



ಡ್ರೆಡಿಂಗ್ ಕಾರ್पोರೇಷನ್ ಆف ಇండియా ಲಿಮಿಟೆಡ್
 ड्रेजिंग कार्पोरेशन ऑफ इण्डिया लिमिटेड
 DREDGING CORPORATION OF INDIA LIMITED

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 आज़ादी का
 अमृत महोत्सव

DARPAN
THE MIRROR OF DCI

Issue 13 | June 2022



<http://dredge-india.com>



INTERNATIONAL YOGA DAY



Congratulations

MESSAGE

Message from

Shri Shantanu Thakur

Hon'ble Minister of State for Ports, Shipping,
Waterways Government of India



Message from

Shri Shripad Naik

Hon'ble Minister of State for Ports, Shipping,
Waterways & Tourism, Government of India

शांतनु ठाकुर
SHANTANU THAKUR



राज्य मंत्री
पत्तन, पोत परिवहन और जलमार्ग
भारत सरकार
Minister of State for
Ports, Shipping and Waterways
Government of India

Message

I am glad to note that Dredging Corporation of India Limited has completed one year of successful publishing of its in-house magazine, "DCI -DARPAN". I have closely read all the editions of this magazine and found it informative and interesting. I am sure that this magazine is a forum for all the employees of DCIL to express their views on areas of common interest and a platform for exchange of ideas and knowledge in the dredging industry.

I am also happy to note that DCI-DARPAN magazine is prepared in house with no cost to the company and generating revenue through advertisement. I wish all success to "DCI-DARPAN" and Dredging Corporation of India.


(Shantanu Thakur)

श्रीपाद नाईक
राज्य मंत्री
पत्तन, पोत परिवहन, जलमार्ग एवं पर्यटन
भारत सरकार



SHRIPAD NAIK
Minister of State for
Ports, Shipping, Waterways & Tourism,
Government of India

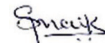
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Azadi Ka
Amrit Mahotsav



MESSAGE

I am very happy to write this congratulatory message for the one year of successful publication of "DCI-DARPAN" the in-house monthly magazine of Dredging Corporation of India Limited. The articles published in DCI- DARPAN are full of knowledge and I congratulate all the employees of DCI for sharing their knowledge through the platform of DCI DARPAN Magazine.

As far as my personal experience reading DCI DARPAN magazine is concerned, I must tell you that I was very happy to see & read the excellent coverage brought out in 10th Edition of DCI DARPAN Magazine on the momentous occasion of DCI Historic Shipbuilding Agreement signed in New Delhi with Cochin Shipyard Limited. I wish Dredging Corporation of India all success on this occasion.


(Shripad)Y. Naik)



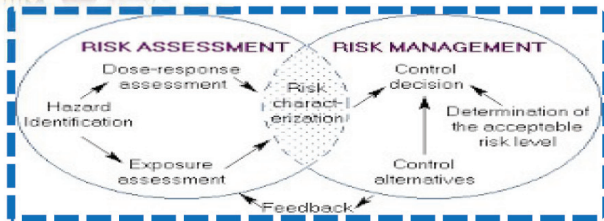
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Capt. Nagendra Rao, Master



RISK ASSESSMENT & RISK MANAGEMENT



CONCEPTS OF HAZARD ACCIDENT, RISK

HAZARD

It is a potential to threaten human life, health, property or environment. It is a practice that has the potential to cause harm. It is a condition which has the capability to cause harm or damage or loss. Hazards can be physical, mechanical, electrical, psychological etc. **Ex:** Fire, Oily surface, Smoke, electrical live conductor.

