

reason for such a decision if there was one, to send a Mission for purchasing steel in other countries?

SHRI JAGJIVAN RAM: It was decided by the Railway Ministry and the Minister was also responsible for that decision.

PRICE OF THE 'ANDAMAN'

*147. **SHRI V. VENKATARAMANA:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) what was the original price agreed to for the 'Andaman', the passenger-cum-cargo vessel built in the Hindustan Shipyard Private Ltd.; and

(b) whether there is any proposal to charge more than the original price; if so, for what reasons?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI HUMAYUN KABIR): (a) The price agreed for this vessel was 80 per cent. of the actual cost, provided that, if this figure of 80 per cent. of the cost was in excess of Rs. 1 crore, the difference between the 80 per cent. of the cost and Rs. 1 crore would be equally split up between the purchaser and the Shipyard.

(b) No.

SHRI V. VENKATARAMANA: Is it not a fact that this particular ship was not properly manufactured by the Hindustan Shipyard Ltd. If so what are the reasons? That is why the present price has gone up by Rs. 60 lakhs.

SHRI HUMAYUN KABIR: As far as I am aware, the price has not gone up on account of any defect in the manufacture. The price has gone up on account of increased cost of materials and the longer period it has taken to build it.

SHRI V. VENKATARAMANA: Is it a fact that a Committee was appointed to go into this matter?

SHRI HUMAYUN KABIR: There is another question on that very subject later on. If you like I will answer it here, Sir.

SHRI B. SHIVA RAO: Is it a fact that owing to a serious defect in construction which went unnoticed at the time, this ship developed a pronounced list at the time of launching and is any enquiry being held as to the reasons for this defect?

SHRI HUMAYUN KABIR: Yes, it is a fact that after the ship was launched, certain defect was discovered and a Committee of three has been appointed to go into the matter.

SHRI AMOLAKH CHAND: What was the defect?

SHRI HUMAYUN KABIR: The defect was a certain lack of stability.

MR. CHAIRMAN: Lack of stability is not peculiar to a ship.

SHRI HUMAYUN KABIR: There was a certain lack of stability and therefore some more ballast had to be put in.

SHRI M. H. SAMUEL: Who were the designers of this vessel?

SHRI HUMAYUN KABIR: The vessel was designed according to the advice of the consultants of the Hindustan Shipyard.

SHRI M. H. SAMUEL: Is it a fact that another vessel, whose keel is now actually being laid in the Visakhapatnam shipyard, ordered by the Calcutta Port Commissioners, has been discovered to have the same defect in design?

SHRI B. SHIVA RAO: Is it a fact is also true, but there the designers were different, not the same designers.

SHRI B. SHIVA RAO: Is it a fact that this defect has been set right, but

that as a result, the ship can now carry only a considerably diminished cargo on every voyage?

SHRI HUMAYUN KABIR: It is true that there is for the present a reduction in the cargo carrying capacity; but this committee is examining the whole matter and it is possible to change slightly the structure of the ship by providing certain tanks in which case the capacity may be augmented.

SHRI B. SHIVA RAO: Is it not a fact that there is a 50 per cent loss in the cargo carrying capacity of the ship as a result of the correcting of this defect?

SHRI HUMAYUN KABIR: That is roughly correct.

SHRI V. PRASAD RAO: Is it a fact that because costly repairs had to be carried out in order to remove the defect, the cost of the ship has gone up?

SHRI HUMAYUN KABIR: No, the cost has been estimated on what has been done till now. What will be done in future is a different matter. For that we will have to take into consideration what the actual cost may be.

SHRI V. PRASAD RAO: May I know whether the estimate also provided for the future repair and correction of this defect?

SHRI HUMAYUN KABIR: No, Sir. I may tell the hon. Member that in building a ship, especially when built in a single unit, it is almost always the case that after the ship is launched certain minor adjustments have to be carried out.

SHRI B. K. MUKERJEE: Since some defects have been detected after launching the ship and since that goes to show that the ship was not built according to specifications, may I know now what is the penalty that the Government are going to impose

on the builders for not constructing the ship according to the specifications?

