



Dredging Corporation of India Limited

A Government of India Undertaking

CORPORATE PRESENTATION

AUGUST 16, 2015

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Dredging is the process of excavating or removing soil or rock from below water using dredgers. The operation of dredging involves two main stages (i) the material to be removed has to be disturbed and loosened and then lifted to the water surface and (ii) every cubic meter of material dredged should be relocated or disposed of to a suitable disposal site as identified. The main objective of dredging is the creation of deeper and/or wider waterways to improve navigation of ships.

Dredging market is a composition of various types of activities such as:

Capital Dredging (creating depths)

Capital dredging projects are primarily port creation and expansion projects, which also involve the deepening and/or widening of channels to allow access by larger and deeper draught ships and also the provision of land fill for building additional port facilities, thereby enhancing port capability.

Maintenance Dredging (maintaining depths)

Maintenance dredging consists of the restoration of designed depths of waterways and harbors by removing silt, sand and other accumulated sediments. Due to natural sedimentation, active channels generally require periodic maintenance dredging, thus creating a continuous source of dredging work that typically must be carried out if the navigability of the channels is to be maintained.

Inland Dredging

Inland dredging consists of dredging in rivers, canals, lakes and other inland bodies of water. It is used to create or maintain depths in inland waterways for inland transportation, for flood control, to increase capacity of silted ponds and also to remove polluted sediments.

Dredging for land reclamation

Reclamation dredging involves capital dredging and is the raising of land levels and creation of land. Beach nourishment dredging generally involves moving sand from the seabed to shoreline locations when erosion has progressed to a stage that threatens substantial shoreline assets or affects tourism.

(Source: The Handbook Dredging (A dredging reference manual) published by Applied Dredging Consultancy, The Hague Netherlands, 1989 in association with Ministry of Foreign Affairs, Kingdom of Netherlands and then the Ministry of Surface Transport, Republic of India)



The increased focus on infrastructure and impetus by the government to make India a global trans-shipment hub, coupled with some of the large dredging projects already announced, reflects the high potential of the Indian dredging market.

Demand Drivers

Market Size ~Rs. 20,000 Cr.
by 2020

- 1 Deeper Draft at Ports | Atleast 14 mtrs .
- 2 Increase in EXIM Trade and throughput Capacity at Ports
- 3 Land Reclamation
- 4 Emerging Trends | Ultra Mega Size Vessels
- 5 Consistent maintenance and capital dredging at existing ports
- 6 Inland Transport & water linking projects
- 7 Tourism Development | Beach nourishment

Maintenance Dredging Forecast 12th Five year Plan



In Million Cubic Mtrs.

Port	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Kolkata	22.00	22.00	24.00	22.00	21.00	111.00
Paradip	6.00	6.0	6.0	6.0	6.0	30.00
Vizag	0.75	0.75	0.75	0.75	0.75	3.75
Chennai	1.20	1.20	1.20	1.20	1.20	6.00
Tuticorin	-	-	-	-	-	-
Cochin	18.00	18.00	18.00	18.00	18.00	90.00
New Mangalore	6.00	6.00	6.00	6.00	6.50	30.50
Marmugao	4.00	4.00	4.00	4.00	4.00	20.00
Mumbai	1.50	4.50	4.50	5.50	5.50	21.50
JNPT	-	-	6.30	6.30	6.30	18.90
Kandla	6.50	7.50	9.00	10.50	12.00	45.50
Ennore	0.60	0.60	0.60	0.60	0.60	3.00
Indian Navy	4.62	4.62	4.62	5.62	4.62	24.10
Sub Total	71.17	75.17	84.97	86.47	86.47	404.25
Minor ports & others	16.23	21.50	29.72	27.70	30.52	125.58
Total	87.40	96.67	114.69	114.17	117.00	529.83

Source: Report of working group for port sector for the 12th five year plan, Ministry of Shipping, Government of India

Capital Dredging Forecast 12th Five year Plan



In Million Cubic Mtrs.