ACCIDENT

It is an unfortunate happening that occurs unexpectedly and unintentionally resulting in harm, injury, damage or loss. **Ex:** Burning of fingers, Falling from height, Suffocation due to Inhaling smoke, Electrocutation

RISK

The likelihood of negative occurrences such as injuries, ill health, damage, loss etc resulting from a hazard or accident is called RISK. It is a

combination of: frequency of occurrence of a hazard and severity of its consequences **Ex:** Burns due to fire,

DIFFERENCE BETWEEN HAZARD AND RISK

Hazard has the potential to cause an accident, harm, illness, injury etc. **Ex:** Knife. Risk is the **likelihood** of a hazard resulting in to an accident, harm, illness, injury etc. **Ex;** Cut injury

RISK ASSESSMENT

It is a primary management tool to ensure health and safety of workers. It is a systematic process of identifying hazards with in a work place, evaluating associated risks and implementing control measures to remove the risks to an accepted level. Risk assessment is a proactive policy of managing work place risks. A risk assessment must be carried out prior to a particular activity, to eliminate or reduce risk level for ensuring health, safety and wellbeing of the persons involved in that activity.

PROCESS OF RISK ASSESSMENT:

IDENTIFYING POTENTIAL HAZARDS IN WORK PLACE: by work place inspection, by talking to work force.

2 IDENTIFYING WHO MIGHT BE HARMED

BY POTENTIAL HAZARDS: Trainees, Young persons, Visitors and guests, Work shop people

3 EVALUATING SEVERITY OF RISK AND ESTABLISH SUITABLE CONTROL MEASURES TO

REDUCE RISK LEVEL: By training workers, By providing guards, By providing Personal Protective Equipment(PPEs) to workers, By substituting low level hazard with high level hazard

4 RECORDING FINDINGS ON RISK ASSESSMENT FORM TO KEEP TRACK OF RISKS

AND CONTROL MEASURES: Number of people affected, Adequacy of existing control measures, Additional precautions required if any

OBJECTIVES OF RISK

ASSESSMENT:

To prevent accidents or ill health of persons in work place, To identify health and safety hazards in work place, To evaluate associated risks present in work place., To evaluate effective control measures to reduce or eliminate potential risks, To communicate risk assessment process to concerned departments.

CALCULATION OF RISK:

Risk is evaluated as a function of severity of possible consequences for a hazard and probability of occurrence of that particular hazard.

Risk = Likelihood of harm X Severity of harm

Risk = Probability X Severity of hazard

Risk = Chances of Occurrence X Results of accident

ASSESSMENT OF RISK

LEVELS

Level of risk is evaluated based on probability and severity of occurrence of hazard which can be categorized as High Risk, Medium Risk, Low Risk.

RISK LEVELS MATRIX:

- High Risk (**RED COOR**)
- Not Acceptable
- Medium risk(**YELLOW COLOR**) - Tolerable
- Low risk(**GREEN COLOR**) - Acceptable

MANAGEMENT OF RISKS:

Management of risks can be done: By improving safety conditions in work place. By eliminating or reducing the levels of risks, by reducing severity of consequences, by reducing probability of occurrence

CONTROLLING

MEASURES TO

PREVENT ACCIDENTS:

Educating or training workforce in safety aspects as administrative control, Encouraging workers by giving cash awards through safety contests and competitions, Enforcement of safety norms or rules at work place very strictly

Capt. Ajai Prajapati, Master



SHE AT SEA

When she embarks the ship, she not only enters in an industry that is so far under the historically male dominance but also breaks the stereotypical perception of seafaring community as such. Common love for the adventurous sea and the ship drives her forward. She begins to love novelty of unlimited horizon of blue waters and serenity in its roaring heart. The wavelength of swelling waves attract her to ride on with courage and desire to navigate across the surging troughs and crests on her voyage. As the sky is the limit, so is the sea for her humble beginning.”

On the occasion of “**International Day for Women in Maritime 2022**” i.e. 18th May 2022, I feel proud and thrilled to congratulate all the young women seafarers of Dredging Corporation of India. I appreciate and encourage their enthusiasm and valorous efforts to opt such unique challenging career which has been overwhelmingly dominated by men so far.