SHRI HUMAYUN KABIR: I have already informed the House that the Hindustan Shipyard will get only 80 per cent of the cost and in case this 80 per cent of the cost is in excess of Rs. 1 crore, the difference will be halved. In that way the Hindustan Shipyard will be already paying quite a lot for whatever defect there might have been.

SHRI GOPIKRISHNA VIJAIVARGIYA: What arrangements are being now made to see that such defects do not occur in the future?

SHRI HUMAYUN KABIR: I have said just now that a committee consisting of three experts has been appointed to enquire into the defects in this ship as also in the other ship referred to by another hon. Member. When their report is received, suitable action will be taken.

SHRI V. VENKATARAMANA: Is it a fact that prior to the construction of this ship the chief draftsman resigned or threatened to resign if the defect was not rectified and he actually resigned because it was not removed?

SHRI HUMAYUN KABIR: The hon. Member is giving me information which I will certainly look into.

SHRI V. VENKATARAMANA: Is it a fact that this committee has been appointed because there is a *prima facie* case for this committee?

SHRI HUMAYUN KABIR: The committee has been appointed to inquire into the circumstances leading to the defect in the stability, to locate the responsibility and to recommend measures so that these defects may be rectified.

SHRI V. VENKATARAMANA: Is the Government prepared to punish those people responsible for the defect?

SHRI HUMAYUN KABIR: Yes, if responsibility can be fixed, then certainly adequate measures will be taken.

DR. R. B. GOUR: Who were the consultants who designed this ship? And was there any protest launched against this design before the manufacture started?

SHRI HUMAYUN KABIR: I have already said the consultants of the Hindustan Shipyard are the well-known French firm A.C.L. who are helping in the designing of ships. About the second part of the question, the hon. Member gave me some information and I shall look into it.

RIHAND DAM PROJECT

*148. **SHRIMATI CHANDRAVATI LAKHANPAL:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that the Rihand Dam Project in Uttar Pradesh has been postponed and placed in Category D; and

(b) if so, the amount of expenditure so far incurred on this project?

THE MINISTER OF IRRIGATION AND POWER (SHRI S. K. PATIL): (a) So far, there is no intention of postponing work on the Rihand Dam Project. In regard to the categorisation of the project, the position is that certain classifications were made for official discussions in the last meeting of the Standing Committee of the National Development Council. The relative priorities of the various projects are, however, constantly under review and the Government of India would try to do their best in respect of such projects as are in an advanced stage of construction and have considerable regional and national importance.

(b) The expenditure incurred on the project upto the end of July, 1957, was about Rs. 8.91 crores.

SHRIMATI CHANDRAVATI LAKHANPAL: May I know whether it is a fact that the State of Uttar Pradesh gives top priority to this project as the progress and development of not only three districts but the whole of eastern and central Uttar Pradesh depend upon it, and also whether it is a fact that the Chief Minister of Uttar Pradesh has already taken up this matter with the Central Government stressing upon them its importance?

SHRI S. K. PATIL: It is so, everything is a fact.

SHRIMATI CHANDRAVATI LAKHANPAL: Then what is the decision arrived at on this matter?

SHRI S. K. PATIL: Since unfortunately this project is not within what is called the core of the Plan, we are trying to bring it as near the core as we possibly can.

AN HON. MEMBER: What is the core?

MR. CHAIRMAN: No, let us not discuss about the core now.

RUNNING OF THE FRONTIER MAIL INTO A DEAD END AT SIRHIND

*149. **SHRI MAHABIR PRASAD:** Will the Minister of RAILWAYS be pleased to state:

(a) the circumstances under which the Frontier Mail ran into a dead end at Sirhind in Punjab recently; and

(b) whether an enquiry into the accident was held and if so, whether its report has been received by Government?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) No. 31 Up Frontier Mail entered the dead end siding at Sirhind station on 3rd October 1957 due to the driver of the train having passed the Up Loop Starter at danger resulting in the derailment of the engine at about 5-03 hours.