ടിച്ചിരിക്കാൻ ഞാൻ കൂടുന്ന നേരത്ത്  
 അച്ഛനെ തേടുന്നു കുഞ്ഞു മിഴികളാൽ

എന്തു പറഞ്ഞു ഞാൻ ആശ്വസിപ്പിച്ചിടും  
 കുഞ്ഞു മിഴികൾ നനയാതിരിക്കുവാൻ  
 ഉണ്ണിതന്നച്ഛൻ ഇനി വരില്ലെന്നവൻ  
 എന്നോ മനസ്സിൽ കുറിച്ചിട്ടു താനെ..  
 ധീരയോദ്ധാവെന്നു പേരെടുത്തവൻ തന്റെ  
 വീര സ്വർഗ്ഗം പുകി രാജ്യരക്ഷയ്ക്കായ്

നാടിനടിമാനമായ് മാറിയോൻ.. രണ  
 ദുമിയിൽ വീരമൃത്യു വരിച്ചെൻ നാടിനായ്  
 മുവർണ്ണത്തുണിയാൽ പുതച്ചെൻ ജീവനാഥനെ  
 പുഷ് പച്ചകൂമ്പൽ അലങ്കരിച്ച മഞ്ചലിൽ കൊണ്ടു വന്നതു  
 നിറകണ്ണിൽ ഞാൻ കണ്ടു മറയുന്ന കാഴ്ചയായ്...

പോയവാരത്തിലെൻ കവിളിലേകിയ  
 ചുട്ടു മുത്തത്തിൻ സ്നേഹം വാർന്നു പോകും മുൻപേ  
 കേൾക്കാൻ വിധിക്കപ്പെട്ടൊരാ കാതുകൾ  
 എൻ പ്രാണനെന്നെ വിട്ടു പോയെന്ന വാർത്തകൾ....

എങ്കിലുമെൻ ശിരസ്സു കുനിയില്ലെവിടെയും  
 ധീരയോദ്ധാവിൻ പ്രിയപത്നിയെന്ന പേർ  
 നാടുള്ള നാളിൽ ഞാൻ കേട്ടു വളർത്തിടും  
 എന്നുണ്ണി എനിക്കേറെ പ്രിയനായ്...

അന്നു മനസ്സിൽ ശപഥമെടുത്തു ഞാൻ  
 എൻ പ്രാണനാഥന്റെ പാത തുടർന്നിടാൻ  
 എന്റെ നാടിനതിർത്തി കാത്തിടുവാൻ  
 എന്നുണ്ണിയെ ഞാൻ യോഗ്യനായ് വളർത്തിടും...

രാജ്യരക്ഷയ്ക്കായ് ജീവൻ കൊടുത്തവർ  
 ധീരയോദ്ധാക്കൾ അവർക്കെൻ പ്രണാമങ്ങൾ...  
 ഞാനുയർത്തുന്നെൻ കരങ്ങൾ മേൽക്കുമേൽ  
 എൻ പ്രിയ സോദരങ്ങൾക്കിവിവാദ്യമേകിടാൻ...



കവി കപ്പൽശാലയിൽ സേവനമനുഷ്ഠിക്കുന്നു.

## Congratulation to the officers on their promotions

The following Asst. Managers (E1) were promoted to Dy. Managers (E2) and joined on 1 Jan 2019



Shri Nisheed R  
3320



Shri Radhakrishnan K V  
2850



Ms. Soumini K  
3105



Shri Yedunathan Pillai K  
3111



Shri Ashley Gomez  
3765

## Cochin Shipyard wishes the retired employees happy, healthy, peaceful and prosperous future life



SHRI SASI A V, ASSISTANT ENGINEER (WELDING), CODE NO.2693  
SHRI THOMAS T R, DY.MANAGER (CIVIL), CODE NO.2668  
SHRI JOY A P, ASSISTANT ENGINEER-SG, CODE NO.2533  
SHRI RAVI K K, ASSISTANT ENGINEER –SG, CODE NO.2769  
SHRI VENUGOPALAN NAIR G, CHARGEMAN (WELDER CUM FITTER), CODE NO.2899  
SHRI JOY B K, ASSISTANT ENGINEER –SG, CODE NO.2895  
SHRI GEORGE SEBASTIAN, ASSISTANT MANAGER (ELECTRONICS), CODE NO.2701

## Cochin Shipyard wishes the retired employees happy, healthy, peaceful and prosperous future life



Feb '19

POLY K C, CHARGEMAN (WELDER CUM FITTER), CODE NO.2893  
SAINUDEEN K M, SERVICE ASSISTANT (CANTEEN), CODE NO.3216  
JAYANANDAN M K, , CHARGEMAN (WELDER CUM FITTER), CODE NO.2921  
GANGADHARAN M P, ASSISTANT ENGINEER – MP, CODE NO.2708  
AMBEKESAN P, SR CRANE OPERATOR (ELEC), CODE NO.2765  
KISHORE A K, DY. SUPERINTENDENT (OFFICE), CODE NO.2367  
THOMAS K M, ASSISTANT ENGINEER –SG, CODE NO.2519  
MADHU K N, CHARGEMAN (STRUCTURAL), CODE NO.2730