Port	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Kolkata	-	20.88	-	-	-	20.88
Paradip	0.65	2.00	4.50	2.50	5.20	14.85
Vizag	2.92	0.58	1.35	5.00	5.50	15.35
Chennai	-	7.95	4.80	3.90	-	16.65
Tuticorin	0.52	14.37	7.50	4.18	0.91	27.48
Cochin	0.50	1.00	-	3.00	5.00	9.50
New Mangalore	0.50	-	-	0.50	3.50	4.50
Marmugao	-	3.50	3.50	3.50	3.40	14.0
Mumbai	4.45	2.00	3.00	-	-	9.45
JNPT	30.0	24.75	-	-	-	54.75
Kandla	0.30	1.50	9.80	2.00	1.50	15.10
Ennore	5.00	5.00	5.50	2.00	-	17.50
Indian Navy	0.60	0.50	-	-	-	1.10
Sub Total	45.44	84.03	39.95	26.58	25.11	221.11
Minor ports & Others	109.95	129.98	88.99	51.46	37.67	418.03
Total	155.39	214.01	128.94	78.04	62.78	639.14

Source: Ministry of Shipping



List of Major Dredging Companies operating in India

Company	No. Of Dredgers (as of 2014)				
	TSHDs	CSDs	BackHoes	Others	Total
Adani Ports and SEZ Ltd.	1	12	-	3	16
Boskalis Dredging India Pvt. Ltd. *	23	18	15	9	65
Chellaram Shipping Pvt. Ltd., Mumbai	2	-	-	-	2
Dharti Dredging and Infrastructure Ltd., Hyderabad	-	10	2	4	16
International Seaports Dredging Pvt. Ltd., Chennai *	25	20	7	8+	60+
Jan De Nul Dredging India Pvt. Ltd.*	28	15	6	35+	84+
Mercator Limited, Mumbai	5	1	-	-	6
Van Oord India Pvt Ltd *	21	23	5	42	91

Source : Dredgers of the world

Note: * Indian Arms of Foreign Companies. These are foreign fleet details.

International Dredging Companies



Large European dredging companies have traditionally dominated the international dredging market. Europe has been the traditional hub of the international dredging markets with activities concentrated in Netherlands, Belgium and the United Kingdom with the five leading Dutch and Belgian companies controlling a substantial portion of the international dredging market.

Company	Country
Royal Boskalis Westminster N.V.	Netherlands
Van Oord B.V	Netherlands
Ballast Ham Dredging B.V	Netherlands
Dredging International N.V	Netherlands
Jan de Nul Group of Companies	Belgium
Great Lakes Dredge & Dock Company	U.S.
Penta-Ocean Construction Co., Ltd.	Japan
China Harbour Engineering Company	China
Dredging, Environmental and Marine Engineering	Belgium
Weeks Marine Inc.	U.S
Inai Kiara	Malaysia
National Marine Dredging Co.	Abu Dhabi, U.A.E
Hyundai Engg . & Construction	South Korea

Notes:

In addition to the leading international dredging companies listed above, countries including China, Japan, Korea, the United Kingdom and the Ukraine have large dredging companies mostly focused on their respective domestic markets.



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Company Overview



Established in 1976 as a Public Sector Undertaking (“PSU”) under the administrative control of the Ministry of Shipping to provide integrated dredging services to India’s Major Ports, Non-Major Ports, Shipyards and Indian Navy in the form of maintenance dredging, capital dredging, reclamation, hydrographic surveys and beach nourishment

Premier dredging company in India in terms of hopper capacity & quantity dredged

Owns and operates 12 Trailer Suction Hopper Dredgers, 3 Cutter Suction Dredgers and 1 Back hoe Dredger

Government of India undertaking – 78.56% shareholding held by GOI as on June 30, 2015

Conferred with “Mini Ratna Category I status” by the GOI in November 1999

Key customers for Fiscal 2015 include Kolkata Port (Haldia), Kandla Port, Ennore Port, Cochin Port, Visakhapatnam Port.

