

Now Mr. C. G. K. Reddy is to raise a discussion on Question No. 62.

HALF-AN-HOUR DISCUSSION  
AUXILIARY MACHINERY IN VIZAG.  
SHIPYARD

SHRI C. G. K. REDDY : (Mysore) Sir, I rise to raise a discussion in respect of an answer given to my question tabled on the 15th July. One part of the question that I had asked was, "In the Visakhapatnam shipyard what auxiliary machinery such as winches, capstans, derricks and other parts of engines are being manufactured in the shipyard " and the answer given to me was, " All the auxiliary machinery is being imported from the U. K."

Sir, I have been associated for quite a number of years with ships and ship construction and I never could believe that an answer of this type would come. If I may point out what was happening in Calcutta or in Bombay as far back as 1938 or 1939, we will find that at that time all the small machinery such as winches etc., and even the complicated machinery such as steering engines used to be manufactured in the repair workshops in Calcutta and Eom-bay—the repair workshops maintained by private shipping companies. Now, Sir, when the Visakhapatnam shipyard was established in 1941, I was one of those who welcomed it and who was to some extent associated with the celebration of that event. Because I thought that after so many years of having gone to sleep, in so far as the shipping industry was concerned, we were coming back to a state when we would go forward and build our own ships, run them, man them and in every manner be actively associated with them. But all these years what was happening in small workshops did not happen in the big shipyard in which crores of rupees have been invested. These small machineries have been, as I said, manufactured in smaller' workshops and they still continue to be manufactured. Therefore, I do not see any reason why the Visakhapatnam shipyard in which so much of our public money has been invested should not manufacture these engines which with-

out very great skill could be manufactured even today. And most surprised I was to find that they were not able or they did not make any arrangements to manufacture these engines in our country, and that they should be imported from the U.K. Now, Sir, take for instance the B.I.S.N. Co. and the Scindia Company which operate our ships on our coast. They have their own repair workshops and there when any of these engines breaks down or becomes unserviceable, new engines are manufactured in these workshops and I had been associated actively with the manufacture of these engines in 1940 and 1941 and now I find that a big shipyard like Visakhapatnam, of which the whole nation ought to be proud—and is proud in fact—is not only not manufacturing these things but is importing them from the United Kingdom.

Therefore, I should like to know the reasons why such a state of affairs exists in the shipyard and whether we could make arrangements to see that the manufacture of at least auxiliary machinery, if not the prime machinery, or the manufacture of some types of machinery could not be arranged in the Visakhapatnam shipyard. As I have already indicated, Sir, it does not require very much skill. It does not require very much equipment. In the Visakhapatnam shipyard we have very good equipment, I understand, and it would be very easy to start production from tomorrow. If I may be permitted, a little bit of technicality in the matter of these small engines, what we need is—I would not call it an elementary foundry, but a foundry which is not very complicated. The castings are very simple, especially for these machineries. These could be machined in any of the lathes that we usually use in the common workshop and could be fitted by our own personnel who have the experience and the skill that the manufacture of these engines demands. Therefore, I would request the hon. Minister to let us know whether this state of affairs will cease and whether we will start production almost immediately.

[Shri C. G. K. Reddy.]

Another point that I wish to make out is that I am aware that the hon. Minister may not be conversant with ship construction and the technicalities of such things. I am sure that he himself was not aware of the seriousness of this answer which I think is of considerable import as I have already explained. I should therefore like to suggest to him that instead of his depending on his Secretariat, he ought to associate some people who know something about it, people who know the shipping industry and who are already trained and who are at the moment—if they are not working in the Visakhapatnam shipyard—working in the repair workshops in Calcutta and Bombay. He should take their advice in every stage of the development of this industry and see that we are indeed proud of the shipyard, as we ought to be.

SHRI L. H. DOSHI (Bombay) : On a point of information, there seems to be a little misunderstanding on one or two things. The hon. Member opposite mentioned about winches. I may mention here that some of the winches installed on the ships produced at Vizag, are produced in India in Indian workshops. As far as possible, whatever local material was available was used to be obtained from local concerns and every effort was made by the Scindia Company to use local material. There were a lot of things which could not be obtained from local concerns and though the hon. Member has made reference that in some Bombay workshops engines can be manufactured, I am afraid.....

SHRI C. G. K. REDDY : I said auxiliary machinery. I did not say engines.