In furtherance of resolution A.1147 (31) adopted by the International Maritime Organization Assembly on 4th December 2019 on “Preserving the legacy of World Maritime theme for 2019 and achieving a barrier-free working environment for Women in Maritime Sector”, the IMO Assembly at its thirty-second session on 9th December 2021, adopted resolution A.1170 (32) on “International Day for Women in Maritime” proclaiming 18th May every year as the International Day for Women in Maritime. The theme of “**International Day for Women in Maritime 2022**” is

**TRAINING-VISIBILITY-
RECOGNITION: SUPPORTING
A BARRIER-FREE WORKING
ENVIRONMENT.**

The observance of this day will celebrate women in the shipping industry with a view to the continued promotion of the recruitment, retention, and sustained employment of women in maritime sector, raise the profile of women in maritime, strengthen the IMO’s commitment to United Nations Sustainable Development Goal i.e. Gender Equality and support ongoing works to address the current gender imbalance in the maritime sector.

We all know that today women represent only 1.2% of the global seafarer workforce. But, there is an increase of 45.8% on recruitment numbers since 2015. International Maritime Organization has been consistently working to promote gender equality in maritime sector. The above mentioned resolution providing a barrier-free environment for women in maritime sector is a part of its major strategic approach to enhance their service contribution.

**CHALLENGES FOR WOMEN AS
SEAFARERS: -**

Woman as seafarer onboard ship faces many challenges e.g. Conservative Mentality of the Society

i.e. the stereotypical perception and conservative mentality in the male dominated maritime sector, narrow perspective and narrow mindedness, non-acceptance i.e. a stigma of non-acceptance immediately after signing on onboard or feel ignored due to possessiveness of or undermining by their superior officers or colleagues, loneliness i.e. being away from the so-called safer social environment, lack of basics facilities for women seafarers, adaption to mental and physical stress in the adventurous and amusing seaborne career, sexual harassment, proving competency and work-life balance. The observance of “**International Day for Women in Maritime 2022**” will surely endeavor to provide women seafarers a barrier-free working environment for Women in Maritime Sector.

WOMEN EMPOWERMENT IN MARITIME SECTOR:-

Women always face significant challenges all around them across every arena of their life, be it social, economic, personal or professional. They continue to be underrepresented in every field and decision making roles. The seafaring industry is no exception to this. That is why women’s representation in global seafarer workforce is just 1.2%. By empowering women seafarer means to equip them with caliber and courage to overcome challenges of the seafaring profession once they choose it as their career. A healthy, educated and empowered woman seafarer will be an agent to change the perception of prejudice and stereotype thinking of so-far the male dominated shipping industry.

Women empowerment is to promote women’s awareness for becoming an integral part of the mainstream of social and economic development with a sense of self-worth, ability to determine their own choices,

and their right to influence social change for themselves and the society. Gender equality is a basic human right and also very fundamental to make a peaceful and prosperous society. Empowering women in maritime community would also include first attaining a better and full understanding of what are the psychological and physical barriers that restrain women from pursuing a career in maritime sector. “Empowering Women in the Maritime Community” was the theme of “World Maritime Day 2019” with a view to provide an opportunity to raise awareness of the importance of gender equality and highlight the important contribution of women all over the world to the maritime sector. Women empowerment in maritime sector can only be done when we; the so-far male dominant industry accept women’s viewpoints or making an effort to seek them, equip and allow them to make life-determining decisions in choosing the maritime sector as their career. They must be given more opportunity to redefine gender roles or other such roles which encourage them with more freedom to pursue desired goals. “United Nations Sustainable Development Goal 5” also says that gender equality is key to mitigating climate change and building a sustainable future. It concerns gender equality with the aim to “achieve gender equality and empower all women and girls”.

