

ಡ്രೆಡಿಂಗ್ ಕಾರ್ಪೊರേഷൻ ಆف ಇಂಡಿಯಾ ಲಿಮಿಟೆಡ್ DREDGING CORPORATION OF INDIA LIMITED



DARPAN THE MIRROR OF DCI

Issue 10 | March 2022



SHIP BUILDING AGREEMENT SIGNING CEREMONY

Construction of First Beagle 12 - 12,000m³ Trailing Suction Hopper Dredger, First 'Make in India' project by Dredging Corporation of India Ltd. at Cochin Shipyard Ltd.



<http://dredge-india.com>



आज़ादी का
अमृत महोत्सव





**Prof Dr G.Y.V Victor MD & CEO DCIL,
Greeting the Dignitaries**

Dredging Corporation of India signed a Historic Ship Building Agreement for the First Make in India Project for Construction of First of its kind in the world The Beagle R 12 Trailing Suction Hopper Dredger at Cochin Shipyard Limited under "Make in India" Project. Prof Dr G.Y.V Victor, MD & CEO DCIL, greeted Shri Sarbananda Sonowal Hon'ble Union Minister of Ports Shipping & Waterways, Shri Shripad Naik, Hon'ble Minister of State for Ports Shipping and Waterways, His Excellency Mr Marten Van-den Berg Ambassador of Kingdom of Netherlands, Dr Sanjeev Ranjan, IAS, Secretary for Ports, Shipping and Waterways & Shri Sanjay Bandopadhyaya, IAS, Chairman Inland Waterways Authority of India.



**Shri Sarbanada Sonowal Hon'ble Union
Minister of MoPSW addressing the gathering.**



Shri Sarbananda Sonowal Hon'ble Union Minister of Ports Shipping & Waterways addressed the audience during Ship Building Signing Ceremony & said first time a 12000 m3 hopper capacity dredger is being built in India at our own ship yard. This is the first Make in India project in the shipping sector and he congratulated DCIL and CSL team and wish them best of luck for this project. Further, Union Minister also thanked IHC Holland which is the technology partner for this project. Hon'ble Union Minister said Prime Minister Shri Narendra Modi has given us the Mantra of ZERO DEFECT and ZERO EFFECT. I am sure that all the three parties will follow this Mantra given by our Hon'ble Prime Minister.

**Team DCI Group Photo with Hon'ble Union
Minister Shri Sarbananda Sonowal**

Dredging Corporation of India team has taken a group photo with Shri Sarbananda Sonowal Hon'ble Union Minister of Ports Shipping & Waterways along with Dr Sanjeev Ranjan, IAS, Secretary for Ports, Shipping and Waterways & Shri Sanjay Bandopadhyaya, IAS, Chairman Inland Waterways Authority of India.



Dredging Corporation of India executed a Historic Ship Building Agreement with Cochin Shipyard Limited under Make in India Project.

DCI & CSL signs Ship Building Agreement

Dredging Corporation of India signed a Historic Ship Building Agreement for the First Make in India Project for Construction of First of its kind in the world The Beagle R 12 Trailing Suction Hopper Dredger at Cochin Shipyard Limited under "Make in India" Project on Thursday, March 17, 2022 in presence of Shri Sarbananda Sonowal Hon'ble Union Minister of Ports Shipping & Waterways, Shri Shripad Naik, Hon'ble Minister of State for Ports Shipping and Waterways, His Excellency Mr. Marten Van-den Berg Ambassador of Kingdom of Netherlands, Dr Sanjeev Ranjan, IAS, Secretary for Ports, Shipping and Waterways & Shri Sanjay Bandopadhyaya, IAS, Chairman Inland Waterways Authority of India,



Dredging Corporation of India Signs MOU with Director of Gujarat Fisheries, State Govt of Gujarat for Strategic Partnership.



DCI & DOGF signs MOU for Strategic Partnership

DCI & Director of Fisheries, Govt of Gujarat entered into an Memorandum of Understanding on 25.02.2022 for holistic and turnkey solutions for Civil Maritime/ Dredging and other works which include carrying out dredging & Reclamation projects, Conducting surveys & soil studies, Preparation of DPRs, Consultancy services etc for the harbors/ water bodies under the purview of Fisheries Department.



