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INTERVIEW

# MarineDeal

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Turkish Shipping & Economy Newspaper



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## Global recession fears mount

In a recent statement, Fed Chairman Jerome Powell said the Fed will back interest rate increases until prices start falling back toward a healthy level. "If that involves moving past broadly understood levels of neutral we won't hesitate to do that," the central bank leader said. The concern is whether the Fed's attempts to tame inflation will lead to a recession. Historically, eight of the 11 rate hiking campaigns by the Fed ended up in recession. Both China, the world's second largest economy and the European Union are facing slowdowns in the economy. These issues that are faced by countries that serve as the locomotive of global growth might present issues with exports and growth in emerging markets.

### Covid lockdown contracting Chinese economy

China, which has a zero tolerance approach to the outbreak of the Omicron variant of Covid-19, is experiencing an economic downturn due to recent lockdowns; and this is also paving the grounds for a downward trend in the economies of neighbo-

**The US central bank has been signaling from early 2022 that it will be launching a rate hike campaign to combat inflation. The inflation rate currently remains high in the US**

ring economies in the region. Lockdowns being implemented in China are causing contraction in the country's overall economy and in the industry. Experts express concern that the contraction could be worse off than the shrinkage the country experienced early on at the start of the pandemic.

The country's growth target of 5,5 percent is not realistic, experts say, and predict that China will grow at a rate of 4 to 5 percent for the next few consecutive years.

### ECB might increase rates in July

High inflation and the war in Ukraine have pushed fears of a recession risk into the background, politicians say. Observers say that the European

Central Bank (ECB) will likely increase rates in July for the first time in 11 years. ECB President Christine Lagarde in a recent statement said that the central bank could increase rates after ending net asset purchases, under the pandemic emergency purchase programme (PEPP), which already came to an end in the first quarter of this year. She spoke in favor of a gradual normalization policy after the first rate hike. Financial markets expect the ECB to increase rates by 50 basis points in July and September.

### Emerging global food crisis

As central banks around the world are taking steps to fight persistent and high inflation, the continuation of the war in Ukraine is causing food prices to climb. United Nations Secretary-General António Guterres warned of "the specter of a global food shortage in the coming months" without urgent international action. The poor particularly in developing countries are at higher risk. Millions of tons of grain are blocked at Ukraine's ports due to Russia's invasion. 02 »

INTERVIEW



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## World Firsts BY SANMAR



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**01»** The World Bank in May announced it plans to take action as part of a comprehensive, global response to the ongoing food security crisis, with up to \$30 billion in financing in existing and new projects. The bank said that the financing in areas such as agriculture, nutrition, social protection, water and irrigation will be available for implementation to address food insecurity over the next 15 months. The World Bank said it was working with countries on the preparation of \$12 billion of new projects.

#### Ordinary residents suffer due to high inflation

Food retailers and ordinary residents are increasing their stockpiles in anticipation of an upward surge in prices to hedge against inflation. With the war in Ukraine triggering higher food and energy prices; the lockdowns in China disrupting supply chains and central banks adopting rate hike policies, the overall outlook remains negative. Due to these financial markets and higher risk assets such as tech stocks and crypto currencies are registering losses. All of these developments are further fueling fears of a stagnation in the economy.



## Ege Port Kuşadası welcomes its largest visitor ever

As the pandemic is nearing an end and as travel returns to the world, Turkey's ports are starting to once again welcome cruise ships from around the world.

Odyssey of the Seas, which is the largest cruise ship ever to come to Turkey, was welcomed with a band and folk dance team at Ege Port Kuşadası, operated by Global Ports Holding - the world's biggest cruiser port operator.

Visiting Turkey about a month after Costa Venezia, which was in Turkish waters in late April, Ege Port Kuşadası, a port operated by Global Ports Hol-

ding, a subsidiary of Global Investment Holdings Odyssey of the Seas to Ege Port Kuşadası, became the largest ship to arrive at Turkish ports.

Odyssey of the Seas, one of the newest ships of Royal Caribbean Cruise Lines to land in 2021, has 347 decks, 5 restaurants, 500 pools and 14 cabins.

#### 16 voyages planned to Kuşadası

Odyssey of the Seas, which made its maiden voyage on May 11, plans to complete 16 voyages to Kuşadası this year. The

ship is planning voyages along the Aegean and Mediterranean between May and October 2022, taking off from the port of Civitavecchia in Rome and lasting between seven to 12 days.

The ship will visit prominent Greek islands such as Mykonos and Santorini as well as Aegean Port Kuşadası.

#### 750,000 passengers expected this year

Ege Port Kuşadası General Manager and Global Ports Holding Eastern Mediterranean Regional Director Aziz Güngör said

Ege Port Kuşadası this year aims to host a total of 500 voyages and 750 thousand passengers.

"We are very happy to host the largest cruise ship arriving in Turkey. Odyssey of the Seas is one of the world's newest and most luxurious cruise ships. Hosting these world's largest ships carrying thousands of passengers is the clearest indication of the intense interest shown towards our country and Kuşadası, one of the most important cruise destinations in the Mediterranean", he further noted.

## MarineDeal<sup>NEWS</sup>

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# Portugal about to start Europe's largest floating solar panel

A floating solar farm of 12,000 solar panels will be ready to produce power in July of this year in Portugal's Alqueva reservoir on the Guadiana River in Alentejo, according to an article published by the World Economic Forum in collaboration with Reuters.

The floating solar farm – which will be Europe's biggest – will be ready to produce power in July of this year in Portugal's Alqueva reservoir on the Guadiana River in Alentejo. This will be Europe's largest floating solar park on a reservoir in Europe, the size of four football pitches. Built by EDP, a Portuguese electric utility company will generate 7.5 GWh a year and power around 1,500 households in the region, more than 30% of the families in the region. The project involves a total investment of 6 million euros.

The panel is also part of

Portugal's plan to cut reliance on imported fossil fuels whose prices have surged since Russia's invasion of Ukraine.

Miguel Patena, EDP group director in charge of the solar project, said "This project is the biggest floating solar park in a hydro dam in Europe, it is

a very good benchmark."

The solar panels will supply power to 1,500 households in the Moura and Portel towns nearby.

Floating panels do not require valuable real estate and those on reservoirs used for hydropower are particular-

ly cost effective as they can hook up to existing links to the power grid. Excess power generated on sunny days can pump water up into the lake to be stored for use on cloudy days or at night.

EDP executive board member Ana Paula Marques said

the war in Ukraine showed the need to accelerate the shift to renewables She said the Alqueva project was part of EDP's strategy "to go 100% green by 2030", with hydropower and other renewables now accounting for 78% of EDP's 25.6 GW of installed capacity.

## Tersan Shipyard launches Arctic Freezer Trawler 'Emerald'

Factory trawler Emerald, for Faroese company P/F Havborg, was launched at the Tersan yard on 10 May.

The 87,40-meter long and 18-meter wide fishing vessel is an advanced factory trawler designed for triple trawling with four winches and can fit a fifth winch if required.

Laid out as a filleter, Emerald will also have a shrimp processing line and a fishmeal and oil plant. The 2250 -cubic meter fish room can hold 1000 tonnes of frozen production.

Accommodation is for a crew of up to 40 and delivery of the vessel is slated for the last quarter of this year.

"We are pleased and proud to have the chance to collaborate with Havborg on this significant project" stated Mehmet Gazioğlu, Managing Director of Tersan. "This vessel is very important for our shipyard and also our country because it will be one a leading vessel equipped with the latest technology to serve in the new generation arctic fishing industry."





# The Aegean Question: Simple questions, difficult answers

**Yeşim Yeliz Egeli**

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Looking back at the past makes it easier to understand what is going on today and to predict what will happen tomorrow. Winding back the clock, not even too far back into the past, but just back to the 19<sup>th</sup> century, imperial nations, or imperialist powers, had their eyes on the last remaining Ottoman lands and today it is fairly obvious that similar efforts are underway.

The unchanging reality of these imperialist powers was to first destroy their victims – those nations that they have set their eyes on – from the inside so that they wouldn't be able to develop, and doing this through all sorts of ruses, and then instating their own supporters to key positions in those countries and finally leaving those nations vulnerable to external blows by using various instruments to torture oppressed societies through perceptions and lies, and then deal one blow after another onto them in their weakest moment..

These imperial powers are allergic to fully independent nations that are self-sufficient.

At the same time, the insatiable appetite of imperial powers is continuing to balloon in the 21<sup>st</sup> century, as if humanity hasn't learned anything from the grievances of the past. This is why they use their agents to drag societies into ignorance and then exploit that ignorance and cause all their values and beliefs to erode at the expense of destroying those nations, and then they put their plans into action.

## Are we still asking today the following question today?

What was the breakup of Yugoslavia for and hence what was the reason for the human tragedies during its disintegration? Could the answer to this question be that the appetite of "great powers" is never satisfied?

"They are only looking out for the interests of their own people and state," one might answer. But does that make them innocent or a monster? In order to protect their own nations, they ensure that other nations are deprived of all their human values and liberties and are even destroyed, wounding the values of the long-held values of these nations using manufactured incidents; they stir up regions and then attack those nations in their weakest moment like hyenas that have set an ambush. They displace millions of people, and then they say "oops sorry" and move onto their next victim. The ravaged nations they leave behind cannot stand back up for years to come...

Korea, Uganda, Afghanistan, Pakistan, Iran, Iraq, countries of North Africa, Kazakhstan, Karabakh and now Ukraine... Which country will be the next target? Is this what one calls civilization?

During The Turkish War of Independence when Greek soldiers were attacking our nation, some Armenian soldiers that were the agents of the British collaborated with the Greeks, killing hundreds of civilians, committing war crimes as they withdrew, and raped hundreds of children and women in front of their

own family members? Those who consider themselves to be "great powers" ignored these war crimes. And later, both the Greeks and Armenians tried to judge the Turks, not knowing their limits. When they are insolently repeating these lies, they can't confront their own dark history. So we ask, "is this your civilization"?

And now, they are encouraging our neighbor Greece to be hostile. Greek PM Kyriakos Mitsotakis, received a standing ovation in the US Congress because of his anti-Turkey remarks. Members of the congress of the US, which says it is an "ally" of Turkey when it needs to, gave anti Turkish remarks a standing ovation.

Looking at this from Turkey, a NATO member, brings two questions to our minds. Jens Stoltenberg, who served as the Chairman of the Labor Party in Norway, served as prime minister between 2000 and 2009. The appointment of NATO's 13th Secretary General Stoltenberg as the new chairman of the Central Bank of Norway, had caused some controversy in Norway.<sup>1</sup>

While the whole world was following the NATO membership process of Sweden and Finland, which emerged as a topic after the war in Ukraine, Greek PM Mitsotakis was applauded many times for his anti-Turkey speech at the US Congress. **What was Mitsotakis after in the US? Was he there to promote his country's futile megali idea? Or... Is Mitsotakis betting on becoming the next NATO Secretary General after Stoltenberg and trying to attract attention.** These questions do come to mind. Can this be possible? Time will show..

The developed(!) West will one day realize that the sun rises from the east. I hope it won't be too late for humanity then.

## Can the US and the UK be trusted?

While the painful memories of artificially created regional wars from the 18<sup>th</sup>, 19<sup>th</sup> and even 20<sup>th</sup> centuries are still fresh, the imperialist monsters are still weaving a new web so that new grievances can come about.

*In the past, the United Kingdom was the biggest supporter of Greece. Italy, ignoring the Treaty of Ouchy, which it had signed with Turkey, joined in the triple alliance through a British plot. Let's remember how England set up the plot. Signing the London Peace Treaty, the UK had solved the Crete problem. On 14 December 1913, the King Constantine hoisted the Greek flag on the island of Crete. The great powers had not yet solved the problem with the remaining Aegean Islands under Ottoman rule, but the UK had sparked the idea that the islands should be given to Greece, with the exceptions of Gökçeada and Bozcaada. It tirelessly imposed this idea on the other powers. Gökçeada and Bozcaada were left to the Ottomans to appease Russia; to reassure Russia – not the Ottoman Empire – because the Çanakkale and Istanbul Straits (Turkish Straits) and the Black Sea were sensitive issues for Russia. The British Foreign Secretary of the time, Sir Edward Gray, first told of his thoughts to France on 10 June 1913. Gökçeada and Bozcaada, at the*

*entrance to the Çanakkale Straits, should have been returned to Turkey, while the other islands should have joined Greece. The question of the islands had to be linked to the southern Albanian question and these two issues had to be resolved together.*

Grey had to struggle to convince Austria, Germany and Italy in the direction of his plan. This is why he suggested linking the question of the islands to the Albania question. Italy and Austria were looking out for their own interests, not wanting Greece to have dominance on both sides of the Corfu Channel.

Britain made a significant effort to convince the six powers of Europe that its thesis was valid. Turkey could succumb to the idea, if the six powers united. Certainly, Britain was only conducting these efforts to serve its interests. But Greece was most grateful to Britain.

For Britain, it was going to be child's play to leave Greece to keep watch over the islands and then use them as it wanted if it needed them. An example? About three years after this, in 1915, when Britain attacked the Çanakkale, it used the Lemnos Island under Greek occupation as a base<sup>2</sup>.

And coming to our day, what is Greece up to? It is deploying weapons on the 18 islands, in violation of the Lausanne Peace Treaty. Turkey's position on these issues is clear (the Islands, Islets And Rocks in the Aegean Which Were Not Ceded To Greece By International Treaties (EGEAYDAK) are one of the nine theses that Turkey asserts). Aren't things the same as they were 100 years ago? The US has set up a military base in Dedeağaç (Alexandroupolis) and will soon set up one on Girit (Crete).

## What did those great(!) states achieve through diplomatic and political moves?

The Ottoman Empire was driven out of the southern Mediterranean and African coasts, but Turkey has the longest Mediterranean coast in this area.

Is the situation any different today? Vicious and aggressive Greek jets do not want Turkey in the Aegean and Eastern Mediterranean, and they don't even hide this fact. For example, when Turkish war planes justifiably respond to Greece's dozens of violations to Turkey's airspace over the Aegean, they shed fake tears prolonging their high-pitched lies before the US congress like school -aged children and continue deceiving the entire world.

## Will there be activity in the Balkans?

Let's remember what Italy had imposed prior the Ouchy Treaty being signed: The Ottoman Empire would withdraw from Libya so that not a single soldier would remain in Libya, but 14 islands, dubbed as "12 Islands" \*, would be left to Turkey, which prioritized the security of Anatolia. Has the Ouchy Peace Treaty been honored? Of course not. What was going on in the Balkans while Italy occupied the 12 Islands at the time?

The Balkans were in a flux. Area countries agreed not to attack each other. This was in 1912. The Serbian-Bulgarian Military Alliance was signed on 29 April, the Greco-Bulgarian Military Alliance Treaty on 16 May, and the Serbia-Montenegro Alliance on 12 October. In the background, the British directed the game, but they didn't directly carry out an occupation. All of these really happened. It is all true...<sup>3</sup>

The main purpose during the London peace talks was to cut off Turkey from the Aegean. And how is it now?

In Turkey, whether it makes sense to continue exploratory talks with Greece in 2021 since the previous 60 rounds of talks had been a disaster. Now our neighbor Greece, relying on the strength of the US, is employing daring language. It is making a mistake again.

After the War of Independence, Turkey tore away the Sevres Treaty and on 24 July 1923, the Lausanne Peace Treaty was signed between the representatives of the Grand National Assembly of Turkey and representatives of the United Kingdom, France, Italy, Japan, Greece, Romania, Bulgaria, Portugal, Belgium and Yugoslavia.

The prominent heading covered by the Treaty included several issues including the National Pact, the border between Turkey and Greece, the issues of Straits, Islands, Turkey-Syria border, Turkey-Iraq border, Turkey-Iran border, Capitulations, Minorities (non-Muslims) and Reparations.

The Grand National Assembly of Turkey government prioritized preventing the establishment of an Armenian state on Turkish soil, to abolish the capitulations, to resolve the joint problems between Turkey and European states, such as the issues of Western Thrace, Aegean Islands, the Straits issue between Turkey and Greece, and the question of population exchange. Also, we haven't forgotten, and let's recall this fact: Britain violated the treaty regarding Mosul; and treated it as a fait accompli.

The most widely discussed heading was the issue of the Straits. The League of Nations was established, blocking access of the Turkish military to the **Istanbul and Çanakkale Straits (Turkish Straits)**. Here, our great Leader **Mustafa Kemal Atatürk**, who, using his great genius, said "Independence is my character" and saved our land from the enemy, and saved the noble Turkish nation from captivity and protected the dignity of our centuries-old values, first with the Treaty of Lausanne and then with the **Montreux Convention on the Straits**. For this reason, the **Montreux Turkish Straits Convention**, as a continuation of Lausanne, is important for the interests of our country.

## Is the Lausanne Treaty being honored?

A simple question. Who is not honoring it? Particularly Greece... Who is condoning this? The answer is easy, it's been documented.

The main actor, the United Kingdom, which did not want to lose its strong influence over exploitation in the Middle East

and India at the time, today shares the stage with the United State. Let's recall that the UK was the last country to ratify the Treaty of Lausanne (July 16, 1924). In the Lausanne Peace Treaty, the "Minority" Clause was designated for non-Muslims. All minorities were accepted as Turkish nationals and it was stated that no privileges would be granted.

Just as they wanted to block Turkish access to the Mediterranean and Aegean Seas in 1912, they do not hide their attempts to do the same today. As I said above: they are weaving their webs for this to happen. In the recent past, they were implementing other plots, but now - apparently - the games they play are different, but the real intentions never change. They deplete our energy. They consume our demographic structure by eroding our cultural values by stirring ethnic conflicts and crowding asylum seekers into our country. Because our potential is very high, if we stand together, it is clear what will happen.

This is why they keep bringing back the issue of "democratization" which in reality is imposing a feudal structure in a way that would only serve their own interests, and openly support terrorism. As can be seen in the latest developments especially in the eastern part of the Mediterranean, they display the same attitude using aggressive political rhetoric and actual behavior in the Mediterranean and the Aegean Sea.

## Can this wishy-washy face be trusted?

Doesn't the US and EU partnership with the PKK/PYD/YPG reveal their insincerity? Is it acceptable that Finland and Sweden, which have applied for NATO membership, do not consider the PYD a terrorist organization?

Aren't Western countries, especially the USA and the UK, and Germany, Norway and others aiding the PKK terrorist organization?

It would be wise not to fall into the same traps again by getting carried away in the rhetoric of the country which loudly spoke of its Greater Middle East Project and then with the Arab Spring and its aftermath which left Turkey to deal with the refugee crisis – or even created the refugee crisis - Turkey is facing now .

Turkey should first seriously reevaluate the US's close partnership with the terrorist organization PKK/YPG/PYD and its assertion that its "allies" with Turkey.

Knowing full well that the West is great at putting all the blame on the oppressed and disadvantaged although they continue to commit their barbarian acts collectively among themselves as they have done in the past centuries, **I wish that Mustafa Kemal Atatürk's vision of "Peace at home, Peace in the world" - a gift to the entire world -- will be embraced by humanity never to let go of it.**

## Sources:

<sup>1</sup> <https://www.marinedealnews.com/stoltenberg-norveci-karistirdi/>

<sup>2-3</sup> *Bilâl Şimşir, Aegean Question Documents Volume II (1913-1914), Atatürk Cultural, Language and History Center, (AYK), Turkish History Institute Publications, 1989.*

\*The name "Dodecanese" meaning "The Twelve Islands", denotes today an island group in the southeastern Aegean Sea, comprising several major islands (Agathonisi, Astypalaia, Chalki, Kalymnos, Karpathos, Kasos, Kastellorizo, Kos, Lipsi, Leros, Nisyros, Patmos, Rhodes, Symi, and Tilos) and 93 smaller islets. Since Antiquity, these islands formed part of the group known as the "Southern Sporades". <https://en.wikipedia.org/wiki/Dodecanese>



# ADVENT CMS

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**Sweden and Finland's applications to NATO have led to intense developments in May, and the issue will certainly be on top of the political agenda until the NATO summit on 29-30 June. Developments concerning membership of the two nations in NATO might lead to processes that might overshadow the war in Ukraine**

MDN | **Geopolitical boiling points**  
ISTANBUL

At this stage of events and due to the latest development, the Arctic might be propelled into the critical geopolitical boiling point that is currently Ukraine. Under the given circumstances, three regions of crisis stand out: Ukraine, Taiwan and the Arctic. The war in Ukraine is still waging. Following the developments in Ukraine, China seems to have put on the brakes regarding its policies towards Taiwan, following a more cautious policy. The request of Finland and Sweden to join NATO signals the start of a new period where Russia will face pressure from the north.

