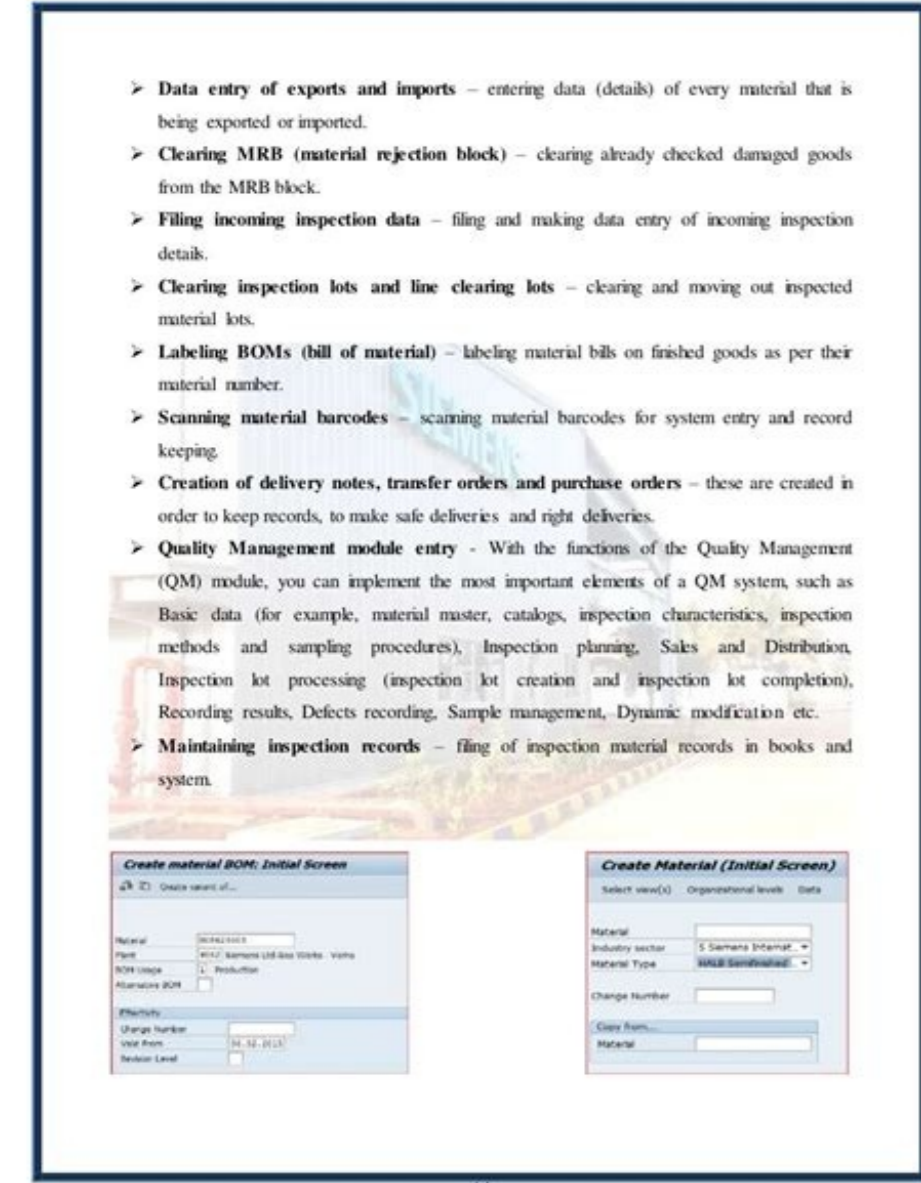


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**CHAPTER 3- INTERNSHIP EXPERIENCE AND COMPANY ANALYSIS**

**1. INTENSHP EXPERIENCE**

**1.1 DAILY TASK PERFORMANCE DURING INTERNSHIP**

- Data entry to scanning bill of material...
- Material clearances...
- Material processing...
- Material inventory...
- Quality tracking...
- Material processing...
- Material processing...
- Material processing...
- Material processing...
- Material processing...