SHRI L. H. DOSHI : Whilst the Scindia Company was working this shipyard, as far as possible, the company was using material and auxiliary produced in India. The winches were certainly obtained from local concerns.

j DEPUTY MINISTER FOR WORKS HOUSING AND SUPPLY (SHRI S. N. BURAGOHAIN) : Mr. Deputy Chair tna, Sir, the first point that Mr Reddy made was that machinery, auxiliary machinery, is not manufactured in that Shipyard. Before I deal with this matter, I should like to tell the House about the materials which are necessary to build a ship. They may be divided into three categories : The first category covers hulls, the super-structure, deck and cabin materials. In the answer to the question on which this discussion has arisen, it was stated that 80% of the materials of this type are of Indian origin at present, and the cost of these materials in this category which go to make a ship of the kind now being manufactured in the Hindustan Shipyard is about Rs. 18 lakhs. As against this, the cost of the machinery which is now imported,—that is auxiliary machinery—is little over Rs. 4 lalchs. This category of machinery, vr/. auxiliary machinery, comprises 24 different items, and some of these are precision instruments. The other materials also are of a highly specialised nature. My hon. friend, Mr. Reddy, is himself a naval engineer and he knows perhaps much more than I do on the basis of my papers. His case is that all these instruments can be manufactured in this country.

SHRI C. G. K. REDDY : I never suggested that.

SHRI S. N. BURAGOHAIN : The position is that the Hindustan Shipyard is not at the present moment equipped for the manufacture of this auxiliary machinery. The House will no doubt remember that this Shipyard had its difficulties and it was for that reason that the Scindias approached the Government of India some time in 1949 or earlier and offered that Government should take over this Shipyard on the basis of the cost incurred by them. Of course, the Government, due to their difficult budgetary position at the time, could not take over this that year but agreed to help this Shipyard in the years 1950 and 1951 b/

placing certain orders. It was precisely for the reason that the Scindias could not manage with their resources to develop this Shipyard, which is so important from the point of view of the country, that Government agreed to take over this. In fact, they have taken it over this year with a controlling interest in it. Sir, it is true that we have got about a dozen other shipyards in this country, but they are too small, and none of them, as far as I know, manufacture at present any ocean-going vessels. They do manufacture inland crafts, small vessels, and not machinery for 8,000 tonners.

SHRI C. G. K. REDDY : With your permission Sir, I want to say something. I think the hon. Minister is misinformed in this case. It is the auxiliary machinery that I was talking about for ocean-going ships of even 10,000 tons. They are being manufactured, have been manufactured for the last 20 years in marine workshops in India.

SHRI S. N. BURAGOHAIN : As far as my information goes, such machinery or at least some of the item; of this auxiliary machinery cannot be manufactured in any of the shipyards in India.

There is another thing to consider. After all, this Shipyard has to build ships to order. So, it has got to satisfy its purchasers. So, in this matter when an indenter stipulates that machinery of a particular type or make must be put into the ship that he orders, then the Shipyard has no option but to order for that type of machinery. In fact, Sir, this thing happened in this very Shipyard. This Shipyard has so far manufactured and launched 8 ships and with respect to six of them, they actually used one item of indigenous auxiliary machinery, viz. winches, but complaints have been made since by the shipowners that these winches are not good and that is why the Shipyard has given up the idea of using the indigenously manufactured winches.

SHRI L. H. DOSHI : May I know, Sir, to whom was this complaint made ? I know we have supplied

many winches and they are working all right.

SHRI S. N. BURAGOHAIN : I do not think I can usefully add to what I have already said on the basis of the information in my possession. My information is, that is the complaint that the Shipyard had received and that is why they are now, for the last batch of ships that they are manufacturing, importing this type of machinery from abroad.

SHRI L. H. DOSHI : On a point of information. Please excuse my interruption. The order for winches was not placed with my firm, not on the ground of quality but on the ground of price. They wanted a reduction in the price which we were not able to do, and therefore the negotiations broke off.

SHRI C. G. K. REDDY : What is this firm ?

SHRI L. H. DOSHI : Cooper Engineering Ltd. supplied the first 40 winches installed in four ships, but later on we wanted to supply but we were not allowed to supply at the price that they offered. The question of quality did not arise at that stage.

SHRI S. N. BURAGOHAIN : Whether it was due to quality or price it is immaterial. They were not considered suitable and the decision was to go in for imported winches.

