

price. There may be a difference of about Rs. 7 or Rs. 8. So the question of any special price for Indian rubber does not arise because once we get near to the world parity, the question must obviously fade away.

Shri Velayudhan: May I know, Sir, whether this price in India which is the control price is the lowest for raw rubber anywhere in the world?

Shri T. T. Krishnamachari: It might have been, Sir. Because there was a time when rubber produced in Malaya was quoted at 4 sh. 8½d. That was about 2 years ago. Today the price of world rubber is about 2 sh. per pound and as I said the present position is something which is satisfactory and not as my hon. friend envisages.

SHIP-BUILDING

*1191. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Production be pleased to state what provision Government had made for encouraging ship-building in India during the years 1951 and 1950?

(b) How many ships have we built since August 1947 and what amount of capital has been invested in ship-building?

The Minister of Production (Shri K. C. Reddy): (a) Presumably the hon. Member is referring to the financial years 1949-50 and 1950-51. If so, Rs. 30 lakhs in 1949-50 and Rs. 120 lakhs in 1950-51.

(b) Eight ships of 8,000 dead weight tons each, and one small vessel, have been built. Up to the end of March 1952 about Rs. 23.81 lakhs have been invested in the shipbuilding industry.

Pandit Munishwar Datt Upadhyay: Is it a fact that India offered a subsidy of Rs. 73.5 lakhs to Scindias for construction of ships?

Shri K. C. Reddy: I do not know what the exact import of the hon. Member's question is. The figures regarding the amount that has been spent in 1949-50 and 1950-51 towards encouraging the ship-building industry have already been given. In other words the cost of building each ship is about Rs. 63 lakhs. About 17 lakhs of rupees have been given as a subsidy for each ship built.

Pandit Munishwar Datt Upadhyay: Was any European firm consulted in respect of the establishment of shipyards and the ship-building industry?

Shri K. C. Reddy: The whole yard has been constructed, Sir, and originally

advice was received from Sir Alexander Gibbs and partners. If that is the information that the hon. Member wanted to have, it is there. And whether a French firm was consulted in the matter, is what the hon. Member has in view, we have entered into an agreement recently with a French firm in order to help us for developing the shipyard.

Pandit Munishwar Datt Upadhyay: Are we now in a position to manufacture all parts in ship-building?

Shri K. C. Reddy: Yes, presumably, Sir. But I would require notice for that.

Shri M. S. Gurupadaswamy: To strengthen our defence position, is there any proposal to build men-of-war in the near future?

Shri K. C. Reddy: No, not at present.

Shri Raghavaiah: May I know the number of cargo ships that have been built?

Shri K. C. Reddy: So far 9 ships have been built.

HINDUSTAN SHIPYARD

*1192. **Pandit Munishwar Datt Upadhyay:** Will the Minister of Production be pleased to state what help we are receiving from France for the Visakhapatnam shipyard?

The Minister of Production (Shri K. C. Reddy): I would refer the hon. Member to the reply given by me to part (c) of starred question No. 586 on the 9th June 1952.

Pandit Munishwar Datt Upadhyay: May I know how many ship-building yards are there in India which construct ocean going ships and ships for coastal purposes?

Shri K. C. Reddy: Visakhapatnam is the only shipyard for building ocean going ships. There are a few other shipping yards which are engaged in the task of building small ships.

Shri Velayudhan: May I know, Sir, whether the Government had undertaken assessment of the shipyard at Visakhapatnam for which the French firm was brought here in 1949?

Shri K. C. Reddy: Yes, Sir. Provisionally.

FINANCIAL ASSISTANCE TO TATA IRON AND STEEL FACTORY

*1193. **Dr. Ram Subhag Singh:** Will the Minister of Planning be pleased to state whether Government propose to