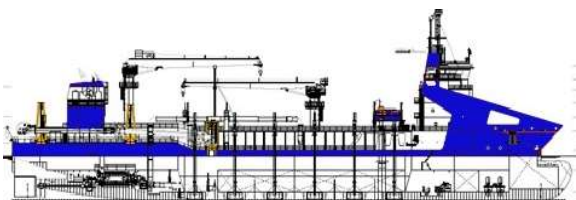
Y.S.R Murthy, HOD (Technical)



HISTORIC SHIPBUILDING AGREEMENT FOR CONSTRUCTION OF WORLD'S FIRST BEAGLE R SERIES 12 DREDGER UNDER MAKE IN INDIA INITIATIVE

Dredging Corporation of India Limited (DCIL) has signed a historic shipbuilding agreement on 17th March 2022 for the first Make in India Project – construction of a Beagle series 12 Trailing Suction Hopper Dredger (TSHD) at Cochin Shipyard. The dredger will be constructed with technology and design support from Royal IHC, Netherlands. The dredger to be built under the 'Atmanirbhar Bharat' concept is one of the largest such initiatives and is a true reflection of International collaboration for Make in India. The dredger is the largest, most sophisticated and technologically upfront dredger to have ever been built in India.

THE SALIENT FEATURES OF TSHD ARE AS FOLLOWS:



- ✓ 12,000 m³ hopper capacity, largest among DCI fleet.
- ✓ Twin screw with CPP.
- ✓ Equipped with two high efficiency/ high capacity jet pumps which can deliver a
- ✓ Maximum of 18 bar pressure at each drag head.
- ✓ Equipped with mighty dragon drag heads each weighing 25tons suitable for all types of dredging work and environment.
- ✓ Hull shape is optimized with a bulbous bow to reduce drag and improve the fuel efficiency.
- ✓ Hopper is designed for quick offloading of the spoil. State of art technology.
- ✓ Two independent engine driven dredge pumps, capable of de-hoppering with both the dredge pumps.
- ✓ Density measurement using Radio Frequency (Non Hazardous)
- ✓ Capable of dredging upto 36 m depth.

The dredger will be delivered in 34 months' time. The dredger will be mainly deployed at Jawaharlal Nehru Port Authority, Paradip Port Authority and Deendayal Port Authority.

Capt. Ajai Prajapati, Master



DREDGING - A CRITICAL OPERATION IN NATIONAL DEVELOPMENT & ROLE OF DCI

Dredging is the foundation of all maritime infrastructure projects. It addresses a broad range of society's economic, social and environmental needs at national and international levels. It has made the waterborne transport system to be economically viable and environmentally preferable. With the economic and social development in the current prospect of the fast and state-of-the-art technology in India as well as in the rest of the world, dredging has proved time and time again it's importance in the national and international economies by making access to the river and sea channels and waterways connecting to the main sea for easy and smooth navigation of the merchant ships.

Coastal development and coastal protection e.g., beach nourishment and land reclamation etc. by use of dredgers specific experts and skilled dredging operations like shore pumping, rain-bowing techniques have reduced the risk of flooding and vulnerability of the low-lying coastal areas and population living along the coast line of the country. i.e., human life and the property, particularly due to climate change.



United Nation's Development of Economic and Social Affairs (UN DESA) predicts that the world's population of 7.3 billion is expected to increase to 8.5 billion by 2030 and 9.7

billion by 2050. In such scenario, the limited land and of course the low-lying areas will face difficulties to occupy this huge population growth. Hence, here comes the importance of the dredging for the coastal urbanization leading to more coastal development for residences, employment and recreational facilities to cope up with the demographic change. With the innovative and state-of-the-art dredging operations and techniques, dredging will make it feasible to reclaim and build new coastal land very adjacent to the existing urban areas or islands at the reasonable cost. The Dredging Corporation of India Limited (DCIL) has so far played and is continuing to play very effective and crucial role in such coastal development and coastal protection.

Our nation is also a dominant global market & supplier of raw material and manufactured goods & services across the world. The economical medium of the transport is the waterborne transport which is well maintained by the dredging industry vital in deepening and maintaining the depth of the waterways.