Estimated market share of 75.6% in maintenance dredging and 64.9% in capital dredging during Fiscal 2015

Equity Shares listed on NSE, BSE, DSE and CSE



Date	Milestone
March 1976	Incorporated as Public Sector Undertaking
March 1992	Disinvestment of 1.44% shareholding by the GoI
October 1992	Listing of the equity shares on the BSE, CSE and DSE
November 1999	Conferred with “Mini Ratna - Category - I public sector enterprise” status by GoI
January 2004	Listing of the equity shares on NSE
March 2004	Disinvestment of 20% shareholding by the GoI
April 2010	Approval by the Cabinet Committee on Infrastructure to procure 3 new Trailer Suction Hopper Dredgers of 5500 Cu.M capacity each
April 2010	Award of contract for 2 TSHD of 5500 cubic meter hopper capacity to IHC Dredgers BV, Holland
February 2011	Award of contract for 3rd TSHD of 5500 cubic meter hopper capacity to IHC Dredgers BV, Holland
December 2012	DCI DRXIX a 5500 Cum capacity Trailer suction dredger joined the fleet.
June 2013	DCI DRXX a 5500 Cum capacity Trailer suction dredger joined the fleet.
March 2014	DCI DRXXI a 5500 Cum capacity Trailer suction dredger joined the fleet.

Board of Directors



Mr. Rajesh Tripathi

*Chairman and
Managing Director*

- Mr. Rajesh Tripathi , aged 54 years, is the Chairman & Managing Director (CMD) of the Company since February 2015 . He worked with Ministry of Railways prior to Joining DCI.
- He is 1982 batch Indian Railways Services Engineering (IRSE) Officer. He holds Master degree – M.Tech (Structures) and Post Graduate Diploma in Business Management
- He Joined Railways in 1984 and held several prestigious posts including project Director of IRCON, Malaysia Railway Project and Chief Engineer of Jammu & Kashmir Railway Project.
- He also worked as Director (Way & Works) in Konkan Railway Corporation.

Mr. S.Charles

Director (Finance)

- Mr. S.Charles, aged 54 years, is the Director (Finance) of the Company since December , 2014. He holds a degree in Bachelors of Science and is a Member of both Institute of Chartered Accountants of India and Institute of Company Secretaries of India . He is also a Member of Institute of Chartered Ship Broker (London).
- Previously he was the Vice President of Shipping Corporation of India Limited from 1988 till 2014. Prior to that from 1985 to 1987 he worked with M/s Peekay Consultants, Chennai.

Mr. M. S. Rao

*Director
(Operational &
Technical)*

- Mr. M.S.Rao, aged 51 years, is the Director (Operational & Technical) of the Company since June 2015. He holds a bachelor's degree in Technology (Civil Engineering) from Regional Engineering College, Warangal and also hold a Degree in Masters of Business Administration from Andhra University, Visakhapatnam.
- Previously, he was General Manager (PE) and also Head of Marketing, Operations and Human Resources Departments in DCI. He has vast experience in different fields of dredging and other civil engineering projects.
- Prior to joining DCI , he worked as Assistant General Manager with SIDBI and NABARD as Banks Engineer .

Mr. Barun Mitra

*Government
Director*

- Mr. Barun Mitra, aged 53 years, is an Ex-Officio Government Nominee Director of the Company since January 2015 . He is a Master of Arts (History) from St. Stephen's College, Delhi and holds LL.B from Delhi University. He is from Indian Administrative Service ,joined Ministry of Shipping as Joint Secretary (Shipping) in January, 2015.
- He worked in several important positions both at State and Central Level including in the Secretariats of President of India, Government of Manipur and Income Tax Office.
- He is also director of GoI on the board of Shipping Corporation of India Ltd. and Cochin shipyard Ltd.