Our regular readers will be quick to remember that we have long stated that the Arctic will be the site of global rivalry. We have stated several times that the trans-Atlantic bloc led by the US and the United Kingdom will not remain silent before Russia – which in the recent past accelerated activities in the north and acquired significant geopolitical gains – and that tension in the region will certainly climb.

#### Global faultlines

To phrase it differently, there used to be three strategic faultlines along the lines of global geopolitics that could potentially become active. The first faultline was the Ukrainian line, which has already snapped. The second one is the Taiwanese faultline in the Asia-Pacific and which – at least for the time being – remains calm. The third faultline is the Arctic, where buildup of tension rises with every new day and where some movement has begun with the start of the war in Ukraine. We predict that NATO membership

# Dynamic developments in geopolitics in the Arctic



of Sweden and Finland will lead to a major tectonic shift along this faultline, which undoubtedly signals the start of a new era in geopolitics.

Let us now zoom in on the northern regions and take a focused look at the developments that occurred in the month of May.

#### Finland and Sweden apply to join NATO

The spark of the tension in the north was first triggered by Swedish Foreign Minister Ann Linde, who said she had received assurances from her American counterpart Antony Blinken that her country would receive support during the period of a potential application to join NATO. Linde said the United States was strongly supportive of Swedish and Finnish membership in NATO, which would increase stability in the Baltic and Arctic regions.

The first opponent of this move was Croatia President Zoran Milanovic, who spoke against NATO membership of Sweden and Finland.

Finland, the other applicant, has been “neutral” militarily since 1917 despite being an EU

member. Following Sweden's move, Finland's European Affairs Minister Tytti Tuppurainen said she believed a Finnish application was “highly likely”, noting that Finnish society was increasingly positive towards NATO membership. She said Putin's war in Ukraine was a wake up call to her country. Noting that not a single NATO Member had been the target of a military attack since the founding of the bloc, the minister said this was an important “security” assurance for her country.

#### Strong UK Support for Swedish and Finnish membership

The UK was quick to express strong support for NATO membership from Finland and Sweden. On 10 May, UK Prime Minister Boris Johnson visited both countries, first meeting with Swedish PM Magdalena Andersson in Stockholm and then with Finnish President Sauli Niinistö. The UK signed security pacts with the two countries, agreeing to come to the aid of Finland and Sweden should either nation come under attack. The security pacts which include cooperation in

terms of security, joint military activities and intelligence sharing, aim to deter potential threats that the two countries might face until they become full members in NATO.

“We've seen the end of the post-Cold War period and the invasion of Ukraine sadly has opened a new chapter,” Johnson. It should also be noted that the Scandinavian region's NATO member Norway is also supportive of Sweden and Finland's membership.

Finland's President Niinistö said the country's seeking NATO membership is not a “move against anyone”. He said discussions about NATO membership in Finland aren't new, adding that the country's membership will not amount to a drastic change in its policy. Warning Finland against joining the alliance and calling on NATO to close its doors to Finland and Sweden, Russia assumed Finland doesn't have its “own will” according to Niinistö.

#### Official decision to apply to NATO

After Finland officially took the decision to apply for NATO membership, Sweden shortly

joined its neighbor. Sweden's Social Democrats backed NATO membership in a historic decision. The ruling party, which for decades has been strong opponents of Swedish membership in any military alliance, has rapidly shifted its stance after Russia invaded Ukraine in February.

Finland and Sweden will be welcomed into NATO with ‘open arms’ and will be able to join rapidly if they ask for membership, NATO chief Jens Stoltenberg said. “It is up to them to decide if they want to join NATO. We will respect whatever decision they make, because all sovereign nations have the right to choose their own path.”

#### Might have to take military steps for retaliation

The Russian Foreign Ministry was quick to respond to the developments. In a statement it released, the ministry said that Finland's NATO membership would lead to military retaliation to stop threats against Russia's national security. The statement said Finland's plans of joining NATO constitute a “radical change” in the course of foreign policy.

The Russian Foreign Ministry said Finland's decades-long policy of military non-alignment had served as the basis for stability in Northern Europe, while also providing a reliable level of security for the Finnish state. That stance was also a solid foundation for building mutually beneficial cooperation and partnership with Russia, it said, adding that the role of the military factor in relations had been reduced to zero.

### **Putin: Sweden and Finland membership not a threat**

President Vladimir Putin also made a statement regarding the two countries' applications to NATO. Russia has no problems with Finland or Sweden, and therefore NATO's expansion into these countries is not a direct threat to Russia. Instead, bringing Nato's military infrastructure to Finland or Sweden would lead to retaliation, the Russian president warned.

The issue of NATO enlargement is largely artificial, and is being used by the United States as a foreign policy tool, Putin said, further pointing out that the situation has a deteriorating effect on international security.

### **Finland and Sweden submit applications to join NATO**

The actual move along the dynamically progressing process was made on 18 May when Finland and Sweden simultaneously handed in their official letters of application to join NATO. The letters were conveyed by the Finnish Ambassador to NATO Klaus Korhonen and respectively, the Swedish Ambassador to NATO Axel Werhoffs, to NATO Secretary Gene-

ral Jens Stoltenberg at the Alliance's Brussels headquarters.

Stoltenberg warmly welcomed the requests, saying every country has the right to choose their own path. "The applications you have made today are an historic step. Allies will now consider the next steps on your path to NATO. The security interests of all Allies have to be taken into account. And we are determined to work through all issues and reach rapid conclusions." He also said the allies were supportive of NATO's further expansion.

### **Russia's response to Finland's membership will be a surprise'**

Moscow's response to Helsinki's decision to join NATO will be a "surprise" and will be taken primarily by the military after taking into account the entire set of factors and specifics that will be typical of Finland's membership in the North Atlantic Alliance, Russian Foreign Ministry Spokeswoman Maria Zakharova said after the country submitted its application.

Speaking about the military-technical measures and the timeframe Russia plans to take against Finland due to its application for NATO membership, the diplomat said that "it will be a surprise."

The Russian Foreign Ministry said of Sweden's NATO membership decision that the Russian reaction will depend on the deployment of foreign military bases and weapons.

### **A critical threshold: the NATO summit**

Official applications filed by the two countries will be decided at the NATO summit to be held

on 29-30 June. All 30 members of the alliance should approve the applications for Sweden and Finland to join NATO.

If the countries unanimously vote for the membership of Finland and Sweden, the negotiations process will start. Following the completion of negotiations for membership, the membership decision will have to be ratified in the parliaments of the 30 allies.

### **Kaliningrad: The Trojan Horse in the Baltic region**

Although Russia opposes Finland and Sweden's membership in NATO, it doesn't view it as a "red line", unlike it does with Ukraine. Putin stating that membership of the two nations does not constitute a direct threat to Russia can be taken as confirmation of this. Certainly, of the two countries, membership of Finland weighs more heavily in terms of a threat evaluation and Russia is responding more aggressively towards Finnish membership.

If the two countries complete the process to become NATO members, a potential response Russia might give would be to increase deployment of weapons at its border with Finland and in Kaliningrad. The country will certainly accelerate its military activities in the region, consolidating and diversifying its military presence near the borders.

Weapons deployment in these areas will undoubtedly have direct implications in the Arctic Region. Over the short term, the Baltic region will become the epicenter of tension. As a matter of fact, Kaliningrad will be more important for Russia, which will be isolated from the Baltic Region after Finland and

Sweden's membership in NATO and it may even deploy nuclear weapons in the city depending on the intensity of the tension. The "surprise" that Zaharova talked about as a response to the countries' NATO membership might as well be the deployment of nuclear weapons in the area. As such, Russia, which will end isolated in the Baltic Region, might take steps to keep the geopolitics of the region under control.

### **Grasp all, lose all**

Putting aside the physical losses occurring at the scene of the war, the actual irreparable damage for Russia from its invasion in Ukraine will most likely occur in the north. Russia has made a huge strategic mistake. Moscow's occupation of Ukraine has led Sweden and Finland to change their security strategies. The paradigm shift up in the north undoubtedly signals the start of a new era in the Arctic.

After the end of the war, Russia, will have secured its border to the east and prevented Ukraine's membership in NATO but with two primary countries of the north joining NATO, it will be surrounded in the north and risk being isolated from the Baltic and Arctic regions, both areas which it attaches great

### **Turkey should engage in quiet diplomacy**

Finally, let's talk about Turkey's approach towards Finland and Sweden's membership applications. As of 20 May, when this article was being written, the entire world was speaking about Turkey's announcement that it would veto the membership of the two nations. Essentially, Turkey is justified

in negatively reacting to the membership application of these two countries that are unconditionally and unabashedly supporting terrorism. However, it is a mistake for Turkey to express this objection publicly and apply populist discourse. Turkey should engage in quiet diplomacy, and implement strategies that will bring on multi-dimensional gains and that will strengthen its justified position. If not, Turkey will be perceived as indirectly supporting Russia and will risk being alienated and isolated within NATO.

### **Don't put Finland and Sweden in one basket**

At the same time, a distinction should be made between Finland and Sweden. Showing the same harsh level of reaction towards both countries would be a mistake. Up until today, the approach Sweden and Finland has taken towards the PKK/YPG organization has been in parallel with the EU. However, Finland has assumed a more moderate policy, and has made a point to maintain dialogue and cooperation with our country, finding parallels between Turkey - NATO's southeastern wing - and its own security concerns.

On the other hand, Sweden, under the influence of the Kurdish diaspora, has employed unfounded and provocative discourse towards Turkey; and has also backed its discourse with actions, denying extradition of terrorists within its borders to Turkey, blocked weapons sales licenses and not prevented terrorists from entering the parliament. The last drop was Sweden's openly supporting the PYD financially and through donating weapons.



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# 'In world ranking, we are 6th based on the number of pieces, and 13th based on tonnage'

**Turkey's Shipbuilders' Association (GISBİR) President Murat Kıran commented on latest developments in the Turkish shipbuilding industry for MarineDeal News readers**

**As GISBİR, what kind of efforts are you involved in regarding shipyards moving toward eco-friendly constructions following IMO regulations?**

As Turkey's Shipbuilders' Association President, I am proud to say that our industry exports battery operated/hybrid, innovative ships mainly to EU nations which fulfill their Green Deal objectives. In addition; our trailer which we have put into service in the Tuzla Shipyards Region as of 2020 has become a project envied around the world with its title as "the world's first battery operated, fully electrical trailer." Our goal is to make our Tuzla Shipyards Bay "the World's First Decarbonized Region" with this trailer type which is both designed and built in Turkey.

The GISBİR Environment Commission is working on directing many topics such as clean production, obtaining electricity through renewable energy sources, and recycling waste under the leadership of our board of directors. Some of our leading members are quickly implementing environmentalist approaches. Several shipyards have implemented energy efficiency in lighting, we have members who work on solar panels, and there are shipyards which use renewable energy. I sincerely congratulate all shipyards which show environmental awareness and implement it within its capabilities. I foresee our sector to move quickly in environmentalist implementations.

**How ready are our shipyards for ship modernization which is necessary for the transition process of ships to green trade?**

There are very well-qualified, well-informed designers in Turkey who have proven themself-

ves. As a result of these designers' efforts, a figure comes out. Once this figure is out, designers begin their work based on the equipment produced around the world. As a shipyard and as a designer, you contact providers based on this effort. As a result of all this, once the prices are determined, if all conditions are suitable and if there is a fruitful situation, you move on to implementation.

In brief, the shipyard does not produce machines, paint, panels, insulation material, separators, or plates. The shipbuilding industry, shipyards create ships by bringing together all ship equipment that you can imagine which has been produced in various industries in a way incorporating all these elements. In this sense, we have made a great contribution to the developing world technology. Therefore, it is in our hands to produce and design ships that use less fuel, are more viable for speed, are more ecofriendly and green.

We have already come to a very good place. But in terms of new regulations and green decarbonization, these are matters that equipment producers need to focus on, more so than shipyards. We will implement these...

Excluding ships which are propelled by the wind, there are no ships around the world which target the 2050 Green Deal year, compatible with the zero-emission ship concept. All nations are working on designing these ships, equipping them with appropriate technologies and building them as of 2030. In order for the world maritime commerce fleet to reach the 2050 Green Deal targets, this type of ship technologies need to be developed as of 2030.

**There is a generation which we call the "Z Generation," those who were born in the beginning of the 2000's. This generation in particular does not want to work in the area of production. What can be done to win this generation?**

We've expressed at every opportunity we had that training qualified personnel is one of the most important topics for the Turkish shipbuilding industry. GISBİR has a Human Resources Commission specifically created for this matter.



Murat Kıran

We are in direct contact with our schools. We conduct visits to every city in Turkey to educate our students on our sector and inform them on its needs. With the Chamber of Maritime Engineers, we develop internship opportunities for students in our sector, and work tirelessly so that our students can have the opportunity to use the classes they have taken on the theory and experience them in practice during an internship. Our need for a qualified staff changes due to IMO's changing rules as well as the development in environmentalist technologies every moment. In that sense, remaining up to date and together with the students is among GISBİR's priorities.

**What can be done for the Turkish shipbuilding sector stakeholders to increase export figures and to become more active in the global market?**

Other than our shipyards, our invisible power is our subsidiary industry. Meaning, we need to be one with our subsidiary industry. We are already fulfilling our role in terms of increasing export figures by using almost a hundred percent of the existing capacity at hand.

Concepts can be confusing here, naturally. When you do

the calculation based on our plate handling capacity and the ships we produce, this data will be incorrect. Because each shipyard surely has a certain capacity for plate handling. However, this can fluctuate based on the jobs it gets. Meaning, we all do niche business which yield great revenue even if it did not handle a large number of plates.

So, how can we increase this? We are actually on 4 million 500 m<sup>2</sup> in Turkey overall. This is very important! Why is it important? We actively use 3 million 800 m<sup>2</sup> of this 4 million 500m<sup>2</sup>. Accordingly, we have a \$1,3 billion worth of exports but there is also an export of nearly \$1 billion from repairs-maintenance. On the other hand, there are unspoken military projects for the defense industry that we do, which are also subject to exportation. These are the invisible line items. In short, we are a sector which brings in nearly \$3 billion worth of foreign currency. When you divide this currency by the current square meters we use, the result is significant. Besides, at this point, we conduct nearly zero importation in repairs-maintenance. Meaning, the foreign currency we bring in stays with us. In terms of new construction, we are around the average mark of 50 percent. The import rate of

the foreign currency we bring in, meaning 50 percent, remains in Turkey. When our sector exports \$10, it does not have to import \$9 or \$12 in return. This is the entrepreneurs' success, our subsidiary industry's success and our success.

Today, we can take on more niche business and increase the number of projects which will raise exportation geared toward the defense industry. However, this can only happen with time.

**How do you view the inflow of foreign currency in our country through our shipyards? What is Turkey's shipbuilding share in the maritime commerce around the world?**

Our transition from the economic crisis in 2008 to this day surely deserves credit. At that time, our inflow of foreign currency had dropped to nearly \$1 billion. As of 2021, our total of export figure was \$3 billion, consisting of an inflow of nearly \$2 billion in new ship construction and \$1 billion in repair-maintenance, which continues to increase. Since we have signed off on the firsts and the bests in the field, Turkish shipbuilding has caught the attention of the entire world. Our country's shipyards, new ship orders are 6th based on the number of pieces, 13th based on tonnage, and 3rd based on the construction of super yachts based on meters. All this success surely has great returns to both our industry and our country.

**Recently, large companies' ships have been stopping at our shipyards for repairs-maintenance, how do you view the reason for this?**

The world's leading companies, if their area of business is suitable to ours, meaning they operate in the Mediterranean-Black Sea basin, they have preferred us, not just recently but always.

The most important reason for the recent slight increase is the fact that a set of criteria determined and decisions made regarding the pandemic in the Far East have made business more difficult. As we've always said, there should not be any issues in the entry-exit of spare parts needed for ships that come into the country for maintenance. Because we are

racing against minutes. Ship owners choose to come to our region due to the serious delays in Far East countries caused by the pandemic.

Our capacity is clear, for sure. We have significantly fulfilled our capacity and therefore the increase will not continue. Wherever the ship's position is suitable for, the repairs and maintenance will be done there. All companies have surely gone through Turkey at least once. This is an international business.

**What new products can be added to the Turkish shipping subsidiary industry in order to increase the share of local production?**

The local main machines used in the ships are not produced in our country. We need to expedite our efforts to close this gap. On the other hand, the importance of increasing the capacity of the Eregli Iron and Steel Factory which produces flat steel has become more evident during the latest Russian-Ukrainian War. The importance of focusing on local production in order to resolve supply issues has once again become clear. Also, there are certain products made in our country which do not have the certifications necessary to be used in ships, this gap should also be eliminated.

**In the global supply chain, are there any issues in the supply of spare parts and steel?**

If I may explain this with an example, our most current issue these days is supplying flat steel! Our shipyards supply flat steel mostly from Russia and Ukraine. Due to the delays caused by the war, we have heard that some of our shipyards have had to purchase more expensive products from Europe and countries such as China as an alternative.

On the other hand, the increasing cost of energy has negatively impacted every sector which uses it for production. This has caused a chain reaction leading to an increase in the cost of certain equipment and spare parts obtained from Europe.

**Where do you see Turkish shipyards in the production of autonomous maritime systems and the digitalization of shipyards?**

Following Covid-19, everybody realized that maritime transportation is responsible for more than 90 percent

of global commerce. With the volume of traffic in our seas increasing every day, we are in a period where we need to make the high-volume traffic safer through innovative technologies, more ecofriendly and even autonomous systems. It has become vital to accurately analyze the data obtained from our ships before the ship even docks in the port. There

are some serious advances in this area particularly in Europe and the United States. We pay special attention to modify our existing ships according to these systems and to design the construction of our new ships accordingly. I believe that digitalization and autonomous systems will be used more effectively within the next 10 years in both our ports and ships.

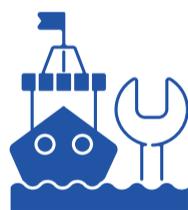
**Does the administration or do the respective ministries fulfill your requests?**

Our relations and communication channels with our administration as well as the respective ministries is at the highest level desired. We are constantly in contact, communication, and cooperation. We do not feel there are any issues in terms of communication. We express our con-

cerns and they listen to us. We do get positive returns as well. If I may give an example to this, the issue of foreign banks not accepting letters of guarantee issued by Turkish banks has been related to all respective authorities, there have also been long-term efforts with Türk Exim Bank. These efforts yielded a result and Türk Exim Bank began issuing letters of guarantee.



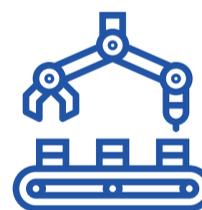
# ingenuity that floats



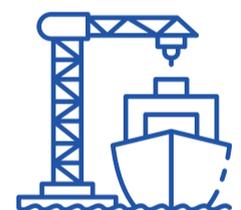
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## An analysis of recent statements by UK'S Foreign Secretary

NATO's de facto war against Russia and China, which started in 2016 with the alliance's visit to Warsaw and later overtly put forth with the issuing of the NATO 2030 document and the signing of the second Atlantic Charter between the US and the UK in 2021, is raging on with utmost intension with utmost speed.

