



ड्रेड्जिंग कार्पोरेशन ऑफ इंडिया लिमिटेड  
DREDGING CORPORATION OF INDIA LIMITED

**DARPAN**  
**THE MIRROR OF DCI**  
Issue 15 | September 2022



75  
आज़ादी का  
अमृत महोत्सव



<http://dredge-india.com>

**Har Ghar Trianga  
Celebrations in DCIL**



Dredging Corporation of India employees joins the Nation in celebrating Har Ghar Tiranga Campaign in DCIL to commemorate 75 Years of Independence under the theme Azadi Ka Amrit Mahotsav.



**Captain S Divakar, MD & CEO, (A/C) DCIL appraised Shri Sarbananda Sonowal Hon'ble Union Minister of MoPSW**

Captain S Divakar, MD & CEO, (A/C) DCIL greeted Shri Sarbananda Sonowal Honourable Union Minister of Ports Shipping & Waterways and appraised the overall progress of DCIL.

**Visakhapatnam Port Authority  
Awards Sand Trap Dredging  
Contract to DCIL**

Visakhapatnam Port Authority has awarded 57.0 CR Sand Trap Dredging Contract for the year 2022-23, 2023-24 & 2024-25 to Dredging Corporation of India Limited.





## **Shri Madhu S Nair, CMD, Cochin Shipyard Limited**



### **JOURNEY OF CONSTRUCTION OF INDIA'S INDIGENOUS AIRCRAFT CARRIER INS VIKRANT**



**T**he Journey of the construction of the INS Vikrant was truly mesmerizing. There was always the question of what next after the decommissioning of erstwhile Vikrant, this nurtured the idea of a truly home-grown Indigenous Aircraft carrier. Many thinkers in Indian Navy even before the decommissioning of erstwhile INS Vikrant sensed the void that will be created with the retirement of Vikrant. So Navy during 1988 signed with DCN of France a contract for assistance in the concept design of a

SCS (Sea Control Ship) and also undertook an audit of M/s Cochin Shipyard Limited (CSL) – for its capabilities in building the carrier. An Indian Naval Design and Liaison Team (INDLT) of naval architects were deputed to DCN in 1989 for participating in the design process, ascertaining major areas of design work to be entrusted to the selected consultants, and for auditing CSL. A team from Brest Shipyard, France deputed to Kochi in 1989, to perform the audit concluded that CSL undeniably had the potential for constructing the carrier subject to requisite infrastructure augmentation.

**C**ochin Shipyard received a Letter of Intent (LoI) from the Ministry of Defense (MoD) in 1999 to begin preliminary construction. These specifications required a carrier with an overall length of around 250 meters and an ideal launch runway of about 200 meters. An ADS (Air Defense Ship) variant with a displacement of 37,500 tones and the ability to fly 20–22 tones aircraft was therefore conceptualized.

**F**inally, the design of a full-fledged carrier was approved by CCS in 2002. Based on the first government approval, a draft contract on design and pre-production activities of the ADS was forwarded by Naval Headquarters to CSL in 2000. Steel cutting, which signifies the start of production, commenced in 2005 and the 'Indigenous Aircraft Carrier' was conceived. The 'keel' of the ship was laid in 2009. The ship was ceremoniously launched on 12 August 2013.



**N**S Vikrant's construction did not go as easily as the CSL had hoped because of a number of issues that needed to be resolved, including the scarcity of steel, which delayed the start of fabrication by nearly three years. Due to the lack of timely availability of binding data and the delayed supply of equipment, design and detailed engineering were delayed by many years. The contract for conclusion

of aviation facility design also took considerable time. The final stages of the project were severely impacted by the outbreak of the pandemic COVID19 which impacted the supply chain as well as the progress of on board works. The nation and the yard are now much stronger than they were before because of all these obstacles, the project has become a platform for developing Indigenously technology.

To overcome the challenges mentioned above the mantra adopted was Atmanirbharta. The steel plates for the entire ship was 'Made in India' by the Steel Authority of India.

Similarly, various engineering auxiliaries, weapons, sensors, deck and electrical machinery, the entire power distribution system and niche technologies such as the Electronic Warfare System, the Combat Management System, their related networking equipment have all been designed and manufactured in India.