Mr. B. Poiyaamozhi

*Government
Director*

- Mr. B.Poiyaamozhi, aged 59 years, is an Ex-Officio Government Nominee Director of the Company since April 2013 . He is a Master of Engineering from Chennai and also a Member of Institute of Engineers, Kolkata and PIANC, Belgium. He is presently Development (Advisor) in Ministry of Shipping.
- He worked in several important positions including Chennai Port Trust, Kolkata Port Trust.
- His area of expertise includes Port and Harbour Engineering, Planning, Operation aspects including Dredging, planning aspects of Road/Rail connectivity to Ports etc.



Major Completed Projects | Maintenance Dredging

Sr. No.	Name of the work	Period	Quantity Dredged (Mn. Cubic Mtrs.)	Amount (Rs. Million.)
1	Dredging in the Approach Channels at Haldia & Kolkata	2005-2015	228.00	31,200
2	Dredging of channels and Basins at Cochin Port	2006-07 & 2011-2015	93.80	5,004
3	Dredging in the Navigational Channel of Kandla Port	2005-06 & 2012-2014	15.68	2,333
4	Dredging in Approach Channel & Lagoon of New Mangalore Port	2005-2011	29.91	1,929
5	Dredging in Approach Channel, Turning Circle and sand Trap of Paradip Port	2005-2010	11.39	1,670
6	Dredging in Approach Channel & Harbour Basin of Mormugao Port	2005-06 & 2008-2012	20.44	1,275
7	Dredging of Naval Channel at Ernakulam, SNC Kochi	2005-07, 2010-12 & 2014-15	5.45	999

Major Completed Projects | Maintenance Dredging



Sr. No.	Details of Project	Period	Quantity Dredged (Mn. Cubic mtrs)	Amount (Rs. Million.)
8	Dredging of Haldia Oil Jetties in the vicinity of Haldia Dock Complex	2012-2015	3.60	510
9	Dredging in Approach Channel & Anchorage of Jawaharlal Nehru Port	2005-2008	3.00	398
10	Dredging at Inner Approach Channel, Turning Basin, Approaches and in front of GCBs of Karwar Port	2011-2012	1.80	307
11	Dredging in the Approach Channel, Berthing Pocket & Turning Circle of LNG Terminal of RGPPL, Dhabol	2014-2015	1.20	197
12	Dredging of Naval Area at Visakhapatnam	2009-2010	0.72	131