Russia's failure to achieve results in Ukraine in a short period as it had hoped, and the primary actors of the European Union (EU) choosing to shape the European security environment in a manner that prioritizes the interests of the US instead of a process that also

includes Russia, indicate that tensions will continue to climb.

It is well known that the main elements that are triggering actions against Russia and China are the UK and the US.

The US is in competition against Russia and China for global leadership.

Although its name is not overtly pronounced in these conversations, the UK, having left the EU which is struggling to form a military force of its own and having established a tight relationship with the US which also has a military aspect, is after securing long-term interests

through this relationship. It is now one of the main actors that stand with the US in its fight for global leadership.

In this context, it is also known that the UK is a significant weapons exporter to Ukraine. In addition to this, according to some open source news reports, UK special forces are fighting Russia on the ground in Ukraine.<sup>1</sup> The UK is also taking a leading role in Finland and Sweden's NATO membership bid, through signing security pacts with both of the countries.

At the same time, the UK remains as one of the main players,

and possibly the most important one, in the US's strategy concerning the Indian Ocean and the Pacific.

This position of the UK calls for reading the country's recent messages carefully, for it is clear that these messages not being part of a strategy coordinated with the US is nearly impossible.

In relation with this, British Foreign Secretary Liz Truss has recently said the following:<sup>2</sup>

■ China's rise depends on playing by the rules (referring to the US-led system set up after WWII)

■ That it needs to trade with G7 and that G7 represent half of the global trade and that they had shown (with Russia) what happens when international rules are violated

■ NATO needs to have a global outlook that extends to democracies outside its membership, (citing Taiwan as an example).

■ The West must ensure that democracies like Taiwan are able to defend themselves

■ They need to pre-empt threats in the Indian Ocean and the adjacent parts of the Pacific (referred to as Indo-Pacific by UK and US authorities), working with allies like Japan and Australia to ensure that the Pacific is protected. And she has also encouraged delivery of heavy weapons to Ukraine.<sup>3</sup>

### An analysis

Statements of the Foreign Secretary provide some clues as the the strategy that will be employed against China after Russia.

These indicate that a script similar to the one being played out in Ukraine will be used in China, through Taiwan.

China is called upon to play by

the rules of the current establishment, and if not, what Russia is experiencing is a predictor of what China will have to face.

In response to this call to play by the rules, China has said NATO has messed up Europe and is now Nato of messing up Europe and stirring up conflicts in the Asia-Pacific region, and even in the entire world.<sup>4</sup>

This response actually shows that China is aware of the fact that it is next in line after Russia, through the situation with Taiwan.

China has refused to condemn the occupation of Ukraine by Russia, one of its closest allies, despite calls from the West to exert its influence on Moscow.

However, it should be understood that the issue here is not China's position regarding the Ukrainian war, but rather, an outlook to block China in the global struggle for power.

But the pressure being formed on Russia through alliances and sanctions and as such, shrinking Russia's room to maneuver and in turn pushing Russia further away from Europe and the East is preparing the grounds for the scenario that the West is most leery of.

Depending on China's response, there is the risk that the tide which is in favor of the US and the UK in Europe and Pacific might turn.

<sup>1</sup>News report at *Jurist.org* titled *Russian investigative body examines state media claim of UK special forces deployed to Ukraine*, published on 24 April 2022

<sup>2</sup>News report at *Reuters.com* titled *Britain's Truss tells China its rise depends on playing by the rules*, published 28 April 2022

<sup>3</sup>*Euronews* article, *UK's Truss: No longer good enough to limit Ukraine support to defensive weapons* Access to the comments, 27 April 2022

<sup>4</sup>*The Guardian*, "China says Nato has 'messed up Europe' and warns over role in Asia-Pacific", 29 April

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## Petkim announces TL1,8 billion net profit for first quarter

Petrochemicals company Petkim, part of SOCAR Türkiye group of companies, announced TL1,8 billion profit in the first quarter of 2022, where it has continued production with no interruption in spite of global pressures.

The company's first quarter results indicate that it managed to consolidate its cash position in the first quarter, owing to several factors including the impact of Turkey's FX-

protected lira deposits scheme.

The company continued its production uninterrupted in the first quarter, despite higher production costs. In the first three months of the year, the net sales income of the company was TL11,4 billion, with commercial sales accounting for 33 percent of this amount. The company paid TL258 million in income tax, also making a positive contribution to the national economy.

# Sanmar Shipyards delivers powerful tug to Svitzer



Sanmar Shipyards has delivered a powerful and highly maneuverable newbuild RAmports 2400 SX class Z-drive tug to global towage giant Svitzer, which will join its operations in the Dominican Republic.

SVITZER RIVAS, known as Bogacay XLVI while under construction at Sanmar's purpose-built shipyards in Turkey, is the 27th tugboat that Sanmar has delivered to the world's largest tug operator. It is based on the exclusive-to-Sanmar RAmports 2400SX design from Canadian naval architects Robert Allan Ltd.

Commenting on the delivery of the new tugboat, Arjen van Dijk, Managing Director of Svitzer Americas said: "With this addition to the fleet, we invest in our ability to meet our customers' demands now as well as in the future. Our operations in the Caribbean are key to Svitzer Americas and by expanding and modernizing our fleet, we aim to further strengthen our position as the leading towage provider in the Caribbean."

With an LOA of 24,4m, molded breadth of 11,5m and molded depth of 4,38m, SVITZER RIVAS is powered by two Caterpillar 3516C marine diesel engines each producing 2.350 kW at 1.800 rev/min to drive Kongsberg US 255S FP azimuth thrusters, SVITZER RIVAS can achieve an extremely powerful bollard pull ahead in excess of 80 tonnes and has a minimum free-running speed of 12 knots.

The popular technological-advanced RAmports 2400SX class tugs have been widely praised for their overall design, particularly for their maneuvering, sea-keeping and stability performance. The design is based on an intended low-manning operation with a high standard of machinery automation.

Deck equipment on SVITZER RIVAS includes a DMT TWE250kN frequency-controlled electrical drive double drum towing winch with tension and length indication and constant tension. Tank capacities include

74,200ltrs of fuel oil and 10,800ltrs of freshwater.

The vessel was constructed in accordance with American Bureau of Shipping (ABS) requirements for the following notation: A1, AMS, FI-FI 1, Towing Vessel, MLC Compliance, ABCU, UWILD, QR, Unrestricted Service.

Ali Gürün, Vice President of Sanmar Shipyards, said: "Once again, we are delighted that Svitzer has chosen Sanmar to enhance its fleet. SVITZER RIVAS will provide a powerful addition to their services in the Dominican Republic. The tug bears the name of Captain Dickson Rivas; a long-time client of Sanmar and a personal friend of ours. He even sailed from Turkey to the Dominican Republic as captain and managing director by Sanmar-built tugs many years ago. Dickson will be retiring soon after many years of service in the Towage industry. We congratulate Svitzer for christening the new tug with the name of a close friend of ours."

# Dearsan Shipyard launches new combat USV



Dearsan Shipyard announced in May that its latest Unmanned Surface Vehicle (USV), whose design works were completed at the shipyard, had been launched.

In a press release, the company said the USV was launched with a ceremony attended by the shipyard management and staff. The 15-meter USV Attack, is the first member of the USV family which will start sea trials in the near future, the

release said.

The USV is fitted with a 12,7 mm remote-controlled weapon and a guided missile system. The company said the maximum speed of the vessel was 60 knots and added that it can be deployed on warships.

The company noted it offers three variants of the USV 15, including one 15 m intelligence and surveillance variant, and two different versions of an 11 m USV.



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# Özata Shipyard completes repair work on Santorini

Özata Shipyard has completed repair works on the general cargo ship Santorini, operated by Onexes Maritime of Spain.

The company announced on 18 May on its social media

account that repair on the vessel was completed:

"We proudly announce that the repair period of Santorini has been accomplished. It was a great pleasure to

work with esteemed company Onexes Maritime and also cooperating with awesome mates from ship crew was the most marvelous part of the repair."



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# Ammonia widely accepted as fuel of the future

With temperatures rising at unprecedented speeds and glaciers melting every year at a record pace, efforts for finding zero-carbon solutions are increasing all across the world and in all industries.

The global shipping industry, which is responsible for 2% of the world's greenhouse emissions, has already taken steps for a carbon-free future: In 2020, the International Maritime Organization (IMO) introduced the "IMO 2020 0,50% sulfur limit", cutting total sulfur oxide emissions from shipping by over 75%. In June 2021, IMO adopted short-term measures to reduce carbon intensity of all ships by 40% by 2030, compared to 2008.

Before the entry into force of the new limit, most ships were using heavy fuel oil but IMO 2020 regulations have either outright banned the use of heavy fuel or made it very difficult. Derived as a residue from crude oil distillation, heavy fuel oil had a much higher sulfur content which, following combustion in the engine, ended up in ships' emissions. Thanks to the measures now, the vast majority of ships are using very low sulfur fuel oil (VLSFO) to comply with the new limit.

## Ammonia related projects around the world

Although the measures so far have had a positive impact in terms of reducing emissions, they haven't proven sufficient to secure a zero-carbon future. Research and investment toward greener fuel alternatives has increased significantly around the world, including a large number of projects to commercialize ammonia, and ideal zero-carbon fuel.

In one such initiative, the Finnish engine maker Wärtsilä is working on an ammonia-fueled four-stroke marine engine. In another project MISC Berhad, Samsung Heavy Industries (SHI), Lloyd's Register and MAN Energy Solutions are working together on an ammonia powered tankered project. Tokyo based Itochu Corporation and The Dutch terminal operator Vopak Terminals had signed a partnership for another ammonia project.

As a result, some of these attempts have already come to life and are now being put to work. Here are the projects from around the world that have enabled the use of ammonia as a fuel for vessel:

Japan's Planning and Design Center for Greener Ships (GSC),



in cooperation with member shipbuilders, has developed an ammonia-ready LNG-fueled Panamax bulk carrier.

On 20 April 2022, the design received approval in principle (AIP) from the classification society ClassNK.

The Panamax bulk carrier is LNG-fueled but ready for ammonia fuel. The 80,400 dwt ship has a length of 228,9 meters and a width of 32,26 meters.

For the short-term aim of lowering CO<sub>2</sub> emissions, it will be operated by using LNG fuel.

For LNG-fuel arrangement, the systems will be operated as dual-fuel LNG and HFO, and for ammonia fuel arrangement, they will be operated as dual-fueled NH<sub>3</sub> and HFO. Both arrangements can keep the similar endurance and cargo capacity as the current Panamax bulk carrier.

According to GSC, the ship is developed as a flexible and efficient solution to enduring the unpredictable period of fuel transition.

Singapore's Maritime and Port Authority (MPA) announced that it will offer discounts of up to 50 percent on some fees and taxes for ships committed to cutting emissions beyond what is required by the International Maritime Organization (IMO), starting from 1 May.

The MPA announced the discounts in a circular updating its Green Ship Programme (GSP) for

Singapore-flagged ships released on 22 April.

A vessel that exceeds the requirements of IMO's Marpol Annex VI Phase 3 Energy Efficiency Design Index targets by 10 percent or more will get a 50 percent reduction on initial registration fees and a 20 percent rebate on the annual tonnage taxes (ATT).

In April, Samsung Heavy Industries (SHI) and Denmark's Seaborg Technologies announced a partnership for developing floating nuclear plants.

The aim of the strategic partnership is to manufacture and sell turn-key power plants, ready to be moored at industrial harbors and connected to the electric grid onshore.

As relayed by the partnership, the floating nuclear power plants will be based on Seaborg's Compact Molten Salt Reactor (CMSR). The agreement includes development of hydrogen production plants and ammonia plants, as the CMSR is said to be an ideal power source for the supply of stable, clean, and safe electricity.

The design of the hydrogen, ammonia and power units will be optimized for efficient serial construction at SHI's shipyards.

Norwegian chemicals company Yara International in April this year pre-ordered 15 floating bunkering terminals from Azane Fuel Solutions enabling shipping fleets' uptake of emission-free

green ammonia as fuel.

Yara International and Azane Fuel Solutions have signed a commercial agreement to establish a carbon-free ammonia fuel bunker network in Scandinavia. The ammonia bunker terminals will be designed and constructed by Azane Fuel Solutions and delivered to Yara. As one of the world's largest ammonia producers, the global fertilizer company Yara, will use its position to deliver green ammonia to the shipping industry.

Last year, the Azane Shareholders, AMON Maritime and ECONNECT Energy received public funds from Norway's Green Initiative program to develop and construct the first pilot unit.

Earlier this year, the International Chamber of Shipping (ICS) signed a Partnership Agreement with the International Renewable Energy Agency (IRENA) to support the decarbonisation of the shipping sector and its role in the transition towards a global energy sector based on renewables.

The partnership will provide a framework over the next two years for ICS and IRENA to assist with the decarbonisation of the shipping sector and the use of renewable technologies on this key sector of the global economy. It will also enable the industry to work closer with IRENA's global membership of more than 160 countries and territories on issues related to the increasing role

of renewable energy in decarbonising shipping. The organizations will set up a regular exchange of information regarding energy supply and demand relevant to the shipping sector and exchange of data on scenarios of 'future fuels' such as green hydrogen and ammonia, for both nation states and the shipping industry.

Japanese shipping giant Kawasaki Kisen Kaisha (K Line) net zero emissions targets late last year received class approval for an ammonia-fueled car carrier. K Line, together with Shin Kurushima Dockyard, announced in late 2021 that they had gained an approval in principle (AIP) from ClassNK for the new carrier.

Ammonia is essentially a fossil fuel product and for it to be converted into a carbon-neutral fuel source, it needs to be produced with electric power. Many observers believe that states investing in greener fuel options will benefit financially in the coming years. In May, the Environmental Defense Fund published *Sailing on Solar*, a significant new report that assesses the potential for green ammonia to be used as a maritime fuel, reducing the global shipping industry's carbon emissions. The report states that a plant which would cost about 100 billion dollars could in the long run bring back 1 trillion US dollars to developing economies.

Whenever my editor asks me to write my column in English, I prefer to keep it simple. Of course, this is not because I am not perfect in literature, whether English or Turkish. In this regard, please see my previous article "Flight by Night"

# Kiss



**Emin Yaşacan**  
emin@kuzeymarine.com

My previous column related to both insurance and war, and I prefer to keep it this way again. As a marine insurance broker, I'm expected to write about marine insurance matters only; nonetheless I feel the need to say something more about the war having recently read an article in The Economist about the upcoming food catastrophe and mass hunger.

### Rush for flour

As soon as I finished reading and understood what this article was all about, I found myself asking my wife to mobilise and drive to Metro grocery store to buy 100 kgs of flour for upcoming emergency situations. I think I'll be buying another deep freezer for rainy days as well. It rings a bell when remembering Maslow's "Hierarchy of Needs," right? Yes, the simple needs are at the most basic level; food and water, followed by security needs. Then I remembered what I was feeling previously regarding Putin. He will be gone in the near future and he won't have to push a nuclear button, as he implied in the beginning. No, he is far from it; it turned out that be his main weapon is organic actually. Putin knew an important part of the world would crumble into famine and cold without him. Mainly, he destroyed the logistics and farms of Ukraine so they will not be able to come back to normal again, even five years after this. Most of Europe depends on Russia for energy. Now, India has also closed doors to wheat exportation; and some expect mass hunger in the northern hemisphere.

### NATO

Speaking of the "northern hemisphere," as an ex-navy officer, I believe NATO could have been focused on better causes than military ones, after the USSR collapsed while

Europe invited Russia into their economic zone in order to keep the world in a stable position. Russia is an important part of what makes Europe, thanks to its contributions to, music, art, intellectual power, scientific capabilities, etc. Unfortunately, that ship has sailed and Russia is still suffering from its oldest fear: attacks from the east and west for centuries which started in the Middle Ages; i.e. the Vikings, the Mongolians, Napoleon Bonaparte, Hitler, etc. The Russians don't live in a geographically protected area, but have only steppes surrounding them. They have no means to build a "Great Wall of China," but can build only political walls. The second basic need from Maslow's hierarchy, protection, comes to mind.

### Russia has most of it but the USA has it all

Thinking about Maslow's hierarchy again, Mother Russia possesses all the means and advantages of her geography and is capable of feeding her people, as well as keeping them warm. Of course, the US has that too, but I don't believe other people in other continents will benefit from the US's political ideas and technology which represents the zenith of Maslow's hierarchy only. I really wonder what happens when Trump is elected again! I remember when Trump was negotiating even with the North Koreans and there were almost no clashes in the world! Now that the Pentagon has its power to say more, regulating and adding value in international affairs, Biden had to lower his tone after giving messages in a more superior tone. It is of course the generals who know the real threat of death rather than aged presidents shaking their hands in the air.

### Europe and insurance

Insurance regulators in the UK are strengthening their hand by formally, or even morally, by imposing more sanctions on Russian trade. I am curious whether this will work, but this

reminds me of the Iranian trade; which still continues no matter what happened during the past 40 years. I believe the Russians will turn to their local insurance providers and thus more money will be sucked out of the UK's financial system and poured into Russia's. In the end, the world needs Russian food products and energy for at least five more years until more nuclear power plants are built and local farming is supported in all countries locally. In the meantime, we shouldn't forget there are some gruesome ship-owners (140 ships) who leave their crew members trapped in Ukrainian waters to be used as a "shield" against possible

attacks. I remember those first days. Ukrainian mines were laid, pontoons were scuttled at the entrance of river ports, etc. Nobody could move. I don't recall if Ukraine has commented regarding these lost assets, but I remember Russia declared they wouldn't touch merchant ships 20 miles outside of Ukrainian waters.

### Fear of hunger changes opinions

As you can read above as illustrated, many of the people will change their views regarding Putin when they feel the fear of hunger in their veins. I am not a supporter of war despite my military education & train-

ing, and I am deeply sorry for the Ukrainian people who had to leave their homeland or stand and defend their Mother land against Russian aggression. I am trying to do my best by supporting several charities. I could only wish for a socialist fraternal kiss (by mouth) between the leaders; like Soviet leader Leonid Brezhnev kissed East German leader Erich Honecker, and three times more for similar hugs between Putin and Zelinsky. Turkey avoided World War II, knowing the sufferings of war from time in the trenches thanks to our founding fathers and I want to close my column with Atatürk's saying: PEACE AT HOME PEACE IN THE WORLD.





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## A. Gökhan Esin

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**The assertion that a slowdown in the Chinese economy will bring down inflation by itself is insufficient. If there is no contraction in global demand, when life returns to normal in China supply chain disruptions and potential difficulties in manufacturing will negatively affect global inflation. This mix is dubbed “the dangerous cocktail”**

The composite container index, which started increasing in mid-2020, continued to increase during 2022. The index started going down in 2022. If this downward trend is reversed into an increase in the middle of this year similar to the way it was in 2020, the year will really go down in history!

Just a few months ago, freight rates started decreasing with Russia's invasion of Ukraine. The fall increased its speed with the lockdowns in Shanghai. The index has

been declining since 24 February.

A military attack and lockdowns will certainly worsen the pressure on the global supply chain and the inflation rate. What is meant by inflation here doesn't only stem from issues with the supply chain; commodity prices are also triggering inflation..

Earlier, we had stated that China's infamous “zero tolerance” approach to Covid-19 will push freight rates up. The lockdowns are not only impacting the people of China but the entire global trade, negatively. Currently, the global composite freight index is declining, but one of its components - the Shanghai-Los Angeles link has already seen climbing freight rates even before the end of China's lockdowns. Lower numbers of trucks; slowdowns in loadings/unloadings and these operations lagging behind their usual pace lead to significant backlog in unmet services. As a result, vessel queues in front of the Shanghai Port are getting longer, and China is directing some of its trade to other parts through carriers, which in turn is causing prices to go up.

### Freight rates in a period of transition!

For now, only a small part of supply chain disruptions have reflected

on macro indicators. This, as stated above, can be understood from the opposite directions of the composite container indeed and the freight rates along routes linked to Shanghai. One index is declining, while the freight rates along the Shanghai route are going up! China's exports slowed down in April indicating that demand for freight was lower; and this is a development that cannot be ignored. In reality, we are currently in a transitory period. Although more ships are queuing up in Shanghai, freight rates are going down, because consumer demand is not as strong as it was previously.