The economy, GDP in particular, as it boosts is the only at the consequence of fast globalizing market and new trade agreements between nations. The GDP per capita has to increase and is duly increasing with the demographic development affecting the needs of

more manufactured good & services. As the most of the manufactured goods & services, besides the raw materials are being transported through waterborne transport system, the expansion of ports (sea ports & river ports), waterways, channels leading to/from connecting the river & sea, harbors are only possible with the dredging. Thus, the dredging remains at the basic of the requirement.

India has 9 coastal states with 7516.6 Km of main land, Islands of 5422.6 Km and Territories of 2094 Km. It has territorial sea up to 12 nautical miles from the nearest coast up to 193834 Km², Continental Shelf of 372424 Km² and Exclusive Economic Zones of 2.02 x 10⁶ million Km². India's 1624.435 Km of the main land coastline are affected by erosion and the sandy beach is about 43%. Thus, such huge coastal areas has to be protected from deterioration by means of dredging which is more feasible and economical as well.



As per the 'Dredging Guidelines for Major Ports' (2021) issued by the Ministry of Ports, Shipping and Waterways, Government of India, the current TEU capacity is expected to grow at accelerated pace in the next 10 years. In order to accommodate the higher capacity container vessels, it would be necessary to have container berths with more TEU handling capacities and an increase in the draught of the navigation channel connecting them to the high seas. Thus, capital as well as the maintenance dredging would be must in the coming days to boost the national economy. Unlike other industries at ashore and even the main shipping, dredging industry is a high-tech, innovative maritime specialized profession comprising of well-trained, highly qualified and competent Dredge Masters,

Dredge Engineers and Dredge Management team including other capable dredging staff. Dredgers operate at very close vicinity of the ports, merchant vessels, and coastal structures like jetty terminals & berths and in shallower water following all national and international safety regulations to deepen the navigational channel and basins and maintain the desired navigable depth.

Today, dredging industry is an indispensable part of the maritime industry including all the major and minor maritime infrastructure projects. Besides developing of the ports, harbors, river basins and channels, dredging supports navigation by capital & maintenance dredging, maritime constructions by use of dredged material for backfill to construct new coastal area, artificial islands, recreational zones, causeways and highways as well as dams, dikes and wildlife habitats, land reclamation & beach nourishment by shore pumping and rain-bowing techniques, flood control, offshore energy, mining and environmental protection by recovery of pollutants, cleaning contaminated waterways, brownfields and rehabilitation.

Thus, dredging with a broad range of its own type of techniques & operations suitably fits to the requirement of every coastal development and nation building. The Dredging Corporation of India Limited (DCIL)'s contribution to the dredging industry is paramount. Almost all the maintenance dredging including few capital dredging in Indian coasts/seaports/river ports are being carried out by the Dredging Corporation of India Limited (DCIL). As is predicted that all major ports will requires widening and deepening of their navigation channels & basins for smooth navigation of deep draft vessels, requirement of the dredging would be high & DCI plays a pivotal role in depending their navigation channels & basins for smooth navigation operations.

Miss Sowjanya Chappa, Electrical Officer



MY ON-BOARD JOURNEY AS ELECTRICAL OFFICER IN DCI

This is Sowjanya Chappa working as Electrical Officer in DCI. My interest in Merchant Navy came from my elder sister who is working as 4th engineer in Shell. My journey began by quitting my software profession and took up a course in a AMET University and got placed as Trainee electrical officer in DCI.

Today there is no field where women have not proven their ability and skills. The percentage of women in this field is only 1%. Working onboard is quite challenging especially when you know that you are the only girl surrounded by men. One should be mentally and physically strong to fight the loneliness and sea sickness when the weather is rough. Initially I was really excited to go onboard and learn new things but was nervous about the new environment and people as they are not used to work with a girl onboard.

I was lucky that most of the crew turned out to be nice and polite, but it took time to adapt. As days passed I was getting depressed as there is no one to talk to after the working hours.