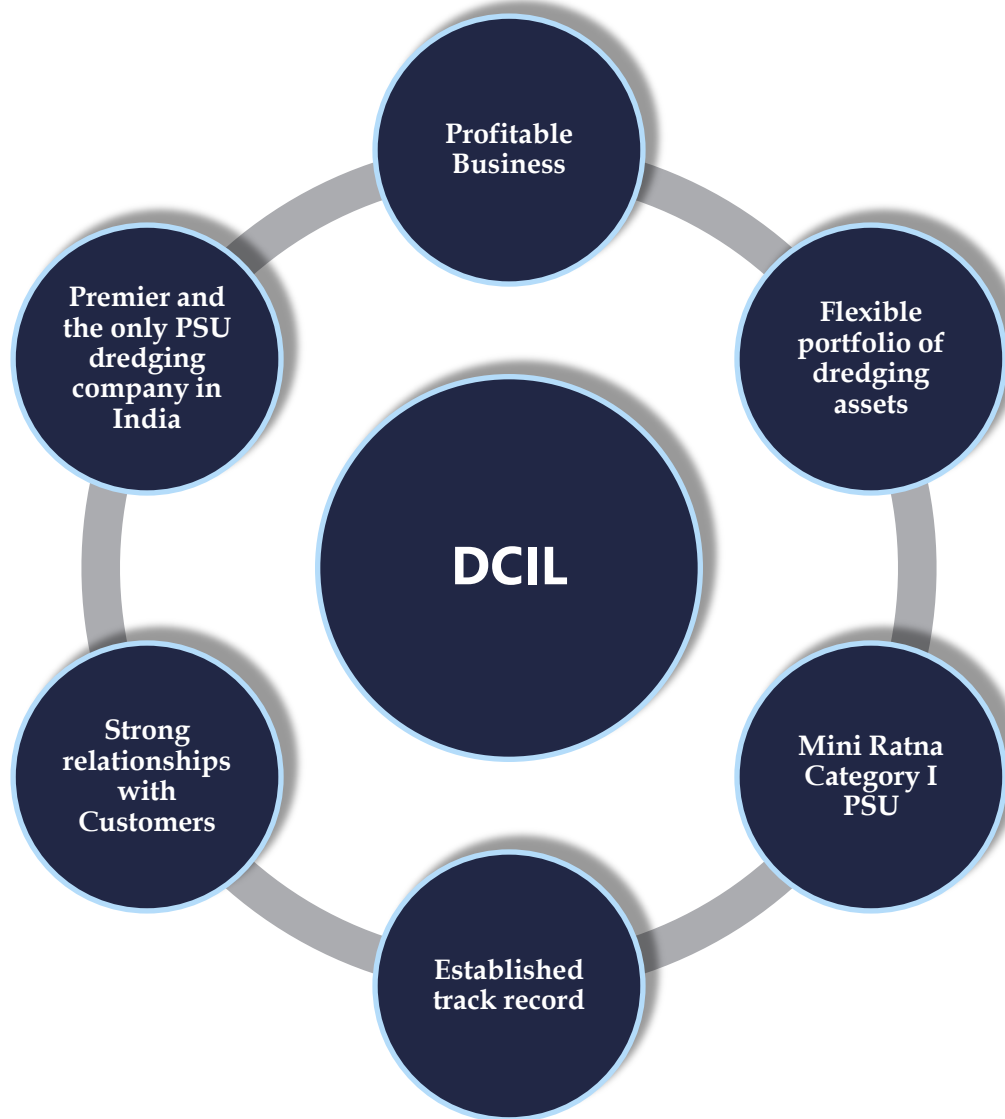


Major Completed Projects | Capital Dredging

Sr. No.	Details of Project	Period	Quantity Dredged (Mn. Cubic. Mtrs.)	Amount (Rs. Million.)
1	Deepening of Channel at Paradip Port	2008-10	15.88	2479
2	Dredging at Kamarajar Port Phase-II	2011-12	6.50	1041
3	Dredging in Navigational Channel of Kandla Port	2012-14	3.00	871
4	Dredging at Kandla Cargo Berth Nos. 13 to 16.	2013-14	1.10	518
5	Dredging at Mooring Dolphin MD1 to MD6 of Marmugao Port	2009-10	1.30	499
6	Dredging for Deepening of CICTPL, CB1 & 2 berths and approaches at Kamarajar Port	2014-15	1.05	464
7	Dredging in the Northern Arm from Inner Harbour Turning Circle to EQ-10 of Visakhapatnam Port	2014-15	0.98	349
8	Dredging at ICTT basin & Channel at Cochin port	2011-12	1.00	259
9	Dredging at sand trap and other areas of Gangavaram Port	2011-14	1.21	300
10	Dredging at Kanakesanthurai Harbour, Sri Lanka	2012-13	0.30	103
11	Dredging at general cargo berth, Vedanta's terminal at Visakhapatnam port	2011-12	0.11	20



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Only PSU dredging company in India

- A premier and the only PSU dredging company in India.
- Preferred dredging company for Major Ports and Indian Navy.
- Has been in dredging business since 1976 catering to the dredging requirements of the Major Ports & Indian Navy.

Flexible portfolio of dredging assets

- Operates a diverse dredging fleet which is the largest in India in terms of capacity. The size, versatility and technical capabilities of DCI's fleet improves its competitiveness as it generally permits it to select the appropriate equipment for a particular maintenance dredging job.
- To maintain the value and effectiveness of fleet, DCI emphasizes on preventive maintenance so as to reduce the downtime, increase profitability, enhance the vessel life.