However, when this transition period comes to an end and China's exports volume starts to grow, if the supply chain issues remain persistent, the downward course of the freight rates might stop, and even reverse and start climbing. It would be naive to expect the companies to not reflect this price change on goods. As such, an inflationary trend stemming from the supply chain is a possibility.

### Would a China slowdown slow global inflation?

Meanwhile Shanghai handles 25 percent of China's total volume at all

of the country's ports. China is the exit port for 15% of the world's exports. In other words, a manufacturing slowdown in China, will put strong pressure current inflation. Many analysts say that China's economic slowdown will bring down demand for commodities and this will have a positive effect on global inflation.

If there is a contraction in demand at a global extent, this is highly likely. In case of no decline in demand, it is open that price rises stemming from supply chain disruptions will negatively impact inflation. On top of that, a shrinkage in the volume of Chinese exports stemming from manufacturing issues would also negatively impact inflation. This mix is dubbed “the dangerous cocktail”. As such, the assertion that a slowdown in the Chinese economy will bring down inflation by itself is insufficient. However, I do agree with the assertion that global inflation will slow down over the medium to long term as price increases will eventually shrink global consumption.

### Freight rates might go up ‘higher than high’ this time

Another negative side of the issue is the timing of the Shanghai lock-

downs. As Western markets rise up after the pandemic, at a time when the manufacturing side of the supply chain is speeding up, a sudden lockdown might take freight rates up to levels of 2020. Never say “it can't get any higher,” don't forget that there's always “higher than high.”

Data indicate that in the last period the number of ships waiting outside US ports, particularly those lining up along the west coast, but also it shouldn't be forgotten, 25% of the trips from Asia to the US West Coast have been canceled. The lineup of vessels at the Shanghai Port will eventually crowd Western ports as well. It is very likely that the queues will be in summer.

In the case of shortages in staff, drivers or vehicles on the West Coast as had happened before, it might take some time for the builds-up on both ends of the planet to dissolve. In such a case, we can once again encounter freight rates that made it into central banks' inflation reports around the world as in 2021. However, the risk is higher than in 2021 as this time the rates can actually go up higher than high.

*Disclaimer: Information and analyses provided here are not intended as investment advice.*

## Hat-San Shipyard's new floating dock comes into service

The newest panamax floating dock built by Hat-San Shipyard came into service in mid-April.

In an announcement on Twitter, the company said:

“Hat-San proudly presents ‘Hulk’ HS25 Type Floating Dock 250x46m with 25,000 tonnes Lifting Capacity”. The dock is ready for docking operations

“for our valuable clients,” the company stated.

Hulk is one of the largest floating docks to have ever been built in Turkey.



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## Küresel resesyon endişeleri

Amerika'da enflasyon yüksek seyretelemeye devam ediyor. Fed Başkanı Jerome Powell, enflasyon aşağı gele- ne kadar faiz artırımlarına devam edeceklerini ancak Fed yetkililerinin faizlerde nötr pozisyonun nerede olduğundan emin olmadıklarını ifade etti. 2021 yılında enflasyonun geçici olduğu yönünde görüşlerini paylaşan Amerikan Merkez Bankası'nın geldiği bugünkü nokta ile uyguladığı şahin politikaların resesyona yol açıp açmayacağı ise merak konusu. Geçmiş dönemlere bakıldığında Fed'in 11 kez yaptığı faiz artırımlarının 8'inin sonucu ABD ekonomisinde resesyonla sonuçlandı. Dünyanın en büyük ikinci ekonomisi Çin'in yanı sıra Avrupa Birliği'nde de büyüme ile ilgili sorunlar var. Küresel ekonomilerin lokomotifini gören ülkelerde yaşanan bu sorunlar gelişmekte olan ülkelerin ekonomilerinde ihracat ve büyüme sorunu olarak karşımıza çıkabilir.

### Pandemi Çin ekonomisini daraltıyor

Gözümüzü Çin'e çevirdiğimizde ise Omicron varyantının tetiklediği Covid-19 salgını nedeniyle uygulanan karantina tedbirlerinin aşamalı olarak kaldığını takip ediyoruz. Ülkede pandemiyle mücadelede strateji ise sıfır vaka. Bu nedenle yaşanan kapanmalar ekonomi üzerinde olumsuz etkiler yaratırken bölge ekonomilerinde de ciddi anlamda aşağı yönlü bir baskının oluşmasına zemin hazırlıyor. Çin'in uyguladığı virüs karantinaları ülkenin ekonomisinde hem perakendeyi hem sanayiye daraltmaya başladı. Uzmanlar, Çin'deki bu daralmanın pandeminin başında yaşanan daralmadan da zor olabileceğini ifade ediyor. Çin hükümetinin yüzde 5,5'lik 2022 büyüme hedefi ise yine uzmanlar tarafından zor olarak görünürken önümüzdeki birkaç yıl boyunca yüzde 4-5 arası bir büyüme yaşayacağı öngörülmüyor.

### Amerikan Merkez Bankası 2022 yılının başından bu yana ABD para politikasında enflasyonla mücadelede atacağı adımlara dair birçok sinyal verdi

#### ECB temmuzda faiz artırabilir

Politikacılar, Avrupa'da yüksek enflasyon ve Ukrayna-Rusya savaşının resesyon riskini ikinci plana attığını belirtirken Avrupa Merkez Bankası (ECB)'nin 11 yıl aradan sonra temmuz ayında faiz artırabileceğini konuşuyor. ECB Başkanı Christine Lagarde, Slovenya'da yaptığı konuşmada, "İlk faiz artırımını, net varlık alımlarının sona ermesinden bir süre sonra gerçekleşecek" dedi. Lagarde yaptığı yönlendirme ile ilk faiz artışı sonrası para politikasında kademeli olarak normalleşmeyi savundu. Para piyasaları ise Avrupa Merkez Bankası'nın temmuz ve eylül toplantılarında toplamda 50 baz puan faiz artırımını bekliyor.

#### Savaşın gölgesinde gıda krizi

Global merkez bankaları bir yandan yüksek ve kalıcı enflasyonla mücadele için adımlar atarken savaşın devam etmesi gıda da fiyat artışlarını tetikliyor. Uzmanlar ise bu süreç ile birlikte küresel anlamda yaşanacak gıda krizine karşı uyarda bulunuyor. Birleşmiş Milletler (BM) Genel Sekreteri Antonio Guterres, Rusya'nın Ukrayna'da sürdürdüğü savaşın tarım ürünlerinin fiyatlarının artmasına yol açtığını söyledi. Guterres, "Savaşın ve fiyatlardaki artışın devam etmesi hâlinde küresel gıda krizi yaşanabilir" dedi. Özellikle az gelişmiş ülkelerde ve yoksul halklarda gıda güvenliğinin savaş

sebebiyle daha ciddi bir tehlike altına girdiği ifade ediliyor. Ukrayna'da üretilen ve dünya genelinde ihtiyacın önemli bir kısmını karşılayan ayçiçek yağı ve bazı tahıl ürünleri, limanların kapalı olması nedeniyle ülkeden ihrac edilemiyor. Bu da piyasalarda arzı düşürürken fiyatları artırıyor. Tüm bu gelişmeleri yakından takip eden Dünya Bankası ise gıda krizine karşı 15 ay içinde 30 milyar dolarlık kaynak ayracağını duyurdu. Tarım, beslenme, sosyal koruma, su ve sulama gibi alanlardaki mevcut ve yeni projelerle devam eden gıda güvenliği krizine müdahale edileceği belirtilen açıklamada, söz konusu finansmanın gıda ve gübre üretimini teşvik etme, gıda sistemlerini geliştirme, ticareti kolaylaştırma ve kırlan hane halkları ile üreticileri destekleme çabalarını da içereceği ifade edildi. Banka ayrıca gıda güvenliği krizine yanıt vermek için 12 milyar dolarlık yeni projelerin hazırlanması konusunda ülkelerle birlikte çalıştığını da aktardı.

#### Yüksek enflasyon vatandaşın cebini yakıyor

Tüm dünyada artan enflasyon rakamları insanların alım gücünü azaltırken bugün bu fiyatlardan ihtiyaçlarını karşılamaya çalışan vatandaş, stok yaparak da fiyat artışlarına karşı bir şekilde kendisini enflasyona karşı korumaya çalışıyor. Ukrayna'daki savaş gıda ve enerji fiyatlarını tetiklerken Çin'deki karantinalar tedarik zincirlerini sekteye uğrattı. Aynı zamanda merkez bankaları da yüksek enflasyonun önüne geçmek için faiz oranlarını artırarak şahin politikalar izliyor. Bu olumsuz gelişmelerin getirdiği korkularla finansal piyasalar sarsılırken teknoloji hisseleri ve kriptolar da dâhil olmak üzere riskli varlıklarda kayıplar yaşanıyor. Tüm bu gelişmeler ise ekonomide durgunluk korkularını iyice artırıyor.

## Yakutistan'ın ilk reaktörü hazır

Yeni nesil Yakutistan seri buzkran gemisinin ilk RITM-200 reaktörünün üretimi tamamlandı. Rosatom'un makine yapımı birimi Atomenergomasht'a bağlı ZiO-Podolsk A.Ş. üretim tesisinde üretilen reaktör, sevkiyata hazırlandı.

147,5 ton ağırlığa, 7,3 metre yüksekliğe ve 3,3 metrelik çapa sahip olan reaktör, 240 ton kapasiteli özel bir demiryolu taşıtı ile teslim edilecek. Reaktör, demiryolu ile St. Petersburg'daki Novy Limanı istasyonuna götürülerek özel bir mavnaya aktarılacak, ardından da denizyoluyla Baltık Tersanesi'ne ulaştırılacak.

Buzkran filosu için Atomenergomasht'ta geliştirilen son reaktör tesisi RITM-200, ana güç santralinin bir parçasını oluşturuyor. Tesis, her biri 175 MW termal kapasiteye sahip iki reaktör içeriyor. Küçük boyutu ve maliyet verimliliği avantajlarıyla öne çıkan tesiste, ana ekipmanın doğrudan buhar üreten ünite gövdesinin içine yerleştiril-



mesini sağlayan benzersiz bir enerji tasarruflulu entegre yerleşim düzeni bulunuyor. Tesis, KLT tipi buzkran filosu için hâlihazırda kullanılan reaktör tesislerinden iki kat daha hafif, bir buçuk kat daha kompakt ve 25 MW daha güçlü olma özelliği taşıyor. Böylece buzkranların çift yönlü draft tasarımına ve hız, buz kırma kapasitesi gibi açılardan gelişmiş teknik özelliklere de sahip oluyor. ±45° yalpalayan, ±15° yana yatan ve uzun süre 30°'ye kadar yan yatarak yol alan gemi ile güvenilir şekilde faaliyet gösterebilecek şekilde tasarlanan reaktörlerin hizmet ömrü 40 yıla ulaşıyor.

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Anonim şirketlerin tahsil edilemeyen ve tahsil edilemeyeceği anlaşılan kamu borçlarında, pay sahipleri ile yönetici ve temsilcilerinin hangi şartlarda ve sınırlarda sorumlu tutulabileceği hususu uygulamada ayrı bir öneme sahiptir.

# AŞ'lerde yönetici ve temsilcilerin kamu borçlarından doğan sorumlulukları

## I-Pay sahiplerinin sorumluluğu

6102 sayılı Türk Ticaret Kanunu ("TTK") M.329'da yer alan "Pay sahipleri, sadece taahhüt etmiş oldukları sermaye payları ile ve şirkete karşı sorumludur" hükmü uyarınca pay sahipleri yalnızca şirkete karşı ve sermaye borcu ile sınırlı olarak sorumludur. Bu sınırlı sorumluluk ilkesi, şirket alacaklılarınca pay sahiplerine başvurulmasına engel teşkil etmektedir.

## II- Kanuni temsilci sıfatıyla sorumluluk

### ■ A- Anonim şirketin yönetim ve temsil

Anonim şirket kural olarak yönetim kurulu tarafından kurul hâlinde yönetilerek temsil olunmaktadır.

Şirket esas sözleşmesinde açık

bir düzenleme olması ve en az bir yönetim kurulu üyesinin temsil yetkisi olması şartı ile, yönetim kurulunun, temsil yetkisini bir veya daha fazla murahhas üyeye veya müdür olarak üçüncü kişilere devri mümkündür.

Yönetim kurulunun temsil yetkisini genel müdüre devri hâlinde, bu gerçek kişi şirketin vergi ve diğer amme borçlarından kanuni temsilci sıfatıyla sorumlu olacak, temsil yetkisi devredilmez ise bu borçlardan sorumluluk gündeme gelmeyecektir.

Ancak temsil yetkisi olmasa dahi genel müdür, üst düzey yönetici olması sebebiyle sosyal güvenlik borçlarından sorumlu tutulabilmektedir. Sosyal güvenlik borçları istisna tutulmak suretiyle şirketin ödenmemiş kamu borçlarının tahsilinde esas sözleşme ve ticaret sicil kayıtları incelenerek yalnızca temsil yetkisini haiz kişilerden borcun tahsili yoluna gidilmesi gerekmektedir.

Temsil yetkisinin devredilmediği hallerde yönetim kurulu üyelerinin tamamı müşterek ve müteselsil sorumludur.

### ■ B- Amme Alacaklarının Tahsil Usulü Hakkında Kanun uyarınca sorumluluk

6183 sayılı Amme Alacaklarının Tahsil Usulü Hakkında Kanun ("AATUHK")'un mükerrer M.35, "Tüzel kişilerle küçüklerin ve kısıtlıların, vakıflar ve cemaatler gibi tüzel kişiliği olmayan teşekküllerin mal varlığından tamamen veya kısmen tahsil edilemeyen veya tahsil edilemeyeceği anlaşılan amme alacakları, kanuni temsilcilerin ve tüzel kişiliği olmayan teşekkülü idare edenlerin şahsi mal varlıklarından bu Kanun hükümlerine göre tahsil edilir" hükmü uyarınca;

i. Kanuni temsilciler, şirketten tamamen veya kısmen tahsil edilemeyen veya tahsil edilemeyeceği anlaşılan kamu borçlarından sorumlu tutulabilmektedirler.

ii. Kanuni temsilciler için öngörülen sorumluluk fer'i nitelikte olup doğrudan kanuni temsilcilerin mal varlığına başvurulmaktadır. Ayrıca, kanuni temsilcilerin şirkete rücu etme imkânı bulunmaktadır. Doktrindeki baskın görüşe göre bu düzenlemede kusursuz sorumluluk öngörülmüştür.

iii. Sorumlu tutulabilecek temsilcilerin tespitinde kamu alacağının doğduğu tarih değil ödemenin gerçekleştirilmesi gereken tarih dikkate alınmaktadır, alacağın doğduğu ve ödendiği tarihteki temsilcileri müteselsil sorumlu tutan hüküm Anayasa Mahkemesi tarafından iptal edilmiştir.

iv. Kanuni temsilciler kamu alacağının tamamından tüm şahsi mal varlıklarıyla sorumludur.

### ■ C- Sosyal güvenlik borçlarından sorumluluk



Evrim Uygur Yamaner

5510 sayılı Sosyal Sigortalar ve Genel Sağlık Sigortası Kanunu ("SSGSSK") M.88, "Kurumun sigorta primleri ve diğer alacakları haklı bir sebep olmaksızın bu Kanunda belirtilen sürelerde ödenmez ise kamu idarelerinin tahakkuk ve tediyeye ile görevli kamu görevlileri, tüzel kişiliği haiz diğer işverenlerin şirket yönetim kurulu üyeleri de dâhil olmak üzere üst düzeydeki yönetici veya yetkilileri ile kanuni temsilcileri Kuruma karşı işverenleri ile birlikte müştereken ve müteselsilen sorumludur" hükmü sosyal güvenlik borçlarından sorumluluğu düzenlemektedir.

i. Kanuni temsilcilerin yanı sıra yönetim kurulu ile tüm üst düzey yöneticiler ve yetkililer temsil ve yönetim yetkisi aranmaksızın sorumlu kabul edilmiştir. Zaman bakımından ise prim borcunun ait olduğu ayı takip eden ayın sonunda yönetici veya yetkili sıfatının mevcudiyeti aranmaktadır.

ii. Müteselsil sorumluluk öngörüldüğünden öncelikle şirketin takip edilmesi zorunlu değildir, borcun zamanında ödenmemiş olması bu madde bakımından yeterlidir. Alacaklı, alacağının tamamını veya bir kısmını müteselsil borçlulardan dilediği birinden isteyebilmektedir, borçlular ise borç sona erinceye kadar birlikte sorumlu olmaya devam etmektedirler.

iii. Ödemenin gerçekleştirilmesini haklı kılan bir sebep bulunduğunun ispatı hâlinde sorumluluğun doğmasının engellenmesine imkân tanınmıştır.

iv. Üst düzey yönetici ve temsilcilerin şahsi mal varlıklarının tamamıyla sorumlu tutulmaları söz konusudur.

### D- Vergi Usul Kanunu'nda öngörülen sorumluluk rejimi

Yargı kararları ve doktrinde yer alan görüşler ağırlıklı olarak vergi, resim, harçlar bakımından AATUHK mükerrer M.35'in uygu-

lanmayacağı yönündedir.

213 sayılı Vergi Usul Kanunu ("VUK") M. 10'da, "Tüzel kişilerle küçüklerin ve kısıtlıların, Vakıflar ve cemaatler gibi tüzel kişiliği olmayan teşekküllerin mükellef veya vergi sorumlusu olmaları halinde bunlara düşen ödevler kanuni temsilcileri, tüzel kişiliği olmayan teşekkülleri idare edenler ve varsa bunların temsilcileri tarafından yerine getirilir.

Yukarıda yazılı olanların bu ödevleri yerine getirmemeleri yüzünden mükelleflerin veya vergi sorumlularının varlığından tamamen veya kısmen alınmayan vergi ve buna bağlı alacaklar, kanuni ödevleri yerine getirmeyenlerin varlıklarından alınır. Bu hüküm Türkiye'de bulunmayan mükelleflerin Türkiye'deki temsilcileri hakkında da uygulanır" hükmü tesis edilmektedir.

Vergi alacaklarının kanuni temsilcilerden tahsili için kanuni temsilcilerin vergi ile ilgili görevlerini yerine getirmemiş olmaları gerekmektedir. Madde metni ve mehzan kanun doğrultusunda kusur sorumluluğunun öngörüldüğü, kanuni temsilcinin filleri ile şirketin vergi yükümlülüğünün yerine getirilmemesi arasında nedensellik bağı bulunmadığı hallerde kanuni temsilcilerin sorumlu tutulamayacağı kanısındayız. Elbette kanuni temsilcilerin bu çerçevede ödedikleri vergiler için sonrasında asıl mükellef olan şirkete başvurmaları mümkündür.

AATUHK hükümlerinden farklı olarak yalnızca tahsil edilemeyen vergi borçları için sorumlu tutulmuş, tahsil edilemeyeceği anlaşılan borçlar bu kapsamda değildir.

Kanuni temsilcinin temsil yetkisinin borcun ödenmesi gereken tarihten önce sona ermiş olması hâlinde sorumluluk doğmamaktadır.

### III- Sonuç

İzah edilen tüm bu hususları önemlerine binaen özetlemek isteriz;

i. Vergi borçları ve diğer amme borçları bakımından yalnızca imza yetkililerinin, sosyal güvenlik borçları için ise imza yetkisine bakılmaksızın yönetim kurulu üyeleri dâhil olmak üzere üst düzey yönetici ve yetkililerin sorumluluğu öngörülmüştür.

ii. Vergi borçları için borcun şirketten tahsil edilememesi, diğer amme alacakları için borcun tahsil edilememesi veya tahsil edilemeyeceğinin anlaşılması aranırken sosyal güvenlik borçlarında bu şart bulunmamakta ve haklı bir neden olmaksızın ödeme yapılmaması hâli yeterli kabul edilmektedir.

iii. Sorumluluk için gereken şartların oluşması hâlinde temsilciler kamu alacaklarından tüm şahsi mal varlıklarıyla sorumlu olmaktadır.