The only way to fight loneliness is to keep yourself engaged by reading books watching movies and have spent many

evenings staring at the sunset and the endless sea. My training days went well because I have a very nice and polite seniors who used to clear all my silly doubts. During my initial days I used to wonder when I look my at my seniors doing work because everything is so confusing and all the circuits looked alike to me. With their support I have completed my training successfully and got posted as Electrical Officer. As on officer I have more responsibility. There is no place where electrical officer is not required from Main Mast till the Engine room. There were many days where multiple works come at the same time and electrical officer is required everywhere at the same time. Some days are really hectic where we used to work for 15 hours a day continuously. Though it was difficult in the beginning, I came out of my comfort zone and worked harder to gain knowledge and confidence. Every day I get to learn new things and improve myself.

I Feel the career of an Electrical Officer on board the ship is very challenging and has a lot of career growth prospectus.. I wish you all the best for the upcoming Women's seafarers day. .

Capt. P.M. Saravanan, GM (HR), (Legal) & (HSE)



REALIZATIONS ON A TRAIN

The month of March happens to be the month in which the “International Day of Women” falls. If we goggle, we will understand all the reasons and justifications as to why 8th March was chosen as the “International Day of Women”. But, I am yet to have clarity as to if we have really allowed our women the “True Freedom” and achieve “True Development”.

Recently, I was travelling from my native place in Tamilnadu to Visakhapatnam by train. I met 2 different women in the train and these 2 women made me recall a 3rd woman.

WOMAN 1:

She was a woman in 60s and strict follower of Jainism and was traveling alone from Bengaluru to Kolkata. She was very active on the mobile making voice calls and video calls to her relatives, particularly grandchildren, all the time. From our discussions, I have understood that they run Salt Business in Bada Bazaar area of Kolkata and she is a mother of 4 daughters and their background was as below:

1. The eldest one was a CA and practicing in Bengaluru; Married.
2. The 2nd one has relinquished social life and has become a Saint.

3. The 3rd one was a Judge in one of the Kolkata Courts; Married.
4. The 4th one was a CMA and practicing in Kolkata. Married.

When I enquired as to who among the 4 daughters has achieved the highest status in their life, she was very quick to answer that it is her 2nd daughter.

The trip, she was making alone from Bengaluru to Kolkata was the 4th in a line. She actually went to Jaipur with the family to attend a family wedding and then travelled to Punjab to have the Darshan of her 2nd daughter, now a Jain Saint and from there travelled to Bengaluru, all alone.

WOMAN 2:

She was a woman again in 60s from Srikakulam and travelling from Tiruppati to Visakhapatnam. She has come to Tiruppati on a pilgrimage with her daughter’s family. During the course of pilgrimage, she has visited Tiruppati, Kanippakkam, Kalahasti and Kanchipuram. All the journeys were with the members of her daughter’s family. During our interactions, the first question she has asked “Woman 1” was “if she was travelling alone?”. This question made me recall the 3rd Woman.

WOMAN 3:

The 3rd Woman was my youngest sister and it was in 1992. She was 15 years old and in 10th Standard. One of the ships, M.V.Vishwa Mamta, where I worked called Chennai. I got permission to go on French leave to my native place on the way to Bangalore, some 150 km away from Chennai and visit my parents and family members. When I was returning to the ship, my youngest sister also wanted to come with me to visit the ship. The only condition I have put was that she has to return alone on her way back. As she was very keen to come with me, she accepted and travelled to Chennai with me.

After keeping her with me onboard the ship for a day, I have put her on a TTC (Thiruvalluvar Transport Corporation Ltd) bus from Chennai to Bangalore. I requested the co-passenger, a woman in her 50s, who was in the next seat to take care of my sister and help her in disembarking at Nattaramapalli, the nearest stop to my native place Pachur. During the interactions, my sister tried to have with the woman next to her, the first question she asked was “if she was travelling alone”.

My sister is not any more the same girl and a confident woman now and can be a role model to many. Even for me, if I have to quote 3 “Adharsha Naaris”, they will be My mother Gowri, My wife Thilakavathi and My sister Ammu.