Strong relationships with Customers

- Leader in maintenance dredging in India through combination of usage of advanced equipment and experience. Sized as the largest dredging company in India and extensive experience significantly enhances the ability to bid profitably bid and complete the contracts awarded.

Experienced management team

- The senior management team as well as the floating personnel who manage the dredgers have vast experience in the dredging and maritime industries which provides a significant edge over the competitors.

Mini Ratna Status

- Conferred with the status of "Mini Ratna - Category - I public sector enterprise" by the GOI in November, 1999, which enables in exercising autonomy in operations and taking financial decisions.

Enhancement of market share in maintenance dredging and more participation in capital dredging in India

Strategic alliances through long term contracts with major ports

Coastal Dredging/ Inland Dredging

Project Management Consultancy

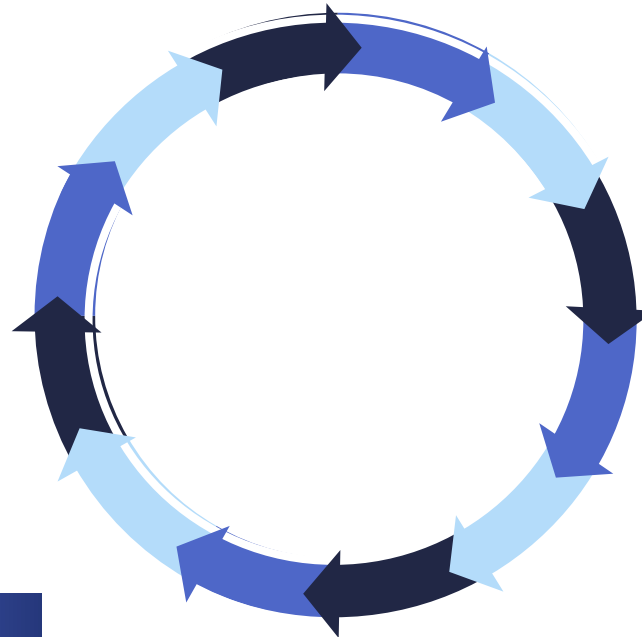
Making forays in foreign dredging market`

Optimize capacity utilization

Enhancement of the fleet capability

Port Infrastructure Projects

Reducing operational costs





Coastal Shipping

The forecasted economic growth for India is expected to transcend to the shipping industry which in turn is expected to post high growth. This would result in increase in the number of dredging (shipping) vessels servicing the Indian shores, which would require operational management. However due to DCI's lack of existing capability coupled with no related synergies, DCI can at best only expect to be a small player in the Coastal Shipping Segment.

Dredge Repair Yard

The past couple of years has seen a large number of international players enter the Indian dredging market. This coupled with the rise of few domestic players has increased the total dredging fleet within the Indian market.

Presently India and its neighbouring countries do not possess a dredge repair yard of international repute to service and maintain these technically complex vessels. Thus this option can be considered by DCI in partnership with a shipyard to service captive requirements and for other customers in the region



Soil Trading

This area is very nascent and not particularly well developed in India currently, although international majors have diversified into this area. The growth potential and entry barriers would largely depend on the market dynamics in future

Civil Construction

A growing trend evidenced in large port contracts is that these are being awarded on a turnkey basis to a consortium displaying both civil and dredging capabilities. To be able to cash in on this opportunity DCI needs to enter into a consortium to offer turnkey solutions to client as developing this skill set in-house may be difficult and capital intensive.