**WHETHER IT IS PUBLIC SECTOR GIANTS LIKE BEL, HAL, BHEL, KELTRON OR PRIVATE INDUSTRY PARTNERS LIKE TATA POWER, L&T (TO NAME A FEW) – INDIA WOULD BE PROUD OF THEIR CONTRIBUTION.**



Over 100 MSMEs including some which took birth as part of Start-Up India contributed immensely not only towards shipbuilding but to the local economy too. The project has generated indirect employment to approximately 40,000 Indians and is responsible for direct employment to over 2,000 personnel daily.

**T**he following are some of the distinct features of Vikrant. The ship's cables span 15 decks and around 2,300 compartments, covering a distance of about 2,400 miles, or a little bit more than the flight distance between Kochi and New Delhi.

**T**he ship has used around a lakh square meters of insulation material. The IAC is a technological marvel without any precedence in the country, with more than 30,000 internal sensors, vast optical fiber cable-backed networks with numerous redundancies, and remote-controlled valves dispersed throughout the ship. Eight enormous power generators that could power an entire town power the ship. An extensive network delivers the substantial power to each and every ship compartment.

**THE VESSEL DESIGNED FOR 28 KNOTS IS PROPELLED WITH THE HELP OF FOUR 22 MW GE LM-2500 GAS TURBINES AND TWO CONTROLLABLE PITCH PROPELLERS HAVING DIAMETER OF 6 METERS.**

**AFTER FIVE SUCCESSFUL SEA TRIALS, THE VESSEL WAS INDUCTED INTO TO THE NAVY BY THE HON'BLE PRIME MINISTER NARENDRA MODI ON 2<sup>ND</sup> SEPT 2022. INS VIKRANT IS A MARVELOUS EXAMPLE OF WHAT HUMAN ENDEAVORS CAN ACHIEVE WHEN THERE IS A SHARED VISION AND GOAL. THE PASSION AND DETERMINATION DEMONSTRATED BY**

**ALL THE STAKEHOLDERS SUCH AS INDIAN NAVY, CSL, OEM'S, MSME'S, CONTRACTORS ETC WAS TRULY COMMENDABLE. AS IT IS WELL KNOWN THAT LEGENDS ARE NOT BORN- BUT THEY ARE CREATED, I AS CMD-CSL CAN SAY WITH PRIDE THAT VIKRANT HAS ONLY BEEN CREATED BY THE SPIRIT OF HUMANS INVOLVED IN THIS PROJECT.**

## **Shri P. Srihari, Manager (IT)**



### **CYBER SECURITY**

#### **TYPES OF CYBERSECURITY**

**C**ybersecurity can be categorized into five distinct types: Critical infrastructure security, Application security, Network security, Cloud security, Internet of Things (IoT) security to cover all of its bases, an organization should develop a comprehensive plan that includes not only these five types of cybersecurity, but also the three components that play active roles in a cybersecurity posture: people, processes and technology.

#### **PEOPLE**

**L**et's face it, no matter what precautions you put into place, if people don't follow the rules, you're still at risk. The saying "you're only as strong as your weakest link" comes to mind. In most cases, human error is just that – a mistake. Most people aren't intentionally bypassing security protocol – they either aren't trained to do so, or they aren't educated about the significance of their actions.

**C**onducting security awareness training and reinforcing the most basic cybersecurity principles with employees outside of the IT department can make a big difference in your company's security posture.

#### **HERE ARE FIVE WAYS THE HUMAN FACTOR CAN INCREASE YOUR CYBERSECURITY RISK:**

**S**uspicious URLs and Emails: Explain to employees that if something looks strange – it probably is! Encourage staff to pay attention to URLs, delete emails that don't have content or look like they are coming from a spoofed address, and stress the importance of guarding personal information. As the IT professional, it's your responsibility to raise awareness of potential cybersecurity threats.

**PASSWORD IDLENESS:** We know that holding on to the same password for ages isn't a great idea. But, Bob in finance may not understand that. Educate employees about the importance of frequently changing passwords and using strong combinations. We all carry a plethora of passwords and since it's a best practice not to duplicate your passwords, it's understandable that some of us need to write them down somewhere. Provide suggestions on where to store passwords.