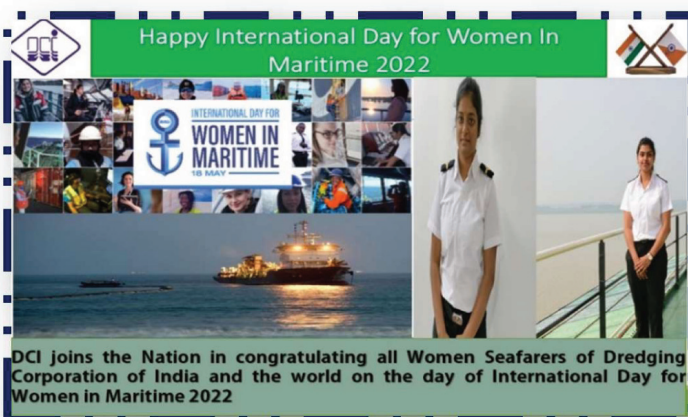
Women have an important role to play in maritime sector. If women are to be fully included in the maritime industry, they should not be limited to participate in one or two areas such as seafarers to work onboard or entrepreneurship. The role of women has to be recognized and framed by ensuring that the creation of such community of experienced women in maritime occupations will eventually take place at several levels and in various sectors of the industry. The three top actions how maritime sector can empower women in shipping community are:-

ENCOURAGE GIRLS TO KEEP STUDYING BY INTRODUCING VARIOUS CAREER OPPORTUNITIES

ADVANCE WOMEN IN THEIR EARLY CAREER VIA MENTORING AND INCREASED RESPONSIBILITY

PROVIDE A PLATFORM AND NETWORKING ENVIRONMENT TO SHARE KNOWLEDGE AS AN EXPERT IN MARITIME ECOSYSTEM.

DREDGING CORPORATION OF INDIA LIMITED AND WOMEN SEAFARERS:-



The Dredging Corporation of India Limited is the only Corporation in its own specific type of industry and the very foundation of almost all kinds of maritime infrastructure projects. Unlike merchant ships, the Corporation has its own fleet of Dredgers engaged making the waterborne transport to be economically viable and environmentally preferable to other modes of transport. In the modern socio-economic prospects and the need of the time with fastest demographical changes, Dredging Corporation of India Limited has to be strengthened technologically and professionally so that it can render its dredging services in all arrays of maritime development i.e.

making access to waterways, construction of new berths, coastal development, and coastal protection and so on. Recently, Dredging Corporation of India Limited has started recruiting very limited number of women seafarers, particularly in the categories of electrical officers and marine engineers, to serve onboard its dredgers. It is a welcome move by the Corporation; be it the 'Corporate Social Responsibility' of the Corporation or the policy of 'Human Resource Department', to have women seafarers onboard its fleet of Dredgers. It shows that the Corporation has thought about empowering women in maritime community and equipping women with an opportunity to opt seafaring as career. Thus, the Corporation is clear that equality for women means progress for all. But, selecting only a few will not solve the problem and achieve 'United Nations Sustainable Development Goal 5' i.e. gender equality.

Apart from observing this day i.e. 18th May as "International Day for Women in Maritime", the Corporation has to strive for opting well defined recruitment policy, structured training program, provide barrier-free working environment for women onboard the dredgers. The Corporation, particularly the Human Resource Department, must think about continued recruitment, training, retention and sustained employment of number of women onboard its Dredgers.

She can only enjoy the sea when she would be at sea. She can be at sea when we will shatter toxic masculinity and make everyone understand that feminism's goal is to reduce gender inequality and achieve equal participation at every aspect of the society and at the workplace. Maritime sector and the dredging industry in our case, is not untouched to this cause. Let us include women seafarers' talent, skills, experience and the energy onboard DCI Dredgers for improved production and revenue to the Corporation.

Shri A.L NARAYANA, DGM (TECHNICAL)



Many of us purchase automobiles for our daily commuting. After purchase, manufacturer advises us to bring the vehicle to the service centre periodically to carry out certain maintenance routines on the engine and other parts (like greasing bearings etc) to maintain the performance of the vehicle.