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## Gökova kardeşler Türkiye rekoru kırdı

Yelken sporunun Türkiye'deki en önemli temsilcilerinden Atilla ve Tolga Gökova kardeşler, Turkcell Platinum ana sponsorluğunda, Türkiye Turu rekorunu kırdılar.

2 Mayıs'ta Hopa'dan yola çıkan sporcular, İskenderun'daki bitiş noktasına 13 gün, 15 saatte ulaştı. Toplamda dört denizde yelken açan Gökova kardeşler, 1,600 deniz mili boyunca sadece rüzgâr enerjisiyle karbon ayak izi üretmeden yol aldı. Motorsuz ve sadece rüzgâr gücü ile Hopa'dan İskenderun'a ulaşan Gökova kardeşler, 16 gün hiç duraksız ve dış yardımsız gerçekleştirilmiş olan Türkiye Turu rekorunu da 13 gün, 15 saatle ellerine geçirdi. Bu süre-

de Karadeniz, Marmara, Ege ve Akdeniz olmak üzere 4 denizi aşan yelkenciler, bu rekor girişimiyle birlikte teknolojinin doğaya özen göstererek kullanılabilirliğinin ve sürdürülebilirliğinin de altını çizdi. Çevre dostu teknoloji vurgusu çerçevesinde iki kardeş, Turkcell Kopilot uygulaması ile tüm yolculuklarını takip edenlere de açtı.

Doğaya özen göstermek adına sadece rüzgâr gücüyle ilerleyen Gökova kardeşler, ayrıca deniz suyunu antarak içme suyu elde etti. İkili, güneş panelleri ile ürettikleri enerjiyle çalışan Turkcell Superbox'lar sayesinde de kara ile bağlantı kurdu. Yolculuk boyunca çıkan atıklar ise kompost ile gübreye dönüştürüldü.



## 24 ülkeden yat tutkunu Göcek'te buluştu

Tüm Yat İşletmecileri, Yatırımcıları, Broker ve Acenteleri Derneği (TYBA) ile D-Marin Göcek Marina işbirliğiyle Göcek'te düzenlenen "3'üncü TYBA Yacht Charter Show D-Marin Göcek, pandemi nedeniyle iki yıl ara verdikten sonra 6-10 Mayıs tarihleri arasında başıyla gerçekleştirildi.

Akdeniz'in önde gelen B2B yatçılık organizasyonlarından olan Show, en lüks segmentteki Türk mavi yolculuk charter yatlarının, mürettebatının ve eşsiz misafirperverliğinin geldiği seviyeyi uluslararası arenaya sundu.

Boylan 20 ile 50 metre ara-

sında değişen yaklaşık 56 ultra lüks teknenin ve 250 charter broker'ın ziyaret ettiği Show'a 24 ülkeden gelen yat profesyoneli katıldı.

Törene katılan konuşmacılar, hem bu organizasyondan duydukları memnuniyeti hem de Göcek'in Türkiye'nin en önemli yatçılık merkezine dönüşmesinin ve dünyanın da sayılı yat merkezlerinden biri olmasının altını çizdiler. 2000'li yıllarda tekne sayısının insan sayısından fazla olduğu Göcek bugün artan göç ile tekne ve yaşayan insan sayısını eşitlemiş ve hatta insan sayısı tekne sayısını geçmiş durumda.

## Hatay'dan KKTC'ye seferler başladı

Hatay Büyükşehir Belediye Başkanı Doç. Dr. Lütfü Savaş'ın 'milli proje' olarak nitelendirdiği Hatay Deniz Otobüsü (HADO) Sinan Paşa Gemisi ilk seferini yaptı. HADO, 19 Mayıs Atatürk'ü Anma, Gençlik ve Spor Bayramı'nda Arsuz'dan hareket ederek Gime'ye doğru yola çıktı.

Türkiye'de belediye eliyle yapılan ilk uluslararası deniz taşımacılığı, HADO ile resmen başladı. İlk seferde Kıbrıs gazileri, Kıbrıs'ta okuyan öğrenciler ve aileleri ile çok sayıda konuk yer aldı.

HBB Başkanı Doç. Dr. Lütfü Savaş, Kuzey Kıbrıs Türk Cumhuriyeti seyahati öncesi açıklamalarda bulundu.

HADO'nun ilk seferinin anlamlı bir günde başladığına vurgu yapan Savaş, "Bugün 19 Mayıs, Gazi Mustafa Kemal Atatürk'ün Samsun'a çıktığı gün. Biz de bugün Kıbrıs gazilerimiz,



milletvekillerimiz ve her yaşta misafirimiz ile Kuzey Kıbrıs Türk Cumhuriyeti'ne kardeşlerimizin yanına gidiyoruz," dedi.

İki ülke arasında iletişimi ve kardeşliği pekiştirmek adına HADO seferlerinin önemli olduğunu ifade eden Savaş, "Kıbrıs'taki kardeşlerimize yanlarında olduğumuzu hissettirmek ve bundan sonra fiziken daha fazla görüşebilmek adına Kıbrıs ve Hatay arasında düzenlediğimiz deniz otobüs seferleri her iki ülkemize hayırlı uğurlu olsun,"

temennileriyle bütün yolcuları iyi yolculuklar diledi.

HADO'nun ilk seferinde bulunmanın mutluluğunu yaşayan Kıbrıs gazileri, 48 yıl sonra banışı göturdükleri Ada'ya şimdi HADO ile gezmeye gittikleri için çok memnun olduklarını ifade ederek emeği geçenlere teşekkür etti. Seferde katılan iş insanları ise bu projenin Hatay'ın turizminin gelişmesinde önemli katkılar sağlayacağını ve KKTC ile kardeşlik bağlarının güçleneceğini belirttiler.

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## İTÜ öğrencileri el ele vererek kendini geliştiriyor

İstanbul Teknik Üniversitesi (İTÜ) Denizcilik Araştırmaları Kulübü (DENARK), İTÜ Denizcilik Fakültesi öğrencilerinin denizcilik sektörünün her alanında akranlarından farklı bakış açılarına ve deneyimlere sahip olabilmeleri için birçok mesleki, akademik, sosyal etkinlikler ve araştırmalar düzenlemek amacıyla 2017 yılında bir öğrenci kulübü olarak kuruldu.

İTÜ Denizcilik Fakültesi öğrencilerinin Tuzla'daki konumu nedeniyle diğer kampüslere göre sosyal aktiviteler ve kulüpler konusunda zayıf kaldığını söyleyen İTÜ DENARK Yönetim Kurulu Başkanı Yaren Yılmazoğlu, "Deniz sporları dışındaki kulüplere de ihtiyacı olduğu gözetilerek oluşturulan kulübümüzde dergi, eğitim, Ar-Ge, etkinlik ve sosyal medya depart-

manları yer alıyor. Öğrencilerin ilgi alanlarına göre seçtikleri departmanlarda görevlendirildiği kulüpte yapılan çalışmalar üyelerin sektör temsilcileriyle iletişime geçip kendilerine staj ve iş imkânı yaratmaları da sağlanıyor," diye konuştu.

Her yıl düzenli olarak çıkardıkları kulüp dergisine, 2019 yılında düzenledikleri Genç Denizciler Zirvesi etkinliğine ve yaptıkları araştırmalara sektör tarafından oldukça ilgi gösterildiğini belirten Yılmazoğlu, "İTÜ DENARK'a İTÜ Denizcilik Fakültesi mezunları da sektördeki konularını kullanarak gerekli desteği sağlıyorlar," dedi.

Öğrenim hayatlarında uygulamaya dayalı eğitimlerin oldukça önemli olduğu denizcilik öğrencilerinin Covid-19 kısıtlamalarından

oldukça olumsuz etkilendiğini vurgulayan Yılmazoğlu, pandemi sürecinde çevrimiçi etkinlikler düzenleyerek sektör ve öğrenciler arasında köprü görevi kurdularını; bu süreçte ilk etkinliklerini 23 Mayıs 2020 tarihinde online ortamda Romanya Constanta Maritime University tarafından düzenlenen Uluslararası Denizcilik Konferansı'na katılarak gerçekleştirdiklerini ve çeşitli ülkelerden üniversitelerin yer aldığı konferansta İTÜ DENARK'ın da TheFuture of MET in DigitalEra ana başlığı altında Pandeminin Türkiye'deki Denizcilik Eğitim ve Öğretimine Etkisi konusunu Türkiye'yi temsil ettiğini belirtti.

Kulüpte ayrıca Bilgi Rotası ve Alesta Fora adı altında staja çıkacak öğrencilere oryantasyon niteliği taşıyan çevrimiçi

eğitimler verildiğine dikkat çeken Yılmazoğlu, "İTÜ DENARK, bu sayede öğrencilerin yaşadıkları zorlukların minimuma inmesine katkıda bulunuyor. Kulübümüz ayrıca çevrimiçi yapılan etkinliklerin katılımcılar ve izleyiciler açısından daha ulaşılabilir olması ve çok daha interaktif sonuçlar elde edilmesi nedeniyle pandemi sonrası süreçte de benzer etkinliklere devam edecek.

Pandemi süreci denizcilik öğrencilerinin staj yapmalarını oldukça zorlaştırdı. Birçok atölye, tersane, denizcilik şirketi ve gemi bu süreçte stajyer alımı yapmadı. Öğrenciler açısından zaten zor olan staj yeri bulma sorununun denizcilik öğrencileri için çözüme kavuşması gerekiyor. Özellikle sektörün geleceği olan gençlerin 12 ay zorunlu stajlarının tama-

mını gemilerde yapması gereken güverte öğrencileri var ve staj mezuniyet şartını etkiliyor. Bu durumu düzeltmek için şirketlere büyük iş düşüyor," dedi.

Yılmazoğlu ayrıca IMO'nun 2019 yılında başlattığı 'denizde kadın' temasının şirketlerin birçoğunun gemilerde kadın çalışan istihdamını artırmasını sağlamasına rağmen hâlâ kız öğrenci almayan şirketlerin olduğunu vurgularken, "Mesleklerin cinsiyeti olmamalı. Öğrenciler denizde kadın düşüncesinin artık bir başlık olarak kullanılmamasını, kadınların da bu işi yapabileceklerinin kabullenilmesini istiyor. Denizci kız öğrenciler ise her alanda var olabileceklerini göstermek adına tüm güçleriyle çalışmaya devam edeceklerinin altını çiziyorlar," şeklinde konuştu.

## İTÜ ROV

İTÜ ROV, İstanbul Teknik Üniversitesi bünyesindeki çeşitli fakültelerden bir araya gelmiş, farklı disiplinlerden öğretilere sahip öğrencilerin bulunduğu Robotik Kulübü üyeleri tarafından, Gemi İnşaatı ve Deniz Bilimleri Fakültesi bünyesinde sualtı robotları geliştirmek için kurulmuş bir proje takımı.

### ROV nedir?

Sualtı araştırmaları, insanların ulaşmasının mümkün olmadığı ve gerçekleştirilmesi zor görevler için, arama ve kurtarma gibi deniz görevlerinde kullanılan ROV (Remotely Operated Underwater Vehicle), uzaktan kontrollü sualtı aracı anlamına geliyor. ROV'lar, açık deniz platformlarının ve sualtı boru hatlarının kurulumu, bakımı ve onarımı, sualtı habitatının taranması



gibi birçok sualtı görevini yüksek çözünürlüklü kameralar ve robot kol ile suüstündeki bir operatör yardımıyla gerçekleştirebiliyor.

### İTÜ ROV Proje Takımı'nın başarıları

Marine Advanced Technology Education tarafından düzenlenen MATE ROV Competition yarışmasında, 2017, 2018, 2021 ve 2022 yıllarında Türkiye 1'inciliği elde eden takım, aynı senelerde ABD'de ülkemi-

zi temsil ederek 2017'de 25 takım arasından 23'üncü, 2018 yılındaysa 28 takım arasından 11'inci olurken 2021 yılındaysa tek raporda 25 takım arasında 3'üncü, genel klasmanda ise 6'ncı sırayı elde etti. Takım 2022 yılında 6 Haziran'da ABD'de düzenle-

necek yarışmadaysa birinciliği hedefliyor. Takım ayrıca yarışma için geliştirilen aracı, TÜBİTAK'ın gerçekleştirmeyi planladığı bilimsel araştırma seferlerine göndererek yapılacak olan çalışmalara destek vermeyi hedefliyor.



# Hayata yan masadan bir bira

**Yaz geldi. Geride kalan zor dönemi unutmak, açılıp saçılıp hayatımıza renk katmak istiyoruz. Tabii bütçeler elverirse, yeni savaşılar çıkmazsa, ekonomik kriz derinleşmezse, salgın yeni hamle yapmazsa vs, vs... Ama ne çok koşul var böyle. Ruh hâlimizi güzelleştirmek için bir bira lazım. O hâlde... Garson!**

**Yüce Yöney** | Boşuna dememiş Reşad Ekrem Koçu, "İstanbul'un baharı tadımlıktır, kış ile yaz arasında kaybolur" diye. Göz açıp kapatana kadar geçiverdi ilkbahar İstanbul'da...

Lâkin sadece İstanbul'da değil, tüm memlekette baharla birlikte başlayan açılıp saçılmamız, kendimizi sokaklara, kırlara, kafelere, "sosyalleşme mekânlarına" atmamız yaz boyu sürecek herhâlde. Söyleyeceğim, bahar hemen bitti ama onunla açılan bira mevsiminin yolu var daha. Her ne kadar ekonominin gösterdiği yolun alkol oranı düşük, bütçelerdeki yeri eskiye oranla sınırlıysa da hayat kendi bildiği rotada gidiyor, insan alıştığı gibi yudumluyor daima. Wolfgang Schivelbusch'un Keyif Verici Maddelerin Tarihi adlı kitabında aktarılan bakılırsa, Friedri-

ch Engels, daha 1840'larda birayla döşenen yollardan söz ederken bu içkinin hayatımızdaki yerini tespit ediyordu, "Tahmin edileceği gibi, işçiler çok içiyorlar. Alison, Glaskow'da cumartesi akşamları 30.000 kişinin zilzurna sarhoş olduğunu söylüyor; bu küçük bir rakam değil elbette. (...) Böylesi gecelerde, sağa sola yalpa vuran ya da kaldırım kenarında sızıp kalan bir sürü sarhoşa rastlamadan Manchester dışına çıkabilmişliğim pek yoktur. Pazar günleri bu sahneler biraz daha az gürültülü bir biçimde tekrarlanır..."

Engels'in sözleri orijinal bağlamında başka bir zemine oturuyor elbette. Bizim alıntıladığımız cümleler ülke ve dönem farklılıklarına bakmaksızın çok uzun süredir biranın hayatımızda olduğuna vurgu yapmak için seçildi. Ve aslında biranın bedenimizde ve hayatımızda yarattığı etkilerin 1800'lerden çok daha eskiye dayandığı da herkes tarafından biliniyor. Kuşkusuz kil tabletlerde ya da hiyerogliflerde bira göbekli insanlar çizilmemiş ama biranın tarihinin o dönemlere kadar gittiğine dair kanıtlar var. Sümer mitolojisinde "bira tanrıcısı" diyebileceğimiz bir tanrıça bile bulunuyor: Ninkasi. Yine de o kadar eski defterleri açmayalım, piramitleri bira kafasıyla yaptıkları için sırnı çözülüyor deyip tabletleri okumaya çalışmayalım şimdi, insanlığın modern dönemlerinde hep zulamızıdaydı hatırlatmasını yapalım, yeter. Yoksa tarihin daha az bilinen dönemleri, altından ayık kafayla kalkılama-

yacak bir bira deryası adeta... Çok zengin o dünya, biranın balayıyla ilgisini kuran efsaneler bile var, ki madem telaffuz ettik, kısaca şöyle: Binlerce yıl önce Babil'de kızımı evlendiren babalar damadın bal birasını da yedeklemek zorundaymış. Ay takvimi kullanılan dönemler tabii, evliliğin ilk ayına da bu yüzden "balayı" dendiği iddia ediliyor... Ancak dünyanın keyfini çıkaran tek zeki toplum Babiller değil, Batı kültüründe de biralı efsaneler, mayaya yatırılmış hikâyeler var. Vikinglerin savaş öncesi içtiği biralardan tutun da Almanya'da mayayı zehirleyen bira cadılarına kadar...

Ancak yakın tarihe gelince eve dönmek daha kolay olacak. Dönemeyip bir bira için meyhaneye uğrayanların akıbeti ise döneme göre değişiyor. Victoria dönemi İngiltere'sinde böyle bir meyhane ziyaretinde yakalanan burjuvaların adeta genelevde yakalanmış muamelesi gördüğü söyleniyor. Alkolün evcilleştirildiği dönemler belli ki. İçeceksen evde içeceksin, en fazla kulüplerde falan, dışardan gelenlere kapalı yani, ayaktakımı uzak dursun bizden denildiği devirler...

O "ayaktakımı" kendi arasında içmeye devam ediyor, o ayrı. Hem de ne içmek! Dönem işçi sınıfının yoklukla var olduğu dönem (aşlında tam da şimdiki gibi). İçinde yaşadıkları berbat koşulları unutmak, birarada olmak ve kısa süre de olsa yaşamak zorunda kaldıkları sefaletin yarattığı ruh hâlimden uzaklaşmak için içiyorlar. Engels (aynı kitaptan aktarı-

yoruz) işçilerin bu içme hâlini şu sözlerle açıklıyor. "İşçi işten çıkıp yorgun argın eve döner; evi her tür konfordan uzaktır, nemli, sevimsiz ve pistir; acilen kendisine neşe verecek, bütün gün çalışıp didinmesine geçecek, ertesi günü katlanılır kılacak bir şeye ihtiyaç duyar; (...) hoşsohbet bir ortama duyduğu ihtiyacı ancak bir meyhanede tatmin edebilir, dostlarıyla buluşabileceği başka bir yer yoktur - şimdi bu durumda işçi şiddetli bir içme ihtiyacını nasıl duymasın, içkinin cazibesine direnebilecek gücü kendinde nasıl bulsun?"

Karl Kautsky de işçi sınıfıyla alkol arasındaki ilişkide benzer fikirdedir. "Almanya'da bir proleter için alkolden tamamen vazgeçmek her tür muhabbetten vazgeçmek anlamına gelir, işçinin evinde salonu yoktur, küçücük odasına buyur edemez dostlarını; onlarla biraraya gelmek istiyorsa, onlarla ortak meseleleri hakkında konuşmak istiyorsa, meyhaneye gitmek zorundadır."

İşin doğrusu, aradan geçen onca zamana rağmen bazı tespitler ana hatlarıyla geçerliliğini koruyor. Ekonomik kriz daha geniş kesimlere yayılırken kaçak içki sunulan mekânlar, plastik bardakta içki içilen kahvehaneler gibi çözümlerle yoksullar kendi yollarını buluyor. Orta sınıf yiyeceğinden, giyeceğinden artırdığı parayı haftada bir gün kalabalık sokaklarda, meyhane/bar/birahane bölgelerinde harcıyor, biraraya geliyor; depresif hayatında delik açacak anılar biriktiriyor. Yakın dönem toplumsal tarihte bira

kafasının prim toplaması bu bağlamda ekonomiyle çok ilgili. Ancak tarihsel gelişimde bir başka faktörü de adisyona yazmazsak hesap eksik kalıyor. Biranın mâkbul bir içki olması bir dönem diğer içkilerin yaygınlaşmasıyla da alakalı görünüyor. Distile edilerek elde edilen yüksek alkollü içkilerin kamusal alanda yaygınlaşması geleneksel olarak düşük alkollü biranın konumunu değiştiriyor. İşte İngiliz ressam William Hogarth'ın meşhur Bira Sokağı (Beer Street) ve Cin Yolu (Gin Lane) adlı eserleri konu buraya geldiğinde anılmazsa olmayacak türden iki çalışma. Cin Yolu'nda çizilen kendini kaybetmiş, kavga eden, çocuklarını düşüren insanlara karşılık Bira Sokağı'nda sakin ve keyifli insanlar yer alıyor.