**P**ersonally Identifiable Information: Most employees should understand the need to keep personal browsing, like shopping and banking tasks, to their own devices. But everybody does a bit of browsing for work, right? Emphasize the importance of keeping an eye on what websites may lead to others. And, that includes social media. Karen in customer service may not realize that sharing too much on Facebook, Twitter, Instagram, etc. (like personally identifiable information) is just one way hackers can gather Intel. Backups and Updates: It's fairly easy for an unsavvy tech consumer to go about their daily business without backing up their data regularly and updating their system's anti-virus. This is a job for the IT department. The biggest challenge here is getting employees to understand when they need your help with these items.

**P**hysical Security for Devices: Think about how many people in your office leave their desk for meetings, gatherings and lunch breaks. Are they locking their devices? Highlight the need to protect information each and every time a device is left unattended.

**Y**ou can use the airport analogy. Airport staff are constantly telling us to keep track of our bags and never leave them unattended. Why? Well, because you just don't know who is walking by.

Encourage employees to protect their devices with as much care as they protect their baggage. When employees outside of the IT department are trained, IT pros can focus on process.

**T**he processes by which Cybersecurity professionals go about protecting confidential data are multi-faceted. In short, these IT pros are tasked with detecting and identifying threats, protecting information and responding to incidents as well as recovering from them. Putting processes into place not only ensures each of these buckets are being continuously monitored, but if cybersecurity attacks happen, referencing a well-documented process can save your company time, money and the trust of your most valuable asset – your customers. The National Institute of Standards and Technology (NIST) under the U.S. Commerce Department has developed the Cybersecurity Framework for private-sector companies.

**T**he standards were compiled by NIST after former U.S. President Barack Obama signed an executive order in 2014. It's a great resource to use as you work to combat your cybersecurity risk.

## **Shri H. Shridhar D, 2<sup>nd</sup> Officer**



### **DCI'S ROLE IN INDIA'S FIRST INDIGENOUS AIRCRAFT CARRIER INS VIKRANT**



built with state-of-the-art automation features and is the largest ship ever built in the maritime history of India. INS Vikrant, built at the cost of around Rs 20,000 crore, successfully completed its fourth and final phase of the sea trials last month. With the construction of 'Vikrant', India has joined a select group of nations having the niche capability to indigenously design and build an aircraft carrier.

The commissioning of India's first indigenous aircraft carrier is a momentous occasion during the 'Amritkaal of India's 75 years of independence and signifies the country's confidence and prowess. This indigenous aircraft carrier is proof of the country's technical acumen and engineering skills.

This demonstration of India's self-sufficiency to produce an aircraft carrier warship will reinforce the country's defense indigenization programs and 'Make in India' campaign.

**T**he Prime Minister, Shri Narendra Modi on 02<sup>nd</sup> September commissioned the first indigenously designed and built aircraft carrier INS Vikrant at Cochin Shipyard Limited here in Kochi — a significant step of the Central government towards self-reliance in the defense sector.

"TODAY, HERE ON THE COAST OF KERALA, EVERY INDIAN IS WITNESSING THE SUNRISE OF A NEW FUTURE. THIS EVENT HELD ON INS VIKRANT IS A TRIBUTE TO INDIA'S RISING SPIRITS ON THE WORLD HORIZON," THE PRIME MINISTER SAID. "VIKRANT IS HUGE AND SPECIAL. VIKRANT IS NOT JUST A WARSHIP. THIS IS A TESTIMONY TO THE HARD WORK, TALENT, INFLUENCE AND COMMITMENT OF 21ST CENTURY INDIA."

Designed by the Indian Navy's in-house Warship Design Bureau (WDB) and built by Cochin Shipyard Limited, a Public Sector Shipyard under the Ministry of Ports, Shipping and Waterways, Vikrant has been





## **ROLE OF DREDGING CORPORATION OF INDIA**

**T**he role of Dredging Corporation of India Ltd is also important in this project. As initial depth was not enough to berth the vessel. The draft of INS Vikrant is 8.40mtrs. Initial depths were approximately 4mtrs to 5 mtrs .