Similarly, after construction of a ship / dredger, the manufacturers of the machinery fitted onboard (called as OEMs) provide service manuals to carry out periodic maintenance of the machinery fitted onboard with the support of the ship crew who are normally trained to handle the routine /preventive maintenance basing on the running hours. As the ship / dredger float on water, not all the machinery is accessible to the ship crew for carrying out periodic maintenance. Certain machinery like propulsion systems, bow thrusters, box coolers, sea suction valves etc are always submerged in sea water and cannot be repaired when afloat. This necessitates bringing the ship to shore to access the underwater machinery for periodic maintenance. The place where the ship is brought to shore to access the underwater machinery is called “Dry dock”. The ship/ dredger

DRY DOCK REPAIRS

is brought to the “dry dock” periodically say once in 2-3 years (called as intermediate docking) or once in 5 years (renewal/ 5 yearly docking) where all the underwater machinery are inspected and renewed as necessary. In contrast to an automobile, ship is always afloat in sea. Hence, water tight integrity is a must to protect the machinery, cargo as well as the crew.

As the ship owners concentrate more on the commercial aspects, it became necessary for the state authorities to formulate, enforce and implement the safety policies for ships especially after the incident of Titanic. DG shipping / Mercantile Marine Dept as statutory bodies in India and Indian Register of Shipping as classification society examine the safety policies implemented on the ships in India periodically.

Any ship consists of hull and machinery. Both hull and underwater machinery are inspected for damage / maintenance during dry dock. Inspection of the thickness of the hull plates is examined with the help of Ultrasonic thickness gauging during dry dock. Hull plates where the thickness is reduced below the specified limits,(as per the standards provided by the classification society, the Indian Register of Shipping) are renewed and painted. Hull is always painted with multiple coats of antifouling paint in the submerged portion of the hull (for preventing the marine growth) and with marine paint in the upper portion of the hull to prevent rusting of the steel plates.

The machinery fitted inside the hull for propulsion and other uses like power generation require cooling water. The sea water is used for cooling the engines for which sea suction vales are provided access to the sea water to the engines. These valves are accessible for inspection only during the dry dock. They are inspected, repaired and shown to the IRS surveyor before fitment.



There are two types of surveys in offer from the classification society for the ship owners.

1. CONTINUOUS SURVEY

In Continuous survey, 20% of the class items are to be offered by the ship owner for the classification society for survey every year, in such a way that by the 5th year (in a cycle of 5 years) 100% ship survey will be completed. This process repeats for each 5 yearly cycle. Here ship owner will not be loaded with the expenditure of maintaining the complete ship hull/machinery at a time. However, ship owner has to cater few days each year to complete the surveys with periodic expenditure for maintaining the hull/machinery towards the surveys.

2. SPECIAL SURVEY

In special survey, 100% of the items are to be shown to the classification society at the end of the 5th year for completion of survey. Here, instead of periodic expenditure, one time

expenditure will be there for ship owner. However, intermittent stoppage of the ship for Surveys is avoided. Ship owner incurs one time incident expenditure towards the surveys and maintaining the equipment. Availability of the vessel for commercial operation is an advantage.

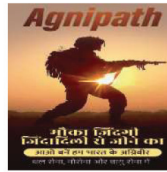
DREDGERS DIFFER FROM THE CARGO SHIPS IN THE FOLLOWING ASPECTS.