Training

At present there is no Institute offering formal education and training in the dredging field in India. DCI can enter into a tie up with some of the management institutes in India to impart formal education in this space and can also leverage this course to carry out research and development to further its technological know-how



Dredger Fleet of DCI

Sr. No.	Name of the Vessel	Year of built	Hopper Capacity Cu.M	Max. Draft in Mtrs.	Max. Dredging depth in mtrs.
1	DCI DREDGE -VI	1975	3770	6.30	22
2	DCI DREDGE-VIII	1977	6500	8.50	25
3	DCI DREDGE-IX	1984	4500	7.50	25
4	DCI DREDGE -XI	1986	4500	7.50	25
5	DCI DREDGE-XII	1990	4500	6.50	22
6	DCI DREDGE-XIV	1991	4500	6.50	22
7	DCI DREDGE-XV	1999	7400	8.50	25
8	DCI DREDGE-XVI	2000	7400	8.50	25
9	DCI DREDGE-XVII	2001	7400	8.50	25
10	DCI DREDGE-XIX	2012	5500	6.50	25
11	DCI DREDGE-XX	2013	5500	6.50	25
12	DCI DREDGE-XXI	2013	5500	6.50	25

Average age of TSHDs is 20 years

Source: Company Website

Cutter Suction Dredgers (CSDs)

Sr. No.	Name of the vessel	Year of built	Max. Pumping distance in Mtrs.	Total Installed Power in Kw	Max. Draft in Mtrs.	Max. Dredging depth in Mtrs
1	DCI DREDGE -VII	1976	3000	6,315	2.50	22
2	DCI DREDGE -AQUARIUS	1977	6000	12,909	4.85	25
3	DCI DR-XVIII	2009	3000	10,662	3.00	25

Average age of CSDs is 28 years

Backhoe Dredger (BH-1)

Sr. No.	Name of the vessel	Year of built	Production	Total Installed Power in Kw	Max. Draft in Mtrs.	Max. Dredging depth in Mtrs
1	DCI Backhoe-1	2011	370 Cum / Hr	1342	2.30	21.50

Source: Company Website



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Financial Snapshot



(Rs. in million)

Particulars	June 15	FY15	FY14	FY13	FY12	FY11
Networth	--	14,743	14,234	13,957	13,817	13,686
Long Term Debt	--	10,387	11,144	7,771	2,600	--
Current Liabilities	--	3,702	4132	3,439	2,123	2,706
Current Assets	--	8,369	8,456	9,399	7,810	9,459
Total Revenue	1,704	7,438	7,727	6,380	4,976	5,227
Total Expenses	1,527	6,784	7,339	6,164	4,800	4,778
EBITDA	489	1,820	1,881	1,132	1,055	1,152
Profit Before Tax	177	654	388	216	176	449
Net Profit	167	624	375	205	132	395
Earnings per Share (in Rs.)	5.96	22.29	13.41	7.32	4.71	14.11
Current Ratio (times)	--	2.26	2.05	2.73	3.68	3.50
Gross Debt Equity Ratio (times)	--	0.63	0.88	0.52	0.19	-
Return on Capital Employed(%)	--	3.66	1.80	1.39	1.59	3.86

Source: Company Website



Year	Dredging Days		Quantity (Mln Cu.M)	
	Actual	% Utilisation	Actual	% Utilisation
2012-13	2956	88%	59.3	80%
2013-14	3232	83%	74.0	91%

Source: Company Website



Thank You

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- 1 **INDUSTRY OVERVIEW**
- 2 **COMPANY OVERVIEW**
- 3 **COMPANY STRENGTHS AND STRATEGIES**
- 4 **OPERATIONAL AND FINANCIAL PERFORMANCE**
- 5 **ANNEXURE**

Fleet of DCI- TSHDs



Dredge VI

Length Overall	104.0 M
Breadth	15.50 M
Draft	6.31 M
Speed in Knots	10
Hopper Capacity	3770 M3
Propulsion Power	2 X 1700 HP
Dredging Power	2 X 1200 HP
Maximum Dredging Depth	22.00 M
Gross Tonnage	3802
Official Call Sign	1641 ATNA
Inmarsat Id	44195 6410



Dredge VIII

Length Overall	124.30 M
Breadth	19.50 M
Draft	8.50 M
Speed in Knots	13
Hopper Capacity	6500 M3
Propulsion Power	4 X 1670 HP
Dredging Power	2 X 1900 HP
Maximum Dredging Depth	25.00 M
Gross Tonnage	8151
Official Call Sign	1747 ATRM
Inmarsat Id	44195 6510