## **DEPLOYMENT OF TSHD BY DCI**

**D**CI deployed Trailer Suction Hopper Dredgers for carrying out dredging operation at berth and its approaches. It is to carry out dredging operations 24 hours cycle, day and night. In trailer Suction Hopper Dredger, two suction tubes are placed to suck the material from the bottom with the help of two Dredge Pumps (port and stbd).

## **DCI DREDGER DURING DREDGING OPERATION**



**T**he material to be filled in the hopper and required capacity around 7500 cubic metre volume and quantity approximate 5000 tons (calculation for one dredger)and after traveling at a distance of 14 NMiles (25KM) and material to be dumped as per cochin port designated dumping area.

**A**fter washing hopper and again reaching to dredging ground for dredging and pick the material so that depth will increase. It is to take 3.5 to 4 hours for one cycle that is from dredging ground to dumping and to dredging ground. For one day the about to take 4 to 5 loads about carrying approx 20,000 tons to 22,000 tons of material to dumping site by initiating to increase the depths at berth and approaches to the berth.

**T**hus the depths were increased from 5 mtrs to 11 metres (required depth) as per Shipyards requirement. In front national integrity and pride concerned whenever required as per shipyard and Indian navy, dredgers are deployed for dredging. All the time projects were completed in stipulated time and required depths are achieved.

IT IS AN EXAMPLE OF DEDICATION, PASSION, COORDINATION AND TEAM WORK BETWEEN HEAD OFFICE, PROJECT OFFICE KOCHI TEAM AND DREDGER ONBOARD SHIP STAFF. WITH THIS PASSION, HARD WORK, TEAM WORK DCIL COMPLETED LOT OF PROJECTS IN TIME AND CONTRIBUTED TO THE NATION, FULFILLING ITS LONG STANDING PROMISE “DREDGING FOR DEVELOPMENT”



**DCI 76<sup>th</sup> Independence Day Celebrations**



Captain S Divakar, MD & CEO, (A/C), DCIL hoisted the National Flag at DCI Head Office



Captain S Divakar, MD & CEO, (A/C), DCIL Addressing the Employees on the occasion of 76<sup>th</sup> Independence Day Celebrations at DCI Head Office

**Capt S Divakar, MD & CEO, (A/C), DCIL addressing session on 13<sup>th</sup> Annual Dredging Conference**

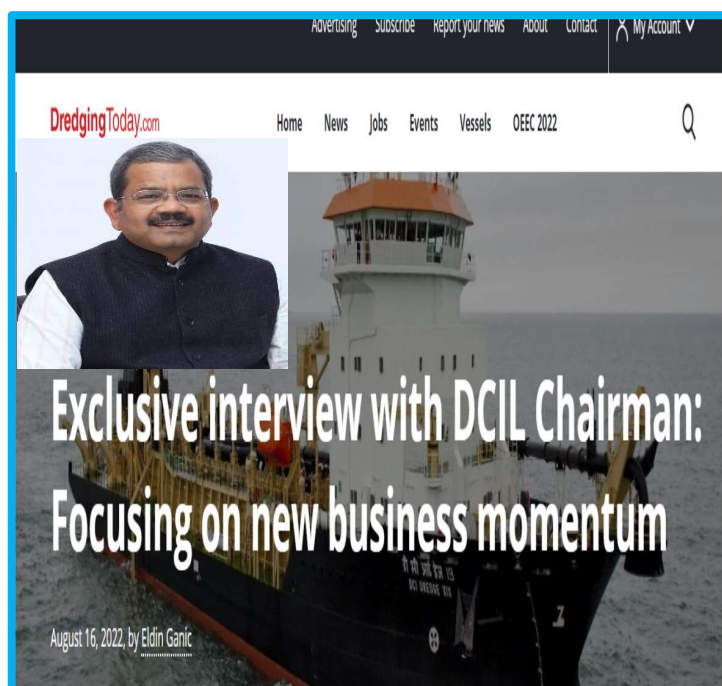




**Prize Distribution to the winners during Independence Day Celebrations**



*International Print Media  
interactions*



**Exclusive Interview with DCIL Chairman Shri K Rama Mohana Rao on focusing DCI New Business Momentum with International Magazine Dredging Today.**