İnsanlara binlerce yıldır eşlik eden biranın uygarlık tarihimizdeki yeri çeşitli dönemlerde farklılaşıyor kuşkusuz. Kimi zaman ilkel toplulukların ritüellerinde, kimi zaman manastırlarda keşişlerin ellerinde, çoğunlukla halkın masasında yer buluyor. Üstelik, ne olursa olsun, nispeten ucuz ama keyif veren, herkesin ulaşabileceği, tabiri caizse bu yanıyla daha "demokratik" bir içki olarak sanayi sonrası toplumlarda işlevi geçerliliğini koruyor hâlâ.

Ve belki içkiler arasında her zaman zirvede olmasa da en azından 1963'te Everest'in zirvesinde olduğu biliniyor. Everest'e tırmanmayı beceren ilk ABD'li olarak kayıtlara geçen Jim Whittaker'ın yanında götürdüğü bir kutu Rainier birası bunun kanıtı.

# Yükselen kuzey

**MDN** | Ukrayna savaşı yer kürede yeni bir jeopolitik dönemin başlamasına neden oldu. Savaşın Ukrayna'daki yıkıcı etkilerini bir tarafa koyacak olursak, uluslararası ilişkilerde ve ittifaklaşma çabalarında hareketli günler yaşanmaya başladı. Hiç şüphesiz ki Ukrayna savaşı bir domino etkisine neden olacak ve seri jeopolitik kırılmaları tetikleyecek. Esasen İsveç ve Finlandiya marjında yaşanan dinamik gelişmeler nedeniyle süreç başladı bile. Kuzey bölgesinde hiçbir şeyin eskisi gibi olmayacağı günler ufukta belirdi...

## Kuzey artık sakin olmayacak

Soğuk Savaş Dönemi'nin görece sakin kuzey bölgesi yeni normalde daha sık konuşulacak ve öne çıkacak. Nitekim İsveç ve Finlandiya ikilisinin NATO'ya üye olma kararı tüm gözlerin Nordik Bölgesi'ne odaklanmasına neden oldu. Bir parantez açalım. Danimarka, İsveç ve Norveç İskandinav ülkeleridir. Bu ülkeler ile birlikte Finlandiya, İzlanda, Faroe Adaları, Aland Adaları ve Grönland Nordik ülkeleri oluştururlar.

İsveç ve Finlandiya'nın olası üyelikleri sonrası NATO marjında ve bölge jeopolitiğinde nelerin yaşanabileceğine ilişkin değerli yazılar ve analizler okuyoruz. Kuzeyde askerleşme faaliyetlerinin ivmeleneyeceği ve Rusya'nın karşı önlemler alacağı yazılıp çiziliyor. Elbette tümü doğru... Ama unutulmaması gereken konu Nordik Bölgesi'nin sahip olduğu özgün dinamikler. Bölgeyi ve aktörlerin tutumlarını anlamak için bölgenin tarihi geçmişini ve ülkeler arası ilişkileri bilmek gerekiyor ki bu husus bir başka yazının konusu...

Buna karşın İsveç, Danimarka, Norveç ve İzlanda arasındaki ilişki sistematiği önemli. Her ne kadar Finlandiya birçok konuda bu ülkelerle eşgüdüm içinde hareket etse de daha özgün ve farklı bir duruma sahip olduğunu hatırlatalım.

## Kuzey ve güney kanat ülkeleri: Norveç-Türkiye

Günümüzde savunma güvenlik boyutunda bölgenin başat aktörü şüphesiz Norveç'tir. Kadim bir NATO üyesi olan Norveç, Soğuk Savaş Dönemi'nde kuzeyin bekçiliğini üstlenmiştir. AB üyesi olmayan Norveç, NATO marjında izlediği statik dış politikası ile kuzey bölgesini gerilimlerden uzak tutabilmiştir, tıpkı Türkiye'nin Karadeniz'i gerilimlerden uzak tuttuğu gibi. Bu nedenle Soğuk Savaş Dönemi'nde ittifakın biri kuzey diğeri güney kanat ülkelerinin hasletleri birçok ortak nokta üzerinde kesişmiştir. Norveç'in kuzeyde izlediği stratejiyi anlamadan İsveç ve Finlandiya'nın NATO üyeliklerinin arka planını idrak edemeyiz.

## Danimarka

Diğer taraftan bölge ülkeleri

üzerinde Danimarka'nın da yadsınamaz bir etkisi vardır. AB ve NATO üyesi olarak Danimarka tarihi perspektifte bölgenin önemli aktörüdür. Bu noktada İsveç'in üyelik başvurusu sonrası Norveç, Danimarka ve İzlanda'nın yaptıkları ortak açıklama önemlidir. Her üç ülke İsveç'in NATO'ya üyelik süreci esnasında herhangi bir saldırıya uğraması durumunda İsveç'in birlikte savunulacağını açıklamıştır.

Bu hamle İngiltere tarafında da desteklenmiş, mayıs ayı ortasında Norveç Başbakanı Store'un İngiltere ziyareti esnasında İngiltere Nordik ülkelerle ortak hareket etme kararını almıştır. Konuyla bağlantılı olarak İngiltere'nin mayıs ayında İsveç ve Finlandiya ile savunma güvenlik anlaşması imzaladığını ve her iki ülkeye NATO üyelik sürecinde güvenlik garantisi verildiğini vurgulayalım.

## Jeopolitik hediye

Gelinen aşamada, Ukrayna savaşının yarattığı jeopolitik iklimden istifade ile ABD ve İngiltere ikilisinin kadim müttefikleri Norveç üzerinden bölge jeopolitiğine doğrudan etki edecek stratejik hamleleri yaptıklarını görüyoruz. Hatırlatalım, uzun süredir Arktik Bölgesi'ni kadrajımızda tutuyor, bölgesel gelişmeleri dikkatinize sunuyoruz. İsveç ve Finlandiya'nın NATO'ya üyelik başvuruları bölgeye yönelik izlenen stratejinin son halkasını oluşturmuştur. Son kertede Rusya, Ukrayna savaşı vesilesiyle ABD ve İngiltere ikilisinin izledikleri kuzey stratejisine jeopolitik bir hediye sunmuştur.

## Stratejik kırılma

Kuzey bölgesinde askeri faaliyetlerin İsveç ve Finlandiya'nın olası NATO üyeliği sonrası ivmeleneyeceğini söylemek doğru lakin eksik bir tespittir. Bölgedeki askeri faaliyetler esasen 2019 yılından itibaren artmaya başlamış, özellikle Norveç üzerinden yapılan hamleler bölgede Rusya ile gerilimin artmasına neden olmuştur. Bu noktada Mayıs 2021 bölge jeopolitiği bağlamında nirengi noktasıdır. Stratejik kırılmanın yaşandığı Mayıs 2021'de esasen İsveç ve Finlandiya'nın NATO üyeliğine giden süreç başlamıştır.

Açalım. Bölgenin kadim NATO üyesi Norveç iktidarlardan bağımsız izlediği dış politika ile Soğuk Savaş Dönemi'nde Rusya'yı provoke edecek hamleler yapmaktan kaçınmıştır. Norveç'in bu konuda 70'li yıllarda aldığı bir parlamento kararı dahi vardır. Konunun özü şudur, Norveç topraklarında nükleer silahların bulunmayacağı, nükleer silahlarla teçhiz edilmiş askeri unsurların limanlarını ve havaalanlarını ziyaret etmeyeceğini ve topraklarında NATO unsurlarının daimi olarak konuşlanmayacağını deklare etmiştir (İsveç Başbakanı Rusya'nın ve iç kamuoyundaki NATO karşıtlarının tepkisini azaltmak için benzer açık-

lamayı yapmış, İsveç'in NATO üyeliği sonrasında topraklarında nükleer silah bulundurmayacağını ve NATO unsurlarının ülkede daimi olarak konuşlanmayacağını açıklamıştır). Norveç bu geleneksel politikasını iktidara İşçi Partisi de Muhafazakâr Parti de gelse sürdürmüştür.

## Norveç daimi konuşlanmanın önünü açıyor

Norveç'te Eylül 2021'de yapılan olağan seçimlerde Muhafazakâr Parti iktidarı İşçi Partisi'ne bırakmıştır. Koalisyon geleneği ile yönetilen ülkede çoğunluğu sağlamak için üç veya dört partinin bir araya gelmesi gerekmektedir. Mayıs 2021'de iktidardaki Muhafazakâr Parti ABD unsurlarının Norveç topraklarında daimi olarak konuşlanmasına imkân tanıyacak bir karar parlamentoya getirmiştir. Parlamentoda kabul edilen karara istinaden ABD unsurlarına deniz ve hava üslerinde daimî konuşlanma izni verilmiştir.

Böylelikle ABD unsurlarının Bergen Deniz Üssü'nde ve kuzeydeki havaalanlarında bina yapımı dâhil daimî konuşlanmalarının önü açılmıştır. İktidar Partisi yeni bina yapım faaliyetlerinin Norveç Hükümeti tarafından finanse edileceğini ve bu binaların Norveç mülkü olacağını açıklasa da inandırıcı olamamıştır. Bu karar sonrası Norveç'te askeri hareketlilik ivmelenmiştir.

Başta ABD olmak üzere İngiltere, Almanya, Fransa ve Hollanda unsurları sıklıkla askeri liman ve havaalanlarını ziyaret etmeye başlamıştır. ABD'nin nükleer kapasiteli B-52 uçakları ile nükleer saldırı denizaltıları Norveç'te sıklıkla görülmüştür. Norveç Hükümeti artan iç kamuoyu tepkilerini ve Rusya'nın tehditlerini önlemek üzere nükleer silahların Norveç'e girişine izin verilmeyeceğini ilan etmek durumunda kalmış, Rusya'ya karşı geleneksel temkinli politikanın idame edildiğini açıklamıştır.

## Norveç'in evrilen Rusya ve NATO politikası

Buna karşın Norveç ev sahipliğinde her geçen gün artan askeri faaliyetler hız kesmeden devam etmiştir. İsveç ve Finlandiya'nın da düzenlenen tatbikatlara fiilen katıldığını hatırlatalım. İktidarda olan İşçi Partisi'nin, Muhafazakâr Parti iktidarında Norveç'in evrilen Rusya ve NATO politikasını sürdürdüğünü belirtelim.

Nisan ayında temas etmiştik. Geçtiğimiz mart ayında Soğuk Savaş'ın sona ermesinden bu yana Norveç'in en büyük askeri tatbikatı olan Cold Response-2022 düzenlenmiş, tatbikata 27 NATO ve ortak ülkeden yaklaşık 30 bin asker katılmıştı. İki yılda bir rutin olarak yapılan tatbikata 220 uçak ve 50'den fazla savaş gemisinin katılması, Cold Response-2022'yi son otuz yılda Norveç ev sahipliğinde yapılan en büyük tatbikat hâline getirmişti. Tatbikata İsveç ve Finlandiya fi-



len katılırken, NATO savaş gemileri her iki ülke limanlarını ziyaret etmişti. Bu tatbikatta İsveç ve Finlandiya'nın NATO üyeliklerinin sinyallerinin verildiği tarihe not düşmüştük.

## Artan nükleer denizaltı trafiği

Bakınız 2021 yılında Norveç'e toplam 13 NATO denizaltısı liman ziyareti yaptı. Söz konusu denizaltıların yedisinin nükleer takatli olduğunun altını çizelim. Liman ziyareti yapan nükleer denizaltılar ağırlıklı olarak ABD unsurlarından oluştu. Norveç'in kuzeyinde Rusya'ya mücavir Trömse Limanı ile Norveç donanmasının merkezi olan Bergen Deniz Üssü ziyaret edildi. 2022 yılında ise şimdiye dek bir ABD ve bir Fransız nükleer denizaltılarının Norveç limanlarını ziyaret ettiklerini hatırlatalım.

## 2021'de dünya askeri harcamalarında rekor kırıldı

İsveç menşeli bir düşünce kuruluşu olan Stockholm Uluslararası Barış Araştırmaları Enstitüsü (SİPRI)'nin raporuna göre, dünya askeri harcamaları 2021'de büyümeye devam ederek tüm zamanların en yüksek seviyesi olan 2,1 trilyon dolara ulaştı. 2020'de, dünyanın toplam askeri harcaması, 2019'a göre yüzde 2,6'lık artışla 1,981 trilyon dolar olmuştu. 2021'de ise reel olarak yüzde 0,7 artışla 2,113 trilyon dolara ulaşıldı.

2021'de en büyük beş harcama yapan ülkeler ABD, Çin, Hindistan, Birleşik Krallık ve Rusya oldu ve birlikte harcamaların yüzde 62'sini oluşturdu. Evrilen kuzey jeopolitiği nedeniyle zengin Nordik ülkelerinin savunma harcamalarına kesin gözüyle bakabiliriz. Finlandiya'nın F-35 tercihi de bu optikten bakmak uygun olacaktır.

## Norveç, Finlandiya ve İsveç

Güçlü bir ABD etkisinin hâkim olduğu Norveç, Finlandiya ve İsveç'in NATO'ya üyeliklerini koşulsuz olarak desteklemektedir. Bakınız Norveç Başbakanı Store'un, İsveç'in NATO üyeliğine başvuracağını açıklaması sonrası yaptığı basın açıklamasında bu ülkeye güvenlik garantisi verileceğini duyurması, devamla "Bu garanti, bizim tarafımızdan açık bir sinyaldir. Norveç'in İsveç ve Finlandiya'yı çok hızlı bir şekilde NATO üyesi olarak onaylayabilmesi için elimizden geleni yapacağız. Savunma işbirliğimizi daha da güçlendireceğiz. Askeri güçlerimiz birlikte iyi çalışıyor ve uzun yıllar birlikte eğitim aldılar. Finlandiya ve İsveç'in hâlen NATO'da ortak ülkeler olarak yapmış oldukları önemli katkıları takdir ediyoruz," açıklamasında bulunması önem arz etmektedir.

Diğer taraftan enerji zengini Norveç bu yönüyle de Avrupa'nın Rus enerjisine olan bağımlılığın azaltılmasında stratejik bir rol oynamaktadır. ABD ve İngiltere ile sıkı ve koşulsuz işbirliği içinde hareket eden Norveç'e, NATO üyelikleri sonrası İsveç ve Finlandiya'nın da ekleneceği aşikârdır. Bu durumda Rusya, kuzeyde ABD ve İngiltere desteğindeki Nordik ülkeler tarafından etrafı çevrelenmiş olacaktır. Kuşkusuz bu durumun Arktik jeopolitiğine de kaçınılmaz yansımaları olacaktır.

Kıssadan hisse kuzey bölgesinde değişen ve Rusya'ya karşı evrilen stratejilerin temellerinin son üç yılda Norveç özelinde yapılan hamlelerle atıldığını altını çizelim. İsveç ve Finlandiya'nın NATO üyelikleri kurgulanan kuzey stratejisinde nihai hedef (end-state)'tir. Ukrayna savaşının yarattığı konjonktür ile belirlenen nihai hedefi olurma süreci kısalmış, Rusya vahim bir hesap hatası yapmıştır.

# Blockchain dünyasının dev isimleri İstanbul'da buluşacak

Blockchain Economy İstanbul 27-28 Temmuz'da Hilton İstanbul Bomonti Hotel'de Uzmancoin stratejik ortaklığında gerçekleşecek. Kucoin, Deepcoin, Xt.com, Merv Academy ve KRPT sponsorluğunda düzenlenen etkinliğe blockchain dünyasının küresel isimleri katılacak.

Zirve'nin Türkiye'deki ikinci organizasyonu, pandemiden önceki son büyük blok zincir konferansıydı. 27-28 Temmuz'da düzenlenecek olan 4'üncü konferans ise Avrupa ve Asya arasındaki köprüde kripto topluluğunu bir araya getirecek olan pandemi sonrası ilk büyük organizasyon olacak.

Yaklaşık 14 milyon kripto para yatırımcısının olduğu Türkiye'deki en büyük blok zinciri zirvesi olan The Blockchain Economy İstanbul'un konuşmacıları ise dünya ve Türkiye kripto topluluğunun yakından tanıdığı isimlerden oluşuyor. Konuşmacılar;



■ Alex Bornyakov – Ukrayna Dijital Dönüşüm Bakanlığı Bakan Yardımcısı

■ Michael Saylor – MicroStr-

tegy CEO'su

■ Carl Runefelt – Kripto para yatırımcısı, girişimci, Forbes 30 yaşaltı listesi üyesi, Twitter'da 1

milyondan fazla takipçi

■ Emre Aydın – Türk pop şarkıcısı

■ Engin Altan Düzyatan – Türk

sinema sanatçısı

■ Lou Yu – Kucoin Labs yönetim kurulu başkanı

■ Eren Özkan – Mastercard Türkiye yönetim kurulu başkan yardımcısı

■ Hamza Yardımcıoğlu – Televizyon programcısı ve yazar

■ Russ Batyrshin – Deepcoin'de küresel iş geliştirme yöneticisi

■ Burak Köse – Organizasyonun stratejik partneri Uzmancoin'in kurucu ortağı

■ Johann Polecsak – QANplatform kurucu ortağı ve CTO'su

Etkinlik, panel konuşmalar, oturumlar, sohbet etkinlikleri, endüstri odaklı sunumlar, NFT Sanat Galerisi ve Kripto Kapalı Çarşı, katılımcıların, projelerin ve markaların ortaya çıkardığı değerleri anlamalarına, ilgili hizmetlerden nasıl yararlanacaklarını öğrenmelerine ve çeşitli iş bağlantıları ve ortaklıklar kurmalarına yardımcı olacak.

## 'Kadınlar denizcilikte daha fazla temsil edilmeli'



Dokuz Eylül Üniversitesi Denizcilik Fakültesi Mezunları Derneği (DEFMED) tarafından düzenlenen "Denizin İncileri" paneli, tarihi İzmir Havagazi Fabrikası'nda yapıldı. Uluslararası Denizcilik Örgütü'nün 18 Mayıs tarihini Dünya Denizci Kadınlar Günü olarak belirlemesi nedeniyle bu yıl mayıs ayında yapılan toplantıya, Dokuz Eylül Üniversitesi Denizcilik Fakültesi Dekanı Prof. Dr. Durmuş Ali Deveci, Kıyı

Emniyeti İzmir Bölge Müdürü Pelin Devrim ve çok sayıda denizci kadın katıldı.

DEÜ Denizcilik Fakültesi Öğretim Üyesi Doç. Dr. Nil Kula moderatörlüğünde gerçekleştirilen panelde konuşan, 1913 yılında kurulan İzmir Deniz Nakliyecileri Derneği'nin ilk kadın başkanı Şükriye Vardar, kadınların denizcilik sektöründe çalışan, yönetici ve temsilci olarak daha fazla yer alması çağrısında bulundu.

sında bulundu.

Vardar, "Deniz Ticaret Odası İzmir Şubemizde meclis üyesi olarak iki kadın temsilci görev alıyoruz. Sektörel dernek yönetimlerinde çok az sayıda kadın bulunuyor. 1913 yılından bu yana faaliyet gösteren asırlık İzmir Deniz Nakliyecileri Derneği tarihinde ikinci kadın yönetim kurulu üyesiyim. İlk kadın başkan olarak da tarihe geçtiğimi düşünüyorum. Bu örneklerle baktığımızda denizcilik sivil toplum kuruluşlarında kadınların temsil sayılarının artması gerektiği görüşündeyim. Hâlihazırda bazı sektörlerde kadın olmanın zorlukları sürerken, özellikle bir parçası olmaktan gurur duyduğum şirketim MSC Grubu'nda kadın çalışan oranı yüzde 25'e yükseldi. Orta ve üst düzey yöneticilerin ağırlığını ise kadınlar oluşturuyor. Bu da geleceğe dair umutlanmamızı artırıyor" dedi.