**HR OBJECTIVES**

- Effectively play the role of strategic team member.
  - Planning for pragmatic man power, induction, re-skilling, deployments and retention of HR.
  - Develop and position right mix of person at the right time.
  - Create, maintain and nurture a healthy employer and employee relations.
  - Evolve and implement best industrial practices with transparency in approach, competitive reward and incentive system for excellence in performance.
  - Provide effective and meaningful social support to the community, society around.
- Current HR Status in CSL**
- The total manpower of the company as on 31 March 2012 was 2017 employees.

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REPORT ON INDUSTRIAL TRAINING HINDUSTAN SHIPYARD LIMITED VISAKHAPATNAM Indian Maritime University, Visakhapatnam Campus. Preface This project report is prepared during the summer industrial training undertaken at HINDUSTAN SHIPYARD LTD., Visakhapatnam as part of the curriculum of Tech Naval Architecture and Ocean Engineering at Indian Maritime University, Visakhapatnam Campus. The theory of project is important, but without practical knowledge it becomes futile particularly for the engineering students. The knowledge of engineering is incomplete without the practical applications of the theories studied. This training provides a golden opportunity to all the students, especially engineering students who are not familiar with the functioning and working of project construction facility. Hence, this report is designed with the objectives to gain practical know-how and is undertaken at HINDUSTAN SHIPYARD LTD., Visakhapatnam. Acknowledgement Industrial training at HSL has been a great learning experience for me. The theoretical knowledge I gained during my three years of study at IMU, Visakhapatnam had been complemented effectively due to the guidance and support provided by HSL employees. The factors that need to be taken into consideration while designing a ship cannot be fully covered theoretically. This practical knowledge can only be guided by handling those cases yourself or by witnessing the process under guidance. The shipbuilding process at HSL is a holistic one. HSL has been catering to Indian and international clients with ease. The reason for the title of one of the largest government shipbuilding company in India was plainly visible. I would like to acknowledge Mr. Sanyasi Rao, Deputy Manager, Training department, for allowing me to complete my training at HSL under knowledgeable training guides who were happy to pass on their wisdom guided over experience. Also I am very thankful to all those guides and department members whom I visited to get the details related to my research. The process of teaching and giving practical experience soon after, was an effective one. Finally, I would also like to thank my college and department for making such training compulsory for students and for providing me an opportunity to visit HSL. Sr. No. Contents 1 Training Schedule 2 Introduction 3 About HSL 4 Shipbuilding Terms 5 Hull Shop 6 Pre Fabrication Department 7 Erection Department 8 Engineering Department 9 Plumbing Department 10 Design Department 11 Quality Control Department 12 Conclusion Introduction Ship Building Industry International Level: Shipbuilding is a global industry. China, South Korea currently control approximately 90% of the total market share measured in dead weight tons (DWT). The Indian shipbuilding industry is small by global standards, and currently accounts for less than 1% of the global shipbuilding industry. The Structure of the Indian shipbuilding industry can be divided into three distinct segments viz. Public sector shipyards, Defense shipyards and Private shipyard. This industry is dynamic and cyclic in nature therefore challenges result in procedural delays and hampers augmentation of capacity. Domestic Level: Recent economic growth and wider trade patterns have resulted in longer voyages, and increased tonnage per mile, and that has caused a shortage of ships to develop with consequent increases in freight rates. The increase in freight rates has encouraged ship owners to place orders for more new ships. The increase in new vessel orders during the period from 2004 to 2006 has included all the main categories of commercial ships, including the Panamax bulk carriers. The higher levels of placement of