**QUESTION PLEASE TELL US ABOUT THE NEW INCUMBENT IN THE POST OF MD & CEO OF DCIL?**

**ANSWER** CAPT S.DIVAKAR, CHIEF GENERAL MANAGER WHO HAS TAKEN OVER THE ADDITIONAL CHARGE OF MANAGING DIRECTOR & CHIEF EXECUTIVE OFFICER OF DCIL, STARTED HIS CAREER IN DCI AS A CADET IN THE YEAR 1987 AND SERVED ONBOARD DREDGERS IN DIFFERENT CAPACITIES ABOUT 22 YEARS FROM CADET TO CAPTAIN AND ROSE TO THE POSITION OF “MASTER OF DREDGER”. ON GAINING RICH KNOWLEDGE AND EXPERIENCE ON COMPLETE OPERATIONS OF DIFFERENT TYPE OF DREDGERS, HE JOINED IN SHORE SERVICE AND SERVED FOR ABOUT 12 YEARS IN SENIOR MANAGEMENT LEVEL. HAVING WORKED FOR 34 YEARS IN BOTH ONBOARD DREDGERS AS WELL AS ONSHORE IN RESPONSIBLE POSITIONS, GAINED UNIQUE EXPERTISE OF BOTH OPERATIONS AS WELL AS TECHNO COMMERCIAL ASPECTS OF BUSINESS ACUMEN.

**QUESTION WHAT STEPS ARE YOU PLANNING TO TAKE TO REGAIN THE TRUST OF YOUR CLIENTS?**

**ANSWER** DCI IS IN SERVICE SECTOR AND THE STEPS UNDERTAKEN IN THE LAST 10 DAYS HAVE HELPED IN BRINGING BACK THE LOST MOMENTUM BACK TO DCI AND WINNING THE CONFIDENCE AND TRUST OF OUR CLIENTS. FURTHER, I WOULD LIKE TO ADD HERE THAT REGULAR REVIEW MEETINGS HAVE BEEN CONDUCTED TO MONITOR & ENHANCE THE DREDGER PERFORMANCE 24 X 7 AND THERE IS A NEW ZEAL AMONG THE EMPLOYEES WHO WOULD NOW LIKE TO PLAY AN IMPORTANT PART OF THIS CHANGING WORK CULTURE IN SHAPING NEW CORPORATE LANDSCAPE OF DCI BY WORKING 6 DAYS A WEEK.

**QUESTION** PLEASE TELL US SOMETHING ABOUT THE MARKET FLUCTUATIONS OF DCIL SHARE OVER THE PAST FEW MONTHS ?

**ANSWER** I AM HAPPY TO INFORM THAT THE UNCERTAINTY IS OVER AND DCIL HAS BOUNCED BACK MORE STRONGLY AND IT IS NOW BUSINESS AS USUAL IN THE ORGANISATION. THE POSITIVE STEPS TAKEN IN THE LAST 10 DAYS HAVE REGAINED THE INVESTORS' CONFIDENCE IN DCIL. DCI SHARE THAT WAS TRADING AROUND Rs 250 PLUS IN THE STARTING OF THIS MONTH HAS MOVED TO Rs 272. THIS IS THE PROOF THAT DCI FUNDAMENTALS ARE VERY STRONG AND NOW DCI IS ON THE GROWTH TRAJECTORY.

**QUESTION** HOW ARE YOU PLANNING TO TACKLE THE HUGE FUEL ESCALATION COSTS IN THE RECENT PAST WHICH IS BADLY AFFECTING THE MARGINS OF DCIL?

**ANSWER** IN DCIL TOTAL TURNOVER THE EXPENDITURE ON FUEL IS AROUND 40% AND LATELY WITH HUGE ESCALATION OF FUEL PRICES GLOBALLY I HAVE REQUESTED THE MINISTRY FOR AN AMENDMENT IN FUEL VARIATION CLAUSE WITH ALL THE MAJOR PORTS. THIS WILL HELP DCI IMMENSELY TO COMPENSATE THE PRESENT FUEL ESCALATION WITHOUT INCURRING LOSSES ON ACCOUNT OF FUEL ESCALATION.

**QUESTION** WE DO UNDERSTAND THAT THE CURRENT LIQUIDITY POSITION OF DCIL IS VERY CHALLENGING? WHAT IMMEDIATE MEASURES ARE YOU PLANNING TO TAKE FOR EARLY RESTORATION OF DCIL FINANCIAL STABILITY?