Then there is another point which the hon. Member made. He said that the Government are not mindful of the necessity for manufacturing this auxiliary machinery in this Shipyard. Sir, this is what the Government are actually doing. It will be remembered that the Government took over this Shipyard only on the 1st March 1952.

So it is not yet long enough in its charge to improve the state of affairs of this Shipyard. However, within the brief period that it has now had control over this Shipyard, it has entered,

[Shri S. N. Buragohain.]

as the House knows, into an agreement with a firm of French naval experts and one of the terms of that agreement is that they should provide the necessary technical advice and other assistance in trying to manufacture in this Shipyard not only auxiliary machinery but also what are known as prime or propelling machinery. It will be seen that Government are doing all that is possible to improve the efficiency of this Shipyard and to make it as self-contained as possible. In fact, in pursuance of this agreement, the first of the French experts has arrived a week ago and the second expert is to reach this country in about six weeks' time and as soon as they get down to work in the Shipyard, they are expected to produce the necessary design or the project for the development of this Shipyard. When that report is received by Government—it is expected in the course of the next six months—then Government can take all the steps to improve this Shipyard.

SHRI C. G. K. REDDY : Have I another chance to speak ?

MR. DEPUTY CHAIRMAN : I would invite your attention to Rule 48 A clause (5) which reads as follows :

" There shall be no formal motion before the Council for voting. The member who has given notice may make a short statement and the Minister concerned shall reply shortly. Any member who has previously intimated to the Chairman may be permitted to put a question for the purpose of further elucidating any matter of fact."

No other Member has given notice of any other question.

SHRI C. G. K. REDDY: May I ask for some elucidation ?

MR. DEPUTY CHAIRMAN : I will permit that.

SHRI C. G. K. REDDY : During the statement of the hon. Minister he said something about the specification by purchasers of ships regarding auxiliary machinery. While giving him the information that most of the auxil-

iary machinery is standard and not patented, at least now, I don't understand the statement when he says the purchaser specifies what the auxiliary machinery should be. I may explain a bit further. Take for instance the Weir or Worthington pump. It had a patent some 50 years back. It has no more now. It is now manufactured all over the world including the workshops in Calcutta. It is a standard specification, it is a standard pump. So when he says the purchaser specifies what sort of auxiliary machinery he requires, I don't understand why the Vizag. Shipyard cannot manufacture what he wants. I should like further to know from the hon. Minister—arising out of another hon. Member's interpellation—whether the system which was existing before in the Shipyard, that is it had one company constructing the buildings and other things for the shipyard, it had another company supplying the stores and other things, it had another company—for which information I am grateful— which supplied bad winches and it had another company which supplied something else whether this procedure has stopped in the Vizag. Shipyard and whether Government is in sole charge of all activities in the Shipyard. Obviously that would be a very bad thing. That was necessary because in the very orthodox and profitable system of inter-locked companies and inter-locking managing agencies that was very good. I wish to know whether that system still prevails and if it does, the hon. Minister should assure the House that such a thing will not happen.

SHRI O. SOBHANI (Hyderabad) : Sir, there is a question arising out of the hon. Minister's statement. The hon. Minister said precision machinery is not available at Vizag. Is the hon. Minister aware of the fact that there is a factory in Hyderabad where precision machinery of a very high order is in existence ?

SHRI C. G. K. REDDY : He meant precision machinery which goes into

ships—not precision machinery which was required for manufacturing.

SHRI S. N. BURAGOHAIN : If I might add to Mr. Reddy's remarks, I may say that we have got a Government-owned factory in Calcutta which is known as the National Instruments Factory. It produces a large number of precision instruments but what we are discussing this morning is about the precision instruments necessary for the construction of ships. These are specialised items.

With regard to the control of this Shipyard, I might say that not only Government have a controlling interest in this Shipyard but it is one of the terms of the agreement that all the functions of managing this thing will be only in the hands of the Government.

The Scindias will have merely three directors out of eight or nine but they will have no Managing Agents' functions.

With regard to the other matter about the availability of auxiliary machinery, I might tell him that if there is any manufacturer in this country who can manufacture winches or other types of auxiliary machinery and which also answers the specifications and other particulars, I need hardly say that this Shipyard will be glad to try them.

MR. DEPUTY CHAIRMAN : There is no other business for the day.

The Council then adjourned till a quarter past eight of the clock on Monday, the 28th July 1952.