The train journey, the 2 women whom I met and the 3rd woman whom I recalled, have raised many questions in my mind to ponder. The main ones are,

1. Despite all the development, we proclaim that women have achieved, for me it looked that the situation is one and the same and no changes

have been achieved. Even after 30 years, the question a 15 years old girl

2. raised in 1992 is being repeated by a 60+ lady in 2022.
3. Success is relative. What is success to one is not success to the other. Not only for women, but for everyone. For a mother of 4 daughters, the one who has taken sainthood is the one who has achieved the best and she claims that she has been to Punjab to have Darshan of Mata Mukti Karuna Sree and not to meet her daughter.
4. The transformation what my sister could achieve from a naïve 15 years old girl to a confident 45 years old woman is not an accident but also due to the support she received from our parents, we, the brothers, her husband and his family members and our surroundings which were majorly created by us.

IT IS ALL UP TO US TO DECIDE, HOW LONG WE ARE GOING TO DO LIP SERVICE AND NOT ALLOW THE TRUE DEVELOPMENT OF WOMEN. AT THE SAME TIME, WE, THE WOMEN IN PARTICULAR, ALSO HAVE TO HAVE CLARITY AS TO WHAT IS TRUE DEVELOPMENT.

P. Srihari, Manager (IT)



CYBER SECURITY AUDIT FOR BUSINESS IN THE AGE OF DIGITAL TRANSFORMATION

Computer networks and information technology solutions have become increasingly important in our culture business and economy as a whole. The enormous rise of digital connectivity has resulted in a significant increase in cyber-attack events.

The risk of cyber-attacks is growing as companies adopt new digital technology, the growing network complexity resulting from digital innovation typically creates new network loopholes for cyber attackers. If these vulnerabilities are left uncontrolled, companies need to have strong cybersecurity programs. The administration of cybersecurity audits is a critical component for the success of these initiatives. Organizations can detect gaps in their cybersecurity infrastructure by conducting frequent cybersecurity audits. Audits may also be used by organizations to assess their compliance with various rules and legislation. Businesses can efficiently assess their safety position as their networks expand and become more complicated through an established cybersecurity audit program.

CYBER SECURITY

Cybersecurity is one of the top issues on the minds of management and boards in nearly every company in the world-large and small, public and private. Cybersecurity vulnerabilities can represent a severe threat to the whole organization. Cybersecurity is about more than simply technological resilience or IT security; it

is also about the protection of information and data. The main reasons why hackers succeed are misguided assurances from the internal team or Cybersecurity Company and a false sense of security. They focus on your processes, people, procedures, and weakest connections.



Cybersecurity is the collection of technologies, procedures, and strategies that are intended to safeguard networks, computers, programs, and data from cyber-attacks, damage, or illegal access. Data is becoming digitized more and more and the internet is utilized to store, access, and retrieve critical data. A research from cybersecurity Ventures forecasts that cyber-attacks would cost the global economy a shocking USD 6 trillion per year by 2021. Protecting this information is no longer a luxury, but rather a mandate for most companies and government organizations throughout the world. Thus, cybersecurity comprises the protecting information transferred over any computer network. According to Specops Software's research, the United States of America has witnessed a total of 156 cyber-attacks, the United Kingdom had the second-highest number of attacks June 2020. India ranks third, with 23 major cyber-attacks.

WHAT IS CYBERSECURITY AUDIT?

A cybersecurity audit is a systematic and impartial evaluation of an organization's cybersecurity. An audit ensures adequate safety controls, policies, and procedures are implemented and operated efficiently.

Cybersecurity audits serve as a checklist for businesses to utilize when evaluating their security policies and processes. Organizations conducting an audit can check if they have the necessary safety procedures in place and ensure that they comply with the relevant requirements or not. This enables organizations to be more vigilant when developing cybersecurity strategies and policies. To avoid conflicts of interest, cybersecurity audits are done by third-party vendors. They can also be managed by an internal team as long as they operate independently of their parent company.

HOW CYBERSECURITY AUDIT WILL BE HELP FOR BUSINESSES?

A cybersecurity audit provides the greatest degree of confidence for existing cyber risk management system. It provides a new point of view for evaluating and improving security management. The following are significant advantages of IT security audits.

Address and highlight weak areas

Provides a thorough internal and external security examination.

Identify security loop holes.

Determines whether business firms need to improve system security.

Provides advice on how to use technology to improve corporate security. Keeping a step ahead of hackers.