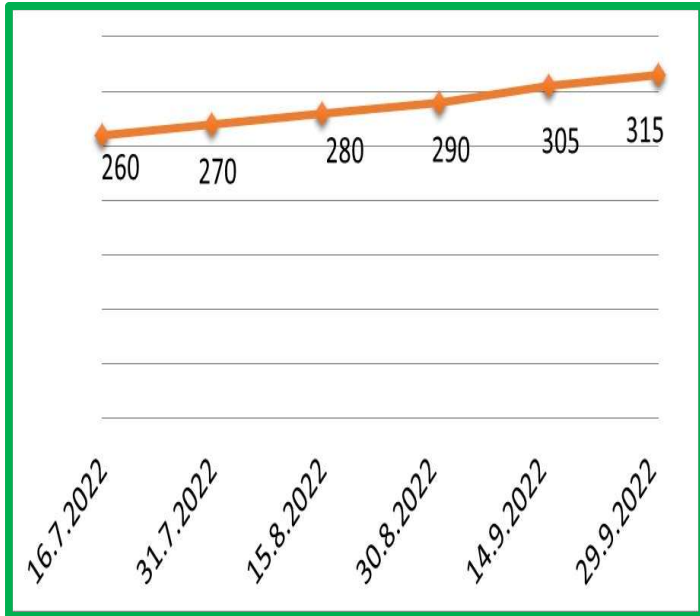
**ANSWER** I HAVE TAKEN IMMEDIATE STEPS TO IMPROVE THE FINANCIAL STABILITY TO DCIL. I AM HAPPY TO INFORM YOU THAT VISAKHAPATNAM PORT TRUST & PARADIP PORT TRUST HAVE AGREED TO INFUSE Rs 50 CRORE EACH TO DCIL IN FORM OF WORKING ADVANCE WHILE NEW MANGALORE PORT AUTHORITY AND DEENDAYAL PORT AUTHORITY MAY ALSO AGREE TO EXTEND Rs 100 CRORE EACH AS WORKING ADVANCE TO DCIL.

**QUESTION** IT IS LEARNT THAT DCIL HAD OUTSTANDING RECEIVABLES FOR APPROXIMATELY 100 PLUS CRORES FROM VARIOUS PORTS AND DEPARTMENTS. WHAT ACTION ARE YOU PLANNING FOR FAST REALIZATION OF THESE RECEIVABLES?

**ANSWER** IT IS TRUE THAT DCIL HAS TO REALIZE REASONABLE BILL RECEIVABLES FROM THE MARKET AND I HAVE INSTRUCTED FINANCE DEPARTMENT OF DCIL TO IMMEDIATELY PREPARE AN ACTION PLAN AND STRINGENTLY FOLLOW UP WITH PORTS FOR PENDING BILL RECEIVABLES.



**DCI Share Price as on 1<sup>st</sup> July 2022 to 30<sup>th</sup> September 2022**



**Shri K Rama Mohana Rao, Chairman, DCIL interview to The Hindu on DCIL remarkable turnaround.**

**Shri K Rama Mohana Rao, IAS, Chairman, DCI/VPT Exclusive Interview with The Hindu**

**Dredging Corporation makes a remarkable turnaround**

Steps taken to improve liquidity by getting funds from the stakeholders, says Chairman

**SUMIT BHATTACHARJEE**  
Dredging Corporation of India Limited (DCIL), a financial company, which was facing a liquidity crunch till about a month ago and was unable to pay its salaries on time, appears to be back on its track and is swinging back to recovery.

A few years ago, the company faced tumultuous internal conflict, when the government had announced its disinvestment and after much resistance by the employees, the stakes were picked by four major ports. The complete holding of DCI of 72.47% were picked up by Visakhapatnam Port Authority (VPA) (19%), Paradwip Port Authority (PPA) (15.47%), Jawaharlal Nehru Port Authority (JNPA), Paradwip Port Authority (PPA) and Deendiyal Port Authority (DPA) on March 8, 2019.