Dredgers carry the dredged material in the cargo spaces called “Hopper”. In contrast to the Cargo spaces which have water tight integrity in commercial ships, dredgers have bottom doors for discharging the dredged material at sea which can be opened and closed at convenience. These bottom doors have conical bottoms with rubber packing which insulate the sea water from coming into the hopper when closed. When opened, the dredged material will fall into the sea, under gravity along the walls of the conical bottom doors. Just as Cargo ships have cargo loading plan to maintain the stability of the ship during cargo loading and discharging, dredgers have procedure for discharging the dredged material by systematic opening of bottom doors in a sequential manner to maintain the stability. Dredgers have dredge pumps which pick up the material from the sea bed. As the ship floats due to buoyancy, the suction of the dredge material from sea bed is done with the help of suction tubes whose length varies with dredger basing on the design. The bottom doors which operate with hydraulic system are machinery that are to be inspected during the dry dock as they are not accessible for much repairs when dredger is afloat. Ships / dredgers encounter perils in form of flooding, fire and oil spillage.

Shri N.Sumanth, Surveyor



WHAT IS AGNIPATH SCHEME?



Agnipath or Agneepath Scheme

Meaning: **'Fire-Path Scheme'** is a new scheme introduced by the **Government of India** on **14th June 2022**, for recruitment of soldiers below the rank of commissioned officers into the three services of the armed forces. The Agnipath Scheme will be the only route for recruitment into the military.

WHAT IS AGNIVEER?

All recruits will be hired only for a **four (4)** year period. Personnel recruited under this system are to be called **'Agniveers'** (Meaning: **'Fire-Warriors'**), which will be a new military rank.



The scheme is for **both male & female** aspirants of age group 17.5 to 23 years (revised age). The recruitment through this scheme is twice a year for the **Indian Army**, the **Indian Navy** and the **Indian Air Force**. The posts available are below the officer cadre.

On completion of four year period, Agniveers will go to the society as disciplined, dynamic, motivated and skilled work force for employment in other sectors to pursue their career in job of

AGNIPATH

their choice. Based on organization requirement and policies promulgated by Armed Forces, Agniveers after completing their engagement period, will be offered an opportunity to apply for enrolment in the permanent cadre. Of these up to 25% of Agniveers will be selected to be enrolled in the Armed Forces as a regular cadre.

ADVANTAGES:

The Scheme provides an avenue to Indian youth, desirous of serving the country to get recruited on the Armed Forces for a short duration. The scheme enhances the youth profile of the Armed Forces. This scheme envisages providing opportunity to the youth to serve in the military for short duration. It will also lead to much more youthful and technically adept war fighting force by ensuring a fine balance between youthful and experienced personnel in the Armed Forces.

What are the broad objectives of the Scheme?

To enhance **youthful profile** of the Armed Forces so that they are at their fighting best at all times with increased risk taking ability.

To **attract young talent** from the society to effectively exploit, adopt and use emerging modern technologies with enhanced technical thresholds of intake while leveraging Technical Institutions of the country. To provide an opportunity to the **youth who may be keen to serve the Nation in uniform** albeit for a **short period of time**. To imbibe The Armed Forces **ethos, courage, camaraderie, commitment and teamwork** in the youth. To provide **abilities and qualities such as discipline, dynamism, motivation and work-skills** so that the youth remains an asset.

HOW THIS SCHEME ENSURE RECRUITMENT FROM ALL OVER THE COUNTRY?

The scheme aims to capitalize on the board talent pool of the nation and select the best for a career in the Armed Forces. The present pattern of selection into the Armed Forces is not being changed with the introduction of the scheme. The only change that is happening is in the Terms and Conditions of the service. The Three services are having well established selections centers spread over the country which have enabled them to recruit would continue to undertake the responsibility of recruiting personnel, thereby all **India representation would not be affected** by the introduction of the Scheme,

HOW DOES THE SCHEME COMPARE TO THE OTHER NATIONS?

A through and careful analysis done by various experts & concern ministry towards the methodology of induction, retention and release of Armed Forces personnel in various developed countries was carried out to adopt the best practices being followed in these countries. The analysis revealed the following:

PRIMARYLY VOLUNTEER

MODEL: All the countries including those who have conscription have a volunteer Armed Forces once the mandatory time stipulation is over.

ENROLMENT PROCEDURES:

Majority of the countries follow multiple enrolments models at various stages of military career enabling soldiers to voluntarily continue or exit service.