global new vessel orders in 2006 has continued into 2007, but from last three to four years i.e. from 2011 shipping industries has been affected by Global recession. Government Sector Shipbuilding Industries 1) Cochin Shipyard Limited 4) Hindustan Shipyard Limited 2) Mazagaon Dock Limited 5) Goa Shipyard Limited 3) Garden Reach Shipyard 6) Hooghly Docks Private Sector Shipbuilding Industries 1) ABG Shipyard 4) Bhardi Shipyard Limited 2) Pipavav Shipyard 5) L&T Shipyard Limited 3) Tebraha Shipyard 6) Chowgle & Co. Ltd. Etc. About HSL Hindustan Shipyard Limited is strategically located on the east coast of India at Visakhapatnam in Andhra Pradesh originally set up under private management in 1941. The Shipyard was taken over by the government of India in 1952. The shipyard functions under the administrative control of ministry of shipping, Road Transport and Highway, Govt. of India. Hindustan shipyard Limited is the pioneer ship building industry in India. It is located on the east coast on 83.17E latitude, 73.41N longitude. It is one of the prestigious industries in Visakhapatnam. HSL is the part of the natural harbor of Visakhapatnam port and naval Dockyard meeting with it. Dr. BABU RAJENDRA PRASAD, The president of India National Congress laid the foundation stone on 21st June 1941 for Scindia Steam Navigation at Visakhapatnam. Mr. Walchand Hirachand Scindia was the founder of Shipyard. In 1949, there were 4000 men employed and 9 British engineer including Mr. Compher (the chief Manager of shipyard). In March 1950, Government with the formation of Eastern Shipping Corporation entered the field of shipping. It was a joint venture with Government holding 74% of the capital and Scindia 26% of the capital. Scindia Steam Navigation Company (SSNC) was established at the present place of HSL later it was taken over by late Sri Walchand Hirachand, who opened a boat building Company with the collaboration of M/S. Sir Alexander & partners consulting engineers in U.K. The keel of the ship named JALA USHA was launched on 14th March 1948 by late P.M.BACKGROUND: The shipyard has built and delivered so far over 137 ships aggregating over 1.27 million DWT. The shipyard has built big ships, small crafts, tugs, dredges, naval vessels, passenger ships, training ship, drill ship, off shore patrol support-cum-stand by vessels etc. of different designs for owners. HSL has undergone modernization at a cost of approximately 100 crores. The shipyard is at present capable of building bulk carriers up to 80,000 DWT. HSL with expertise skill, sound technology and a host of hull engineering back up facilities also offers excellence ship repairs and dry dock services. The recent orders were MOT, Research vessels, A&N administration for barges, utility boats. Over 1000 of shipyards in India is going to emerge into Indian security forces for Indian Navy Wing as efficient work and faster outputs. HSL is awarded as ISO-9001 certified industry by LLOYD's register of quality assurance (LRQA) London for construction. INFRASTRUCTURE DETAILS: HSL yard is spread over an area of 3, 00,000 square meter. Workshops and facilities are systematically planned and functionally laid out to ensure unidirectional flow of material. The steel processing facilities consists of a stock yard to hold 30,000 tons of steel, modern plate and section treatment plant gas cutting machines, heavy duty press, self-elevating trucks capable of handling blocks of up to 250 tonnes and large pre-fabrication shops with overhead travelling cranes of adequate capacity. The hull construction facilities includes a modern building dock and three shipways. Cutting, welding and assembly of steel to any specification are handled with care and accuracy by skilled operation, with are continuously trained to upgrade their skills. The long out fitting quay is equipped with attendant self-contained services and facilities i.e. hull fitting, engineering and electrical shops. THE DESIGN CAPABILITY: A remarkable achievement in the field ship design is the development of HS-Standard flexible design acclaimed for its excellence for its Hydrodynamic characteristics by HSVIA ship model testing tank established at Hamburg, Germany. Seven, 27000WT bulk carriers of this design were built for various costumers. HSLs design capability embraces a wide spectrum of general and special purpose vessels like medium