Speaking about the bad times and its revival, Chairman of Visakhapatnam Port Authority, who is also the Chairman of DCI, K. Rama Mohana Rao, said the fortunes of a company like DCI is plummeting down looks mysterious. Dredging is an integral and continuous operation of port management. By maintaining good relations with the four major stakeholder ports and by adding a few others, the company can easily survive and also make profits, he said.

"Immediately after taking charge of the operation after the exit of the earlier managing director, the first thing we did was to improve our liquidity by getting funds from the stakeholders and renewing our contracts and relationship with them," he said.

"We already got a cash liquidity of ₹102 crore from Deendiyal Port Authority and we are expecting a few hundred (₹500 crore) more from the rest of the stakeholder ports and also from Mangalore Port and Cochin Port," he said.

The DCI has also bagged a contract from the Cochin Port for dredging with the contract value being around ₹50 crore.

Another primary aspect taken up to strengthening and stabilising its existing fleet of dredgers. Right now, the DCI has got about 10 dredgers and the fleet is being strengthened by building two more dredgers of the capacity of 10,000 cum and 8,000 cum (cubic metres), at a cost of about ₹1,000 crore.

"This apart, we are also building our non-performing assets such as Dredge 18," Mr. Rama Mohana Rao said.

"This dredger used to make losses when operational and also added to losses when non-functional. Moreover, we have also reduced the turnaround time drastically in the dry docks," he added.

According to Mr. Rama Mohana Rao, the total dredge-able material per year in India, across all major and minor and river ports and inland canals, is around 1.2 million cum, but DCI is only catering to around 50,000 cum. "We need to enhance this to the per our plan, then in the next few years, the DCI should be touching the ₹2,500 crore mark," he said.

"We are also looking forward for better growth prospects from the State governments. We plan to come up with a number of small ports," he said.

**Print Media Coverage of DCI Sand Trap Dredging Contract Award from Visakhapatnam Port Authority.**

**Print Media Coverage of Capt S Divakar, MD & CEO, (A/C), DCIL Independence Day Speech.**

**Print Media Coverage of DCI Sand Trap Dredging Contract Award from Visakhapatnam Port Authority**

**Hans India Print Media Coverage**  
DCI gets Rs 57 cr sand trap dredging contract

**ABN Print Media Coverage**  
దీనితో రూ.57 కోట్ల కంట్రాక్ట్

**New Indian Express Print Media Coverage**  
VPA awards ₹57 crore dredging contract to DCI

**Sakshi Print Media Coverage**  
దీనితో రూ.57 కోట్ల కంట్రాక్ట్

**Eenadu Print Media Coverage**  
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**Prajashakthi Print Media Coverage**  
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**Print Media Coverage of Capt S Divakar, MD & CEO, DCIL Independence Day Speech**

**Hans India and the New Indian Express Coverage of Captain S Divakar Independence Day Speech in DCIL**

**Azadi Ka Amrit Mahotsav celebrated with fervour**

Capt S Divakar, MD & CEO, DCIL Independence Day speech Coverage by The Hindu

Capt S. Divakar, MD and CEO of Dredging Corporation of India Limited (DCIL), hoisted the national flag at the head office of the company in the city. He said that the road ahead was not easy and called for maintaining strict financial discipline to reset the course of the company on the path of progress and stability.

Dredging Corporation of India celebrated the Azadi Ka Amrit Mahotsav at its head office in Visakhapatnam. Capt S Divakar, MD & CEO, DCIL, (A/C) led the employees in paying homage to the countless patriots who have laid down their lives to win and preserve the freedom of the great nation. Speaking on the occasion, Captain S Divakar urged the employees to stay safe in times of the pandemic.

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E-mail: pjandsons@hotmail.com  
pjandsons@gmail.com



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For all communication with regard to media please contact:-


**Mr M R Natarajan**  
Media and Communications Officer  
pro@dcil.co.in; +91 7780718424


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# DREDGING CORPORATION OF INDIA LIMITED



## Head Office:

**Dredge House  
HB Colony Main Road,  
Seethammadhara  
Visakhapatnam - 530022, Ph : 0891-2523250**

## Regd Office:

**Core - 2, 1st Floor, Scope Minar,  
Plot No. 2A & 2B,  
Laxminagar District Centre,  
Delhi - 110092, Ph : 011-22448528**