Enhanced technology and safety performance.

WHAT STEPS CAN A BUSINESS TAKE TO ENSURE CYBERSECURITY?

The business firm has to take all feasible efforts to establish a strong cybersecurity capacity in this era of global digital flows. They must aim to establish digitally sustainable cultures in which cybersecurity is an everyday responsibility for key stakeholders at all levels.

An effective cybersecurity strategy enables the business to act quickly and reduce the occurrence and possible impact of any attack. Firstly, the organization should develop a cybersecurity plan and policy in collaboration with management and the board of directors, discover and exploit possibilities for the company to increase the capacity to recognize, evaluate and reduce cybersecurity risks, then the organization should be vigilant about the number of persons who access the company sensitive data. The organization should analyse and reduce possible threats resulting from the acts of an employee or a company partner and making awareness and understanding of cyber threats of the board. To make sure that the board remains actively involved with cybersecurity issues and check for the formal integration of cybersecurity risks into the audit plan. A focus should be given to developing and maintaining an awareness of how the organization and its cybersecurity risk profile are affected by evolving technology and trends. Finally, addressing any IT/audit staff and resources shortages as well as the lack of associated technologies/tools which might prevent cybersecurity risk management initiatives. With the rapid growth of cyber-attacks, cybersecurity is increasingly important in all organizations.



DCI 46th Formation Day Celebrations



Lighting of the lamp by Directors



Cake Cutting by Children of DCI Employees

Cultural Activities During DCI 46th Formation Day



Winners of the Sports conducted during DCI Formation Day



Gathering at the event



Felicitation to DCI Directors

Electronic Media interactions



Bloomberg Financial News Business Channel Based in Singapore & Hong Kong Interviewed Prof Dr G.Y.V Victor MD & CEO, DCIL

THE BLOOMBERG FINANCIAL NEWS BUSINESS CHANNEL BASED IN SINGAPORE & HONG KONG HAS INTERVIEWED PROF DR. G.Y.V VICTOR, MD& CEO ON DCI QUARTER THREE RESULTS AND HOW DCIL GROWTH TRAGECTORY WILL BE LOOKING FORWARD.

WHAT HAS BEEN DRIVING YOU TO EARN THE SHARE MOMENTUM OR COST CUTTING MEASURES BEING EMPLOYED? ALSO PLEASE TELL ME ABOUT YOUR BUSINESS WHICH IS HIGHLY GROWING COMING UP IN THE MIDDLE EAST?

Good morning for the third quarter we have posted good profit and Profit after tax of RS. 290 Million which is 12.10% of the total turnover and the operating margin is 18.57% and EBITA is 18.6% of the turnover. The operating margin increased by 4.4 times against the corresponding quarter in the last year 2020. EBITDA increased by 4.9 times against the corresponding quarter of the previous year. Profit after tax also increased by 2.1 times against the corresponding quarter of the previous years. The Earnings per share and the delight for the shareholders increased by 2.2 times against the corresponding quarter of the previous year. So therefore the third quarter of the year 2021 we have posted a good numbers and we are all green now.

THERE ARE SOME CONCERNS THAT DCI LIQUIDITY WILL REMAIN STRETCHED? HOW ABOUT THE PAYMENT OF UNPAID DUES YOU ARE LOOKING TO CLEAR?

As of now the liquidity will remain the same and we are working for increasing the liquidity level which will be increased within the next two or three quarters to come. The unpaid dues from vendors are great concern to the company that it is a legacy that they are being carrying for the last few years. Notwithstanding that the dues are getting reduced and we are very hopeful that the unpaid dues will be reduced for the next quarter failing which we will reduce the dues to the next financial year to zero.



Interacting with Zee Business DCI MD &CEO Prof Dr. G.Y.V Victor gave an overview on DCI Q 3 results and Future forecast of Q 4 performance.

Prof Dr. G.Y.V Victor said "DCI posted a profit in Q 3 because of strict day to day monitoring and adopting strict austerity measures. He further added that Covid also 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 2021-22, 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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ಡ്രെಡಿಂಗ್ ಕಾರ್ಪೊರേഷൻ ಆఫ് ಇండియా ಲಿಮಿಟೆಡ್
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