Dredge XI

Length Overall	102.60 M
Breadth	18.20 M
Draft	7.50 M
Speed in Knots	13.80
Hopper Capacity	4500 M3
Propulsion Power	2 X 5250 HP
Dredging Power	2 X 1428 HP
Maximum Dredging Depth	25.00 M
Gross Tonnage	5159
Official Call Sign	2140 VVGS
Inmarsat Id	44195 6710

Source: Company Website



Fleet of DCI- TSHDs



Dredge XII

Length Overall	110.31 M
Breadth	21.00 M
Draft	5.50 M
Speed in Knots	13.00
Hopper Capacity	4500 M3
Propulsion Power	2 X 3887 HP
Dredging Power	2 X 1005 HP
Maximum Dredging Depth	22.00 M
Gross Tonnage	6355
Official Call Sign	2406 VTTM
Inmarsat Id	44195 6810



Dredge XIV

Length Overall	110.31 M
Breadth	21.00 M
Draft	5.50 M
Speed in Knots	13.00
Hopper Capacity	4500 M3
Propulsion Power	2 X 3887 HP
Dredging Power	2 X 1005 HP
Maximum Dredging Depth	22.00 M
Gross Tonnage	6355
Official Call Sign	2407 VTTN
Inmarsat Id	44195 6910



Dredge IX

Length Overall	102.60 M
Breadth	18.20 M
Draft	7.50 M
Speed in Knots	13.80
Hopper Capacity	4500 M3
Propulsion Power	2 X 5250 HP
Dredging Power	2 X 1428 HP
Maximum Dredging Depth	25.00 M
Gross Tonnage	5159
Official Call Sign	2003 VWCM
Inmarsat Id	44195 6610

Source: Company Website

Fleet of DCI- TSHDs



DCI DREDGE- XX

Length Overall	114.00 M
Breadth	21.30 M
Draft	7.50 M
Speed in Knots	14.10
Hopper Capacity	5500 M3
Propulsion Power	2 X 4100 HP
Dredging Power	-
Maximum Dredging Depth	25.00 M
Gross Tonnage	6970
Official Call Sign	3760 AVID
Inmarsat Id	41900 0189



DCI DREDGE- XXI

Length Overall	114.00 M
Breadth	21.30 M
Draft	7.50 M
Speed in Knots	14.10
Hopper Capacity	5500 M3
Propulsion Power	2 X 4100 HP
Dredging Power	-
Maximum Dredging Depth	25.00 M
Gross Tonnage	6970
Official Call Sign	3836 AVLK
Inmarsat Id	41900 0296

Source: Company Website

Fleet of DCI- CSDs



DCI DREDGE- AQUARIUS

Length Overall	107.00 M
Breadth	19.00 M
Draft	7.60 M
Draft (Dredging)	4.85 M
Speed in Knots	14.10
Installed power	12,909 Kw
Dredging Power	-
Max. Pumping	6000 M
Maximum Dredging Depth	25.00 M
Gross Tonnage	2094
Official Call Sign	2461 VTXM

*** Self Propelled CSD**



DCI DREDGE- VII

Length Overall	86.00 M
Breadth	14.50 M
Draft	4.00 M
Draft (Dredging)	2.50 M
Speed in Knots	14.10
Installed power	6315 Kw
Cutter power	1000 Hp
Maximum Dredging Depth	22.00 M
Max. Pumping Distance	3000 M

Source: Company Website



DCI DREDGE- XVIII

Length Overall	88.00 M
Breadth	16.00 M
Draft	3.00 M
Installed power	10,662 Kw
Cutter Power	1600 Kw
Dredging Power	-
Max. Pumping	3000 M
Maximum Dredging Depth	25.00 M



DCI BACKHOE I

Length	55.68 M
Breadth	16.00 M
Depth	3.50 M
GRT	977
NRT	293
Maximum Dredging Depth	21.50 M
Hourly Production	370 Cum

Source: Company Website