İzmir Deniz Nakliyecileri Derneği'nin 100 yılı aşkın geçmişi olan köklü bir dernek olduğunu da ifade eden Vardar, "Türkiye'de sefer yapan veya Türk limanlarına uğrayan gemi sahibi veya Türkiye'de gemi hatlarına acentelik yapan şirketlerin oluşturduğu bir derneğiz. Dünya ticaretinin yaklaşık yüzde 80'inin denizyolu taşımacılığı ile yapıldığı düşünüldüğünde, Başkanlığımı üstlendiğim Derneğimizin stratejik önemi olan sektöre katkıları yadsınmaz" şeklinde konuştu.



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# ENGINEERING THE NEXT

# 'Developed nations are trying to keep developing nations away'

**Ahmet Yaşar Canca, Chairman of the Chamber of Marine Engineers, within the Union of Chambers of Turkish Engineers and Architects (TMMOB GEMİMO) viewed the state of Turkish and global maritime with economic, strategic, and technical details for MarineDeal News readers**

**Nations around the world are dealing with more than one issue at the moment and these issues continue to grow. What do you think is global maritime's foundational issue? How would you view the root issue so that people are able to understand this?**

Nations around the world are unfortunately dealing with more than one foundational issue when it comes to maritime. Let's think of it this way, nearly 77 percent of world seas are mankind's common property, and this is the division for the use of underwater natural resource as well as maritime activities in the seas. When issues caused by global warming and energy-food problems are added to the fight, these areas become very important, and everybody is interested in having a right to speak and rightful ownership. The root cause here is due to the fact that mankind is after wealth. However, issues can be better understood and more easily resolved if prosperity is brought forth. The other foundational issue is the impact of the development of technology and changes in ship and port structures. When energy efficiency comes forward in maritime, the needed for eco ships are combined with digitalization which brings up a new ship management model. While the chaos due to efforts on unmanned ships and cyber threats remind us of several risks, there is another issue that goes unnoticed.

The status of ownership and confidentiality of the equipment on ships as well as the software used in this equipment



A. Yaşar Canca

will bring up the matter of ship ownership on the agenda in the near future. Think about it. An average of 16 different software is being used on a ship right now and some of this software needs to be updated. They will not work if they are not updated. In the near future, there will be a request to update all software using cyber-attacks as a reason. The training of maritime personnel in accordance with these changes is also a separate issue. Training is a long topic but if we try to explain it briefly: When all technological and digitalization developments can be modified on the equipment after tens of tests, the premise that maritime employees can be modified like machines is, in my opinion, a basic issue that the sector faces every day and is likely to increase. In situations where each country and port increase regulations and maritime employees are not given much permission to step on dry land at ports, the deterioration of the employees' psychology is far greater in comparison to the deterioration of their physical bodies. The STCW Convention is almost outdated. It is necessary to update training models in accordance with these new systems and imple-

ment them.

If only developed countries would respond honestly. Would they really want less developed countries to advance in maritime? We are moving toward a time when they will not even sell technological ships in line with new regulations to less developed nations for money.

**By defining this group of issues within its micro and macro environment, could you please share your suggestions for solutions along with economic development principles?**

It is not easy to make suggestions for solutions. Solutions where all issues will be handled together can be developed, but it has to be accepted by the IMO as well. Yet, nations have regional differences as well as needs based on differences in their level of technological advancement. The most basic difference is when developed nations are researching unmanned ships, other countries have to consider the unemployment issues of maritime employees with a casuistry approach. I believe that these issues will not end as long as there is an instinct to protect wealth. If a solution is desired... Each country will surely contin-

ue to act independently within its own limits of sovereignty, but it is possible to transition to a new model where everybody will have a share in the responsibility as well as the prosperity by implementing more extensive and participatory models in mankind's common areas with the help of the STCW Convention. The biggest obstacle ahead of this is the wealthy nations' and the wealthy's addiction to wealth and their fear of losing it.

**Could you view the pros/cons of the issues in Turkey as well as its area of interaction in the region?**

The Republic of Turkey is a secular state of law which prioritizes the welfare of its people. Although the implementation issues hurt us, it is a democratic state. Even those who are unaware of the value of democracy are noticing its value each day. The Turkish youth is a generation educated with multiple disciplines set forth by Atatürk and its foundational philosophy and has multiple levels of intelligence. When not left in limbo with fear, they can be very successful in every area. An ambitious generation with high energy, which shed all apolitical labels is

growing every day. Even if we do not cover its geopolitical importance, the multiple disciplinary structure of this youth, its ambition and energy can pose an example to other nations as well.

**Which areas can foreigners develop businesses in with Turkish maritime employees? How would you like to address foreign states or companies?**

Turks are a nation with high organizational skills, and they dote on their state and their flag in particular. When people who would like to do business with Turks come to our country with the understanding of these two values, they will be quickly internalized by the employees and taken care of. This is why the employees' sense of belonging is a great treasure for them, even if they are far away. Cooperation can be done in every aspect of maritime.

**How do you view western nations' policies on the matter of "asylum-seekers" and "refugees"?**

The issue of asylum seekers is a historical one. People move from the lands they are born in to lands where they can eat. This is the law of nature. This situation

which developed naturally in the beginning continued to be acceptable under natural disasters and catastrophes. Unfortunately, the wealthy Western nations can never give up on their colonial mindsets. When they face units who resist colonialism and fight for economic independence, they break up these regions using their money, knowledge, and military power; kicking people out of their homelands and forcing them to fear for their lives while, ensuring they live this way, they themselves conduct research and development to prepare for new situations. Therefore, refugees do not mean much for them. The solution is ensuring people can eat in lands they are born in. Will they do it? No. They boast of the resources they spend on whoever develops the more advanced weapon.

**States-societies-economic actors-the private sectoractors-private sector managers-universities-leaders of nongovernmental organizations... All these actors are taking a role in the creation and implementation of sustainable policies. People with an advanced negotiation culture handle coordination and produce intellectual products, yet for some reason the process turns into a situation with zero outcome in certain countries and the project that is thought through, worked on cannot be realized. The vicious cycle cannot be broken. What should be done and how, what kind of roles do rule setters and "task executors" have here?**

There are three main elements in the success of an event. Knowledge/intelligence + energy and unity. Therefore, higher planning should be done by the most well-equipped people, ensuring organizations work toward the same goal. Otherwise if everybody runs after what they each believe is the best, even with good intentions, a conflict of power within the system will become inevitable and one day you'll have nothing to show for. Everybody who has something to say should be listened to and nobody should be marginalized.

**The western nations' wholesaler and selfish approach peak especially when it comes to the exploitation of underdeveloped countries. What are the lessons the West should learn from the East?**

Colonialist western nations brought the East to this situation by exploiting them. The most famous museums in western countries are almost full of

artifacts brought from eastern nations. Westerners are always learning lessons from eastern nations. They are in fact afraid because eastern nations have created civilizations that they have not been able to. Now that they are dominating, they meddle things up thinking that they will fall behind if they leave eastern nations alone. If that is not enough, they lure their developed minds to their own countries. If they refuse to come, they make the administrations in eastern nations dismiss them.

**Humans who are social creatures are evolving in a negative direction. What kind of concrete-constructive work can world's academic circles do regarding the direction of the evolution?**

American Indians have a saying: A man has two dogs within, one good and one bad. Whichever you feed is who you will become. The academic world should feed the good dog, but they feed the bad one instead. In addition, having an academic mindset is like art and being an artist. It is not a job. Many academics around the world do it as a job, therefore conflict of interests that come up as part of the job are an obstacle against academic development.

**If we call this device a state, what kind of a change in mindset should the government, bureaucracy, private sector managers, nongovernmental organizations and others go through essentially? How would it be if there were people who think within the framework of philosophical methodology for the present and the future of our country, our people and surely the world? How would jobs and deliverables be integrated into life? How should it be computed?**

We should first talk to our own egos. We need to be friends with our egos because our egos almost shield our behavior. When coupled with the premises we unconsciously implement, it becomes a mess. All religions say that "property belongs to Allah" but those who have obtained property using Allah in every society and time period have reinforced their own power. They rule the people by leaving them in fear. When worldly fears are not enough, they feed the outer world's fears. Therefore, states or large companies always create fear. Fear brings unhappiness, unhappy people form unhappy societies. Thinkers have always stated this. Yet, as long as people with suppressed egos take



revenge through other means, peace and tranquility on earth will always be on edge. I am on the side of working hopefully yet I am not very hopeful on this matter. If there is need for a model, then systematic issues should be studied. If entropy of systems, meaning vectors or forces which will shift the balance of systems and push them into instability, exist even on a small scale, that system will eventually reach instability. Planned economy just like liberal economy is not a stable system. Forces pushing the disregarded system into instability are suppressed or ignored in both of them. First this situation should be analyzed and the factors that cause instability should be eliminated. If I need to give an example: Those who stand against decisions made based on the majority are a threat to the stability of the system. For instance, when people cannot be rulers for more than 2 terms and power changes hands and everybody uses power, since everybody has eliminated whatever can be used against them, after a while the system will reach stability and become sustainable. But if you keep power in the hands of one group, there will never be stability.

**The power struggle determined by those dominating waterways continues on the predetermined routes or alternative developing routes within an active and ruthless competition. Where is the world evolving with this mindset? Who will prevail from this struggle of the good and not good? Will it evolve into the World War III that experts have been recently referring to? How will stagflation impact world economies and developing countries? Are world authorities interested in prioritizing peace instead of war or are they indecisive?**

Liberal and planned economies are not sustainable economies. Mankind is aware of the mixed model where both are

implemented together and that this model can be successful. However, for some reason it cannot be used. Therefore, crises constantly break out to cover up this fact. Even in developed Western nations, a crisis emerges when conflict between the ruler and the subjects emerge. Stagflation is a tool used for this. It means inflation during stagnation. The race for growth is dragging mankind into a disaster because growth is created not through the people's needs but triggered consumption instead. Growing line of credit using created bank funds push people toward easy consumption while a decline in bank funds leads to many people living solely to pay off their debt. Whichever factions are aiding from this system will constantly trigger it. If we were to give an example, \$2 trillion of the FED's money injected into the financial system returns to the FED without ever being used. Why? The answer to this provides many explanations.

**The Turkish shipbuilding sector's share in the global commerce market in 2021 was 0,7 percent, which is equivalent to \$1,6 billion. This figure was nearly 1 percent in 2020, equivalent to \$1,375 billion in value. Which policies can Turkey develop to bring these figures up?**

The shipbuilding sector is important to us. Think about it, we have been able to build ships since the Ottoman Empire. Shipbuilding faculties are the oldest ones and are still very highly popular. We also have classification organizations such as Turk Loydu. However, I believe that maritime is hindered in Turkey. Therefore, I believe when Turkey declares maritime as a strategic sector and eliminates these obstructions, our share will quickly increase to 5 percent and later to 5 to 8 percent. The Montreux Convention Regarding the Regime of the Turkish Straits is vastly important and a

successful agreement for Turkey. Nations which had to accept the terms of this agreement under the conjuncture in 1936 are using their power to prevent Turkish maritime from developing.

**Can Turkish shipowners compete against the world?**

Turkish shipowners are taking a small share from the world's commercial volume. Yet, Turkish shipowners are still ship owners, meaning they manage their ships from their offices. There are surely lots of deficiencies, but the boutique shipowner model is much better than the management system in which hundreds of ships are run but are not recognized. Turkish shipowners care for their ships and are integrated with them. This is their greatest advantage. I think it would have been better if there weren't some legal issues.

**What will be the impact of the Paris Climate Agreement on the world's commercial fleet and therefore the economies of maritime countries?**

The Paris Climate Agreement was widely discussed within the maritime sector. We discussed this in detail during our work with the Turkish Shipowners Association. As widely known, the first agreement is the Kyoto Protocol, which does not include maritime. The Paris Climate Agreement includes maritime as well. There is no need to get into details here. It is trying to force maritime to be handled using ships that do not have gas emission. Surely it has many valid reasons regarding the climate, yet in my opinion, as I've stated earlier, developed nations are trying to keep developing nations away from maritime. Since carbon emission will be reduced continuously, an A+ ship you have today may become a C in 5-7 years, or even a D, possibly making you subject to taxation.

**Do you think organizations such as the ICS, INTERTANCO and BIMCO are doing their job as well as they should?**

The law of the strong has always taken place in international organizations. When you look at it from the framework of power, it depends on where you view these organizations from. They act as walls for developing nations.

**If you were to draft a maritime vision in Turkey, what would you say?**

I do not need to say anything about Turkey's vision. Mustafa Kemal Atatürk has written that, it will be enough if we just implement it.

**Expressing hope that Türk Loydu's IACS membership will be approved on the 100th anniversary of our Republic, Cem Melikoğlu, the Board Chairman of the Türk Loydu Foundation, spoke to us about the importance of digitalization and its benefits to the Turkish maritime sector**

**Could you give us an update on the status of the IACS membership? How close is Türk Loydu to IACS membership?**

As a world classification organization, the International Association of Classification Societies (IACS) has a rate of nearly 98 percent. It holds a very large commercial market and naturally, it does not want to share it with others. However, they cannot prevent candidates who expressed their interest in a membership from becoming members; therefore, they keep the membership criteria as high as possible.

We first applied for a membership in 2017. That year, prior to the completion of audits, they made the membership criteria harder because our membership process was going well. There is an obligation to fulfill rules based on GBS (Goal-based standards) by the IMO; to block us, they added that to the list as an approval each candidate needs to receive.

Since we were expecting such a move, we had already prepared ourselves for GBS and secretly made our preparations to receive approval from the IMO. A few weeks after IACS announced this rule, we applied to the IMO. IACS handled our audits in a year and we received our GBS approval from the IMO in December 2019. IMO announced IACS as the classification organization and Türk Loydu to the entire world. This is an important accomplishment. We put on a serious fight there, we had to conduct lobbying activities as well as back-stage politics. After this stage, we made our official application for IACS membership, however we were unable to continue our audits which had already begun in 2020 and 2021 due to the pandemic. This year, in 2022, we got an early start on this. It has gone well so far, and audits will likely be finalized around

# 'Türk Loydu became one of international rule setters'

September. Non-IACS members are audited twice in comparison to members. Yet, our team was very well prepared, we want to finish this business this time. I can tell that we are better than many IACS members on a technical aspect. We are assertive but technical sufficiency is not enough for IACS membership, there is also the political aspect. We are already getting help from our ministries on this matter, but we will speed them up during that process.

If the audits are completed with a positive outcome this year, the IACS board of directors will need to make a decision, and the situation will become clear after that. I expect the status of the membership to be determined at the end of this year. In 2023, I wish to go to the general council as an IACS member organization. I hope that we will be a classification organization suitable for the 100th anniversary of our Republic.

We also have a Plan B and Plan C in case we do not become an IACS member. There are areas in which Türk Loydu is successful at, we have alternative plans such as establishing different paths, different units and finding our place in those. However, the most ideal one for us is obtaining IACS membership. This is how we will be most helpful for Turkish maritime.

**How do you conduct/manage the digitalization process? Are there any new digital transformations planned?**

The world is changing, we need to use the developing and advancing technological opportunities. What 300 accountants used to do before can now be done by pressing a single button on a computer. We need to digitalize our survey techniques as much as possible and speed up the processes. We already started this effort in 2015. We expedited the approval stages within our internal processes and prepared special soft data to ensure maximum digitalization, easypass was one of them. We receive plan approvals from our clients online, on a digital environment, they are reviewed on the screen, their remarks or different requests, if they have any, are notified and reported



to the client on the same digital environment. Back in the day, these were received in folders as files of documents, they were opened and reviewed. Now, all of this can be done much more quickly.

The second stage is for our surveyors to move around in the field on a digital platform. We have already moved on to the remote survey level, since we were already prepared when the pandemic broke out; and we already tested our first applications, we were able to adapt in a very rapid pace. We were able to keep the number of our staff working from home at a maximum level during this process. With the help of digitalization, the speed of our processes increased, and our performance as well as our productivity increased even further. While we keep digitalization at a maximum, we also need to keep the information level of our surveyors at a maximum as well. We had started a surveying school for the education of our surveyors. We accomplished a first in Turkey, and I don't think there are any comparables in the world either. Engineering students matriculating at the İstanbul Technical University (İTÜ) can minor in surveying, meaning not only naval engineering students but also other engineering students can minor in surveying while they con-

tinue their education. This is a one-year program, and the Türk Loydu's leading capable employees are assisting with the teachings. When these young fellows graduate, they will also have a surveying degree at hand. This is a very unique and beautiful effort. Prof. Dr. Hakan Akyıldız, a member of our board of directors from İTÜ, has played a great role in this. This is a very positive effort for us because Türk Loydu is a place where all classification organizations in Turkey actually use as a school. Nearly 80 percent of other classification organizations originated from Türk Loydu. Because we train our valuable engineer friends here, we ensure they receive surveying competencies, then they take them from us. So, we said, since we already act as a school, let's make this school more organized, faster and efficient under a university.

The pandemic allowed us to both test and also develop our digitalization process. We are doing the same in other areas, especially in military projects right now. We develop our military rules in particular as software. These will expedite our designers' work and make it easier for them. It is not easy to compete on the international arena, DNV has a one-billion-dollar revenue and nearly 30 thousand staff members. The team and budget they have

for such digitalization is much much larger than ours. We are trying to both compete with them and also produce results equivalent in value, as much as our strength allows. Yet, things are going well so far, we're doing pretty well.

**How are you contributing to the development of national production, in terms of expediting the approval process?**

It was important for us to digitalize, presenting certain things in pages and pages of papers and files was making the processes more difficult. Getting, reviewing and finalizing these electronically and quickly is to everybody's advantage. Other than that, when you have an export-oriented certification, the government gives you certain incentives. When you can prove that the fee you spent for documentation is aimed at exporting, the state gives you 50 percent of it as a grant. Türk Loydu's documents were within this context. We offer companies as much guidance as we can. Industrialists view every extra expense during production as a burden, but I can easily tell you that our certification fees are very low compared to rival organizations and they are internationally accepted.

**In the future, will the maritime sector face new regulations regarding classification rules, are there any subheads they need to be prepared for?**

Türk Loydu has been implementing IACS standards for a long time already. We have incorporated IACS rules in our own rules as if we are IACS members, and we use those rules. Therefore, Türk Loydu rules will not change drastically after we become an IACS member. However, there are applications announced around the world, by the IMO in particular, on air pollution, water pollution and reducing emissions. Everybody on a global scale needs to implement these, we do as well because a ship which does not abide by these cannot enter a lot of ports in Europe and around the world. Turkey should use this as an opportunity and renew its commercial fleet. I hope that the Koster Project will come up in the agenda again

on a greater extent very soon. The world is changing, freight fees have started to go up, this is an opportunity and if Turkey can use this opportunity as a national strategic move, it can secure the freight profits in the Mediterranean, Black Sea, and near Africa trade. We are currently paying a significant freight fee for products imported into our country and this freight goes to other vessels. If you abide by the renewed rules, the new mission and even the soon-to-be-implemented underwater noise pollution rules, if you can develop a more modern and more productive fleet, you will capture this market. While capturing this market, the Turkish subsidiary market will also become stronger, and if you were to do this systematically, not only shipyards in Turkey but also many sectors that serve the shipyards will rise up. There is a difference between producing one ship and 100 ships, if you can make plans for 100 ships your cost will drop drastically.

**Each day we witness a new green fuel technology. How prepared is Türk Loydu for green fuel?**

I am a chairman who likes very much to sign off on firsts, and I have a warm approach towards matters on developing innovation, and I support them as much as I can. Türk Loydu signed off on the world's first electrical trailer. There was an electrical ship but not a trailer, because electrical trailers require a high level of power and it was difficult to resolve the power source issue. Turkish engineers solved this; this is an important accomplishment. Field tests on the world's first fully electrical trailer named ZEETUG have been done, Türk Loydu provided its plans and classification. This trailer received many international awards. The fact that Türk Loydu was involved in this makes me very happy. But more importantly, we developed our rules for an electrical ship thanks to this. In fact, we assisted in the issuing of the guidelines regarding electrical ships in Turkey, because the development and advancement of Turkish maritime is among our divine goals. Research on hydrogen, LNG, LPG, and even hydrocele are underway.