RETENTION: All countries after the initial compulsory service period, retain soldiers based on their choice and a meritorious selection process.

TRAINING: All countries have a shorter initial training period. Specialized training is imparted once the soldier is selected for services for a longer duration.

INCENTIVISATION OF EXIT:

These may vary from country to country such as., Relaxation /Incentives to pursue higher education, Financial package on exit, Credit in education qualification for type & duration of service rendered and Assurance of job exit.

The Agnipath scheme aims to follow the same model and similar model and similar incentives as have been given and followed in most of the developed countries.



This article is written with huge respect towards the Nation and Defense Services. Written in the interest of public & awareness. In support of Agnipath Scheme!! Jai Hind!!



THE 8TH INTERNATIONAL DAY OF YOGA WAS CELEBRATED ON JUNE 21, 2022 AT DCI HEAD OFFICE AND ON BOARD DREDGERS OF DCIL.



Prof Dr G.Y.V Victor MD & CEO of DCIL signed a historic agreement on 24.06.2022 with Department of Fisheries Govt of India in presence of Shri Jatindra Nath Swain, Secretary, Ministry of Fisheries & Dr J Balaji Joint Secretary for developing fishing harbors/reservoirs/ponds and other water bodies across India.



Prof Dr G.Y.V Victor MD & CEO of DCIL has participated in discussion in National Importance project to Desilt 57 Kms of Nafargarh Drain with his Excellency LG of Delhi Shri Vinai Kumar Saxena & Shri Ashish Kundra, Secretary Transport Government of Delhi along with other Senior Officials.

Electronic Media
interactions



THE CNBC TV 18 BUSINESS NEWS CHANNEL HAS INTERVIEWED PROF DR. G.Y.V VICTOR, MD & CEO ON DCI QUARTER FOUR RESULTS AND HOW DCIL ORDER BOOK & GROWTH TRAGECTORY WILL BE LOOKING LIKE

HOW HAD BEEN QUARTER FOUR PLANNED OUT FOR DCI? PLEASE ALSO BRIEF US HOW THE ORDER BOOK IS LOOKING LIKE GOING FORWARD?

Good morning the Company reported a profit after tax for 2021-22 of Rs. 5.16 Cr. As compared to the loss of (Rs.172.41 Cr) in the last year. The Earing per Share (EPS) of Rs 1.84 as compared to minus (Rs.60.05) for the previous year. The EBITA for the year ended was also all-time high at Rs.117.62 Cr as against minus (Rs.34.38 Cr) for the previous year. Going ahead order book looking very positive and we expect to achieve the target of 1000 CR for the financial year 2022-23.

THE PROMINENT ZEE BUSINESS NEWS CHANNEL HAS INTERVIEWED PROF DR. G.Y.V VICTOR, MD & CEO ON DCI QUARTER YEAR END RESULTS AND WHAT ARE THE MEASURES UNDERTAKEN TO CONTROL THE INPUT COSTS?

HOW HAD BEEN QUARTER FOUR PLANNED OUT FOR DCI? PLEASE ALSO BRIEF US HOW THE ORDER BOOK IS LOOKING LIKE GOING FORWARD?



Interacting with Zee Business DCI MD & CEO Prof Dr G.Y.V Victor said the Company reported a profit after tax for 2021-22 of Rs. 5.16 Cr as compared to the loss of (Rs.172.41 Cr) in the last year. *The profit is resulted due to Strict day to day monitoring and adopting strict austerity measures. He further added that increase in fuel prices played a spoil sport that put enormous pressure on both top and bottom line. To the question about the outlook for the upcoming financial year 2022-23, Prof Dr. G.Y.V Victor replied that he is pretty confident that DCI will continue the same momentum and will remain in green.*

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డ్రెజింగ్ కార్పొరేషన్ ఆఫ్ ఇండియా లిమిటెడ్
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