Mar '19

JAYAPRAKASH G K, SR MANAGER (FINANCE), CODE NO.2315  
RAVI P K, ENGINEER, CODE NO. 2535  
RAMACHANDRAN NAIR T A, ASST ENGINEER –SG, CODE NO. 2706  
PURUSHOTHAMAN K, ASSGT ENGINEER –SG, CODE NO. 2867  
RAMESAN K V, CHARGEMAN – WELDER CUM FITTER, CODE NO.2891  
SURENDRAN KA, CODE NO. 2933, ASSISTANT MANAGER (MECHANICAL)  
FRANCIS GLEN REBELLO, CODE NO. 2938, ASSISTANT MANAGER (MECHANICAL)

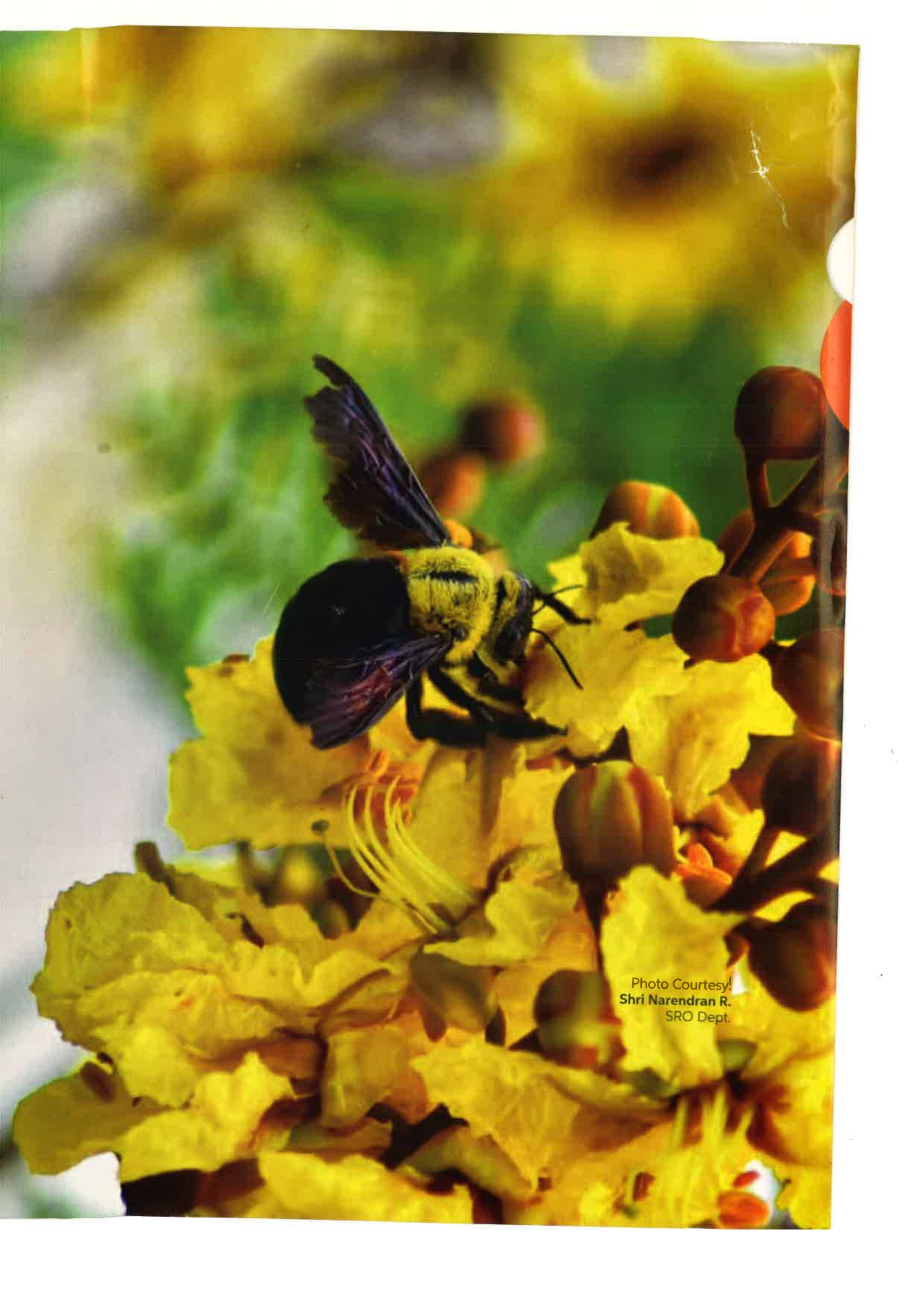


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Shri Narendran R.  
SRO Dept.

Vijesh

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TOMYAS