size bulk carriers up to 70,000 DWT, Product tankers, container vessels, dredgers, passenger vessels, survey vessels, etc. it is backed up by latest CAD/CAM software a part from AUTOKON with independent work stations. OFFSHORE PLATFORMS: HSL has emerged as one of the leading manufacturer of Offshore Oil/Gas production platforms providing advanced technologies and up-to-date facilities. HSLs offshore facility is geared to take on offshore projects on turnkey basis covering design, procurement, fabrication, load out and installation. Its expertise and quality standard are world class. Over twenty offshore structures fabricated in HSLs exclusive yard are in operation at Bombay High, Southern and Eastern regions of India. THE INDUSTRIAL STRUCTURES AND OTHER DIVERSIFIED AREAS: With accredited experience and technology absorbed through Shipbuilding, Ship repairs and offshore platforms coupled with skilled manpower and modern facilities. HSLs business Loading Preview Sorry, preview is currently unavailable. You can download the paper by clicking the button above. Something went wrong. Wait a moment and try again. 1. INDUSTRIAL TRAINING & INDUSTRIAL VISIT REPORT BY SHONE JOHN (14015040) Final Year B.Tech (Mechanical Engineering) 2017-2018 DEPARTMENT OF MECHANICAL ENGINEERING SAINTGITS COLLEGE OF ENGINEERING Kottukulam Hills, Pathanamuttom P. O, Kottayam 686532, Kerala. 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Degree in Mechanical Engineering under the Mahatma Gandhi University during the year 2017- 2018. Er Nandu S Dr. Jacob T Varghese Chief Staff Advisor Head of the Department Dept. of Mechanical Engineering Dept. of Mechanical Engineering 4. ACKNOWLEDGEMENT I am using this occasion to state my gratitude to all those who helped me to attend Industrial Trainings (Internships) at Cochin Shipyard Limited, Travancore Sugars and Chemicals Limited & KSRTC Regional workshop. It meant a great deal for me as it helped me with my practical and theoretical knowledge and changed my perspective of the industry. First of all, I would like to thank God Almighty for providing me with such a wonderful learning experience. Without the blessings from him, I could have never completed this opportunity successfully. Next, I would like to thank the principal of our college, Dr. M.D Mather, beloved Head of Mechanical Engineering Department, Dr. Jacob T Varghese and Ex HOD Dr. Sreejith C for allowing me to attend the training. I thank Mr. Kolanadaivela P for allowing us to undergo summer training at Cochin Shipyard Limited (CSL) and all of the HR team of the Institute for their continued guidance also to thank Mr. Mukundan Pillai, General Manager , Travancore Sugars and Chemicals Limited, Thiruvalla. I also thank Mr. Rajesh Kumar , works manager for allowing us to undergo training at KSRTC Regional workshop, Mavelikara. Now I would like to extend my gratitude to all the workers, engineers and other staffs of Cochin Shipyard Limited, Travancore Sugars and Chemicals Limited and KSRTC Mavelikara, who played a great role in imparting the knowledge available with them, always eager to share the facts with us. They taught us the use of those which we studied in college, in real time world. Last, but not the least, I would like to thank my parents and my friends, who always extended their helping hand whenever we faced with problems. 5. CONTENTS SL NO TITLE PAGE NO COCHIN SHIPYARD LIMITED 1 INTRODUCTION 2 2 DEPARTMENT 4 2.1 SHIP BUILDING 4 2.2 SHIP REPAIR 5 2.3 SHIP DESIGN 5 2.4 OFFSHORE 5 2.5 MATERIALS 6 2.6 UTILITY AND MAINTENANCE 6 2.7 QUALITY ASSURANCE 6 2.8 STORE 8 2.9 OTHERS 8 3 TRANSPORT SERVICES 9 4 PARTS OF A SHIP 11 5 TYPES OF SHIPS 12 5.1 SEASONING COMMERCIAL VESSEL 12 5.2 NAVAL VESSEL 13 5.3 BULKER 14 6 PROPULSION SYSTEM 15 6.1 EQUIPMENTS 15 6.2 SHIP ENGINE 16 9 CONCLUSION 17 10 CHAPTER 1 INTRODUCTION 17 11 CHAPTER 2 DEPARTMENT 17 11 CHAPTER 3 TRANSPORT SERVICES 17 12 CHAPTER 4 PARTS OF A SHIP 17 13 CHAPTER 5 TYPES OF SHIPS 17 14 CHAPTER 6 PROPULSION SYSTEM 17 15 CHAPTER 7 MATERIALS 17 16 CHAPTER 8 UTILITY AND MAINTENANCE 17 17 CHAPTER 9 OFFSHORE 17 18 CHAPTER 10 QUALITY ASSURANCE 17 19 CHAPTER 11 STORES 17 20 CHAPTER 12 OTHERS 17 21 CHAPTER 13 TRANSPORT SERVICES 17 22 CHAPTER 14 SHIP DESIGN 17 23 CHAPTER 15 SHIP REPAIR 17 24 CHAPTER 16 SHIP BUILDING 17 25 CHAPTER 17 CONCLUSION 17



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