We request the students we've given scholarships to for years to have certain areas on their postgraduate and graduate degrees and we encourage them. We try to select the students we give scholarships to from those

particular areas so that the projects that will come out will have industrial benefits as well. This effort continues as well, developing rules is not such an easy thing to do, it requires a lot of effort. You need to conduct academic studies at universities in particular, you need to conduct field studies, you need to be in unity with the sector. Türk Loydu has been away from these for a long time, we are now progressing there as well. We are involved in serious studies both within the defense industry and the commercial areas.

**Autonomous and 3D efforts are among current topics that are under rapid development. What is Türk Loydu doing in these areas?**

A Research & Development department was established within Türk Loydu. In the past, there was an idea to conduct research & development services through a separate company, and a separate company was established but later on, a law passed allowing this to exist within Türk Loydu itself. Therefore, we decided that it would be more appropriate to conduct research & development services within Türk Loydu as opposed to a separate company. One of our floors is currently reserved solely for the Research & Development department. We have nearly 14 ongoing projects. Some of these are regarding autonomous ships and remote surveying conventions. We con-

duct many different efforts simultaneously. Without digitalization, there is no progress, you will be left behind in this game. You need to prepare yourself for new technologies and learn how to use new technologies in the most efficient way. It is not enough to implement these; it is also necessary to try to do these better every day because your rivals are never going to stop. Whoever does it better, whoever makes it more efficient will take the lead. Our efforts continue very successfully.

**As a result of Turkey's years-long efforts, our defense industry has become stronger. The maritime sector is putting in the work for the defense industry as well. What are Türk Loydu's efforts in this area?**

Our defense industry is in fact our source of pride and Türk Loydu's point of honor. Our general manager Lütfü Savaşkan has a great role in this, I need to emphasize that. Türk Loydu's vice presidency and later on presidency in the International Naval Ship Classification Association (NSCA), its election to be a council member within the International Naval Safety Association (INSA) and the important roles it has taken on are extremely valuable. The rules set forth by these organizations are adopted as is by the NATO and implemented so when you are there, you become one of the rule setters. Other classifi-

cation organizations all establish working commissions and such, they draft their rules and they are implemented. If you do not actively participate in those commissions, working groups, you become one of those who simply adopt and implement the rules set forth by the rule setters. Therefore, it is very important for Turkey as well to have an active role there. Turkey did business in many areas of the defense industry after MILGEM but has also done quite a lot in maritime. For instance storm boats were developed, 140 of them were exported, there is a Kyrgyzstan, Turkmenistan, Ukraine project, a Ukraine project still continues despite the Ukrainian-Russian war, there is a Pakistan project, Qatar project as part of which agreements were signed for two constructions there and two here. These all have Türk Loydu classifications. What does this mean for us? First of all, we export Türk Loydu rules along with ships, so we offer exportation of services. This is the most profitable exportation; I call this exporting the sweat of intelligence. It is the export with the highest value added but on the other hand we are opening the path for Turkish subsidiary industry products classified by Türk Loydu, this is what excites me the most. Once these ships are built, they will receive subsidiary industry replacement part services for years, it won't stop there, after that they will want another piece because in com-

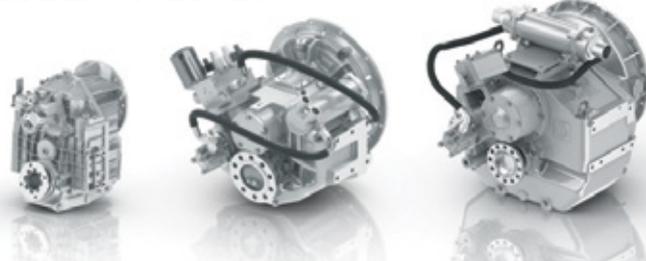
parison to its rivals, the ships built by Turkey are both more reasonably priced and also are of better quality. I can say that we have come to a better point than our rivals with improvements and technical innovations during the process. This is how Turkey's exports begin and advance. With MILGEM, which began as a dream in 1996, we have entered the world's top 10 countries assertive in the defense industry. This is a great success; it is one of the paths that Türk Loydu needs to continue on.

**Ships which produce energy and sell it to primary regions as electricity are also being developed. What is your level of competency on this matter?**

Turkey is already building ships which produce electricity from fuel oil through Karadeniz Holding right now. Floating power plants are also another success story. My dream is to build nuclear ones with Türk Loydu classification. But nothing can happen without putting in the effort, the work and these are topics that can be developed with joint efforts with certain organizations. There is no reason for them not to happen in the years to come.

Meanwhile, we are also working with TPAO. They are trying to extract the natural gas in the Black Sea with the help of a new technology. We are involved in that effort; it is moving forward very rapidly.

**Marine Gearboxes**



**Marine Control Systems**



# Aksa Energy posts TL 1,5 billion first-quarter profit

Aksa Energy announced its consolidated financial results for the first three months of 2022 on the Public Disclosure Platform (PDP). The company, which has operations in seven countries, has posted sound financial results in the first quarter of the year.

The company in Q1 increa-

sed its net profit by more than five times compared with the result of the first quarter of previous year, with the contribution of hard currency-based returns from its overseas operations and reported TL 1,2 billion net profit. Aksa Energy's EBITDA grew by 212% compared to the first quar-

ter of the previous year to TL 1,5 billion while its EBITDA margin reached 26%. Revenue reached TL 5,9 billion, owing to successful operations of the company's local and overseas power plants.

Speaking about the company's 2022 targets, Aksa Energy Chairman and CEO Cemil

Kazancı said, "2022 will be the year of harvesting the fruits of our overseas investments. We are targeting TL 24 billion in revenue and TL 5,5 billion of EBITDA by the year-end. Aksa Energy's first quarter results reflect our solid path towards our year-end targets."

Kazancı also stated that the company was going to continue investing globally without slowing down. "We managed to keep our net debt/EBITDA ratio below the industry average at 1,67 during our period of fast-paced global investments. We will allocate 80% of the TL 1,3 billion investment budget to overseas projects. Currently we have more than 2,700 MW total installed capacity and almost half of this capacity is located abroad. We will keep working hard and continue our steady growth in 2022."



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## Turkey's fourth drillship arrives at Taşucu

The latest and most advanced of Turkey's drilling vessels has reached its destination, ahead of new hydrocarbon explorations planned in the Eastern Mediterranean in the coming months.

Having departed from the Okpo Port in South Korea on March 7, the ship completed its two-month journey and arrived at its destination in the Taşucu Port in the southern province of Mersin on 18 May, the Energy and Natural Resources Ministry said on Twitter.

The seventh-generation vessel joins Turkey's fleet consisting of the Fatih, Kanuni and Yavuz, all sixth-generation ships purchased in recent years. Currently called "Cobalt Explorer," the ship will be renamed and will undergo a painting process and other controls during its two-month stay in the Mediterranean province, as it prepares for its maiden hydrocarbon exploration.

Equipped with advanced technology and capable of operating in harsh sea conditions and even high-pressure reservoirs, the drillship is expected to start its activities this summer in a drilling task in the Eastern Mediterranean.

Operated by the state energy company Turkish Petroleum Corporation (TPAO), the ship can operate at a maximum depth of 3,665 meters (12,024 feet).

The 238-meter-long and 42-meter-wide vessel weighs 68,000 gross tons and has a maximum drilling depth of 12,200 meters. It has a tower height of 104 meters and a crew capacity of 200.

Not long after the Battle of Malazgirt (Manzikert), which was fought between the Turkish Seljuk Empire and the Byzantine Empire on 26 August 1071 and resulted in a decisive defeat of the Byzantine army, the Turks began to establish a navy on the shores of the Adalar Denizi first naval commander was Çaka Bey. He won his first victory against the Byzantine navy at the Battle of the Koyun Islands (Oinousses) on 19 May 1090

# The rise of the Turkish Navy



**M. Haluk Baybaş**  
(Ret.) Captain (Navy)



**TCG Heybeliada**

With the following millennium, Turks won many victories such as the Battle of Preveza, the Battle of Djerba (Derbe), and they excelled in large-scale naval battles in the Mediterranean, Black Sea, Red Sea, Indian Ocean and even the Atlantic.

However, during the decline period of the Ottoman Empire, the navy also suffered from some major administrative and operational mistakes made by the rulers and administrators. The last chapter started under the leadership of Atatürk's unique vision since the foundation of the Turkish Republic. In the last 100 years, the navy has gone from almost nothing to majestic.

Türkiye currently not only has a strong navy, but also has the skill sets to build national and indigenous naval vessels, produce state-of-the-art command and control, electronic warfare systems, as well as missiles, torpedoes and weapon systems.

The Turkish Navy has always pioneered the possession of domestic and national systems. The target was determined as having national and domestic technological ships, weapons and systems for a strong and sustainable navy.

Everything started with the establishment of software development command YAZGEM in Gölcük in the light of the right strategies of the navy leadership. YAZGEM's greatest achievement was the K-5 project, modernization of the Combat Management System (CMS) for Tepe (Knox)

class frigates. Later on, YAZGEM turned into Research Center Command (ARMERKOM) by increasing the number of engineers who were brilliant graduates of the Naval Academy. Then the projects started to come true by multiplying like snowballs. The first major project happened to be GENESIS, the modernization of the Gabya (Perry) class frigates.

The design and construction of the national battleship, which started in 1993 with the first attempts of the 15th Commander of the Navy, Admiral Vural Beyazıt, was definitely the ultimate goal. It was not an easy endeavor, fraught with many problems and obstacles both internally and externally. After some difficulties at the outset, the initiative was carried out under the leadership of the 20th navy commander, Adm. Özden Örnek, who believed and trusted his staff and personnel. For this reason, it was accepted that the first ship would be built by the Istanbul Shipyard Command as a prototype, with the responsibility for the performance and delivery schedule remaining with the Naval Forces Command. Eventually, the construction of the first corvette, TCG Heybeliada, took almost 20 years from the very beginning of the idea. Currently, the fifth ship, which is a frigate is under construction. The Naval Forces pioneered the national defense

industry both by realizing the MİLGEM project and by putting forward ambitious projects such as Atmaca guided missile and Akya heavy weight torpedo. Currently, many more projects are underway.

Today, almost all components of a modern naval ship can be manufactured domestically for the Turkish Navy. This is a huge freedom and self-confidence. At least we are certain that when we fire our missiles and torpedoes they will hit the target no matter what.

It is clear that Türkiye, surrounded by seas on three sides, needs a strong naval force that can deter in peace and crisis, and win battles in war, in order to protect and safeguard its national rights and interests. Basic concepts of naval strategy are "command of the sea", "sea control", "sea denial" and "power projection". The concept of "command of the sea" is almost impossible to achieve for any navy on the planet. Then we have the sea control, which many navies adopt and fight for, is basically to use a certain part of the sea for our own strategic purposes while preventing the adversary from using it. The third one is sea denial, which is a sub-level of Sea Control, is a strategy that weak navies have to use against the strong ones. Maritime power projection involves the use of sea-borne military forces directly to influence events on land.

The Turkish Navy, which has a large surface fleet supported by a powerful submarine and naval air fleet, undoubtedly has the capacity to establish sea control in the surrounding seas. And now the Turkish Navy is on the verge of a new era in which flat-deck landing ship TCG Anadolu will enter service. It is a multipurpose amphibious assault ship, capable of operating helicopters, UCAVs and also has a well deck. It will have the capability to transport more than 700 hundred naval infantry personnel to anywhere in the world. It can carry 29 main battle tanks, 27 amphibious assault vehicles, 12 medium-lift helicopters and several attack helicopters. Within the scope of the high technological level reached in UAV systems in Türkiye, UAV models that can take off and land from the flight deck of Anadolu is about to be completed.

Within the scope of power projection to any point in the world, TCG Anadolu will enable all kinds of amphibious operations, peace support operations, immediate response and long-term sustainable support to disasters, all kinds of evacuations with or without consent, special forces operations, strategic coercion in support of diplomacy, show of power and so on.

As great Atatürk stated in his motto "Peace at home, peace in the world", Türkiye wants peace. The Turkish government wants to solve all issues in light of his

motto. On the other hand it is an inherent right for Türkiye to protect its rights arising from international law in its Blue Homeland, the Aegean and Eastern Mediterranean for its people and future generations.

Turkish-Greek animosity has been a geopolitical lever always kept at hand and encouraged by some other states. I know these words will be in vain but, my advice to friends on the other side of the Adalar Denizi is not to harbor enmity towards Türkiye. It is of no use to either side of the coast. The Greeks have to abandon the language of enmity. They should not put themselves into a buffer country position for others. We can cooperate by establishing joint companies where we will benefit from all the resources of the Aegean together.

<sup>1</sup><https://bahriyeenstitusu.org/2018/09/27/deniz-kuvvetleri-tcg-anadolu-ile-ne-kazanacak/>

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**We have had a conversation with Gani Ship Spares Vice President Gül Sandıkçı, who left her past career among dusty history books and gave her heart to the sea, on a wide range of topics from being the only non-Korean representative of Hyundai to being a woman employee in a male-dominated industry**

**First of all, can we get to know Gül Sandıkçı a little bit? How did you enter the maritime industry?**

I actually studied history in university. Then I got a master's degree in art history. It was very difficult to find a job at a time when job postings took up only one page because I graduated during the 2001 crisis. I saw a job ad at Oyster Yacht while I was looking through the postings. As I am a great fan of the sea, I was very excited about this job opportunity, which came across by pure chance. We talked, the vacant position was not suitable for me at that moment, but since the conversation went really well, they wanted to bring me into the maritime sector. And they introduced me to Gani. Being in love with the sea, I loved this job and started working, and I have been in the sector for 20 years. I love both machines and the sea. Since I love my job, I don't feel like I'm working that hard. My job is like a hobby to me. In fact, since there is no concept of overtime work in our profession, it takes up most of our time. As we work with international companies, we cannot have regular working hours. Therefore, it is not a job you can do if you don't love it. I come from a family of civil servants. I also received pedagogic formation to become a teacher. I have devoted my heart to my current profession without abandoning my educational background, I always approach our employees like a teacher.

I love the sea very much, it has always been at the center of my life, so we named our daughter Elizya, which means mermaid.

**In which field does Gani serve the maritime industry?**

Gani has been a representa-

# 'Turkish shipyards complete specific turnkey projects'

tive office for Hyundai for about 17-18 years. Hyundai is currently the world's largest machine manufacturer and we are currently their only non-Korean representative. Our target audience is mainly European ship-owners.

**How did you get the chance to be the only non-Korean representative?**

It was when our General Manager, Ümit Sandıkçı, saw the light in Koreans when they were just starting to open up to a fully European-dominated market and acted quickly. Of course, it is also very relevant to the success of our company. We closed the first sale made outside of Korea. We closed the first sale of HIMSEN, which is Hyundai's own production as the main machine. We were also the first to sell generators. After these achievements, we currently have about 200 machines in our reference list. Our relations are progressing well. We are providing both Hyundai's service and complete machinery and spare parts. Korea is an important market for us as newbuilds are usually constructed in the Far East. In addition to Korea, we also work with England, but our main focus is Korea.

**You have another company named Elizya, can you tell us about its activities?**

Apart from Gani, we also have a company named ELIZYA Maritime and Energy Investments, named after our daughter. That company runs a representative office for Daros (Federal Mogul 2-stroke MAN&WARTSILA machine rings OEM manufacturer), BOSCH Turkey (Bosch fuel equipment as partner), MFT (Marine Fluid Technology-Blending On Board System), GYROMETRIC (Shaft Monitoring & Vibration Measuring) and CHALWYN (Diesel Engine Safety Products) companies.

**How does Gani define post sales customer satisfaction?**

For us, customer satisfaction means that work on the ship is completed on time, that the shipowner is satisfied and that the material is delivered without any issue. We generally provide ship equipment and spare parts. We are the representatives of



companies working with Hyundai Shipyard in Korea. One of the companies we represent is KSB SEIL, we are selling both ODME calibration and VRC system service as well as equipment and spare parts. They make Oil Discharge Monitoring Equipment (ODME) systems, a system that determines the location of the places where discharge can be done. We provide service in Turkey and, if desired, we provide service to approximately five-six African countries, including Togo. In 2017 we purchased KSB in the United Kingdom. We also provide service in Europe via the U.K. We also have a service and engineer in Houston in the United States. We have a really equipped team in Houston. They have both helicopter and offshore certificates. We service offshore facilities. We have served in Trinidad and Tobago, even in Barbados.

**On average, how long does your service take?**

Our service periods end within a maximum of one day. We get on and off the ship the same day. It takes a maximum of two days if there is a defective tool.

**Do you do the assembly yourself or leave it to the shipyard/ship personnel?**

There is no such need for spare parts, the ship's own crew does it. When we sell equipment, we install the machines we provide. We also provide their spare parts.

**Can you compare our country with the working discipline in the countries you work with?**

The Koreans are really good at teamwork. We Turks, on the other hand, are perfect individually. Believe me, there is no one better than us. We are incredibly practical. For example, we do the work that would take three days in one day without sacrificing quality. However, we are not as good as the Koreans in organizing. They aren't that good individually, but when they come together, they do a tremendous job.

I used to find Europeans to be very good at business. However, there is now a slowness that I think is mostly due to being overly prosperous. Frankly, they cannot keep up with our speed, and they do not care about catching up.

**Ship machinery and spare parts can be stuck at customs from time to time due to the different standards between countries. Do you have any difficulties in the import process?**

There can be serious problems with imports. There are not many special standards for spare parts produced, especially for maritime. There are cases where you waste time proving this distinction.

But the primary problem is the discount tax. If your invoice from abroad is discounted, there is an extra three percent tax. Since the systems of companies

abroad prepare invoices with discounts, we encounter a tax problem here.

**How would you evaluate Turkey's shipbuilding sub-industry?**

I think we, as a country, are on the path to a very good spot. We used to be very dependent on outside, but now there are many companies that produce quality products. Turkey has come a really long way, and I believe it will go even further. We can provide both high quality and inexpensive sub-industry products.

**How would you evaluate Turkey's place in the maritime sector?**

Qualified works are carried out in the field of maritime in Turkey. I am proud of the work done. But the industry needs more support. Because, as I said before, we have a character that does the job very quickly and completely, without sacrificing quality. We are extremely practical especially in ship repair works. In newbuilding, Japan and Korea are doing bigger but standard jobs. On the other hand, we do more specific turnkey jobs. Mostly we try new things. Our shipyards are constantly improving themselves.

In the past, when Turkish ships would face problems in the ports. Now we have developed quite a bit in this regard. We no longer hear that ships are arrested in ports or penalized.

One of my dreams is to have special Bogazicimax ships, just like Suezmax and Panamax. It would be better if we produce our own special ships for our coaster fleet.

GMKA, Enerjisa Üretim, Eti Maden, TÜBİTAK MAM and Aspilsan Energy came together for the green hydrogen plant planned to be established in Balıkesir. I hope that such projects will be developed in the maritime sector as well. If the Turkish maritime sector gets the necessary support from the state, he can have a much greater say in the world. If Turkey can develop sustainable maritime policies, it can increase its share in the world maritime trade volume. We have tremendous potential for this. We have the foundation, we have the talent. If the state, private sector and

of course universities make a serious, multi-component and sustainable planning, we can achieve this in a short time.

### What are you doing about new energy sources?

Hyundai caught up with the green fuel changes. In the near future, we will also submit proposals for hydrogen powered engines. There are also products with alternative fuels that we are currently bidding on.

We also have research on hydrogen fuel as a company. We are preparing to present our projects to the market in the near future.

### What social responsibility activities do you undertake?

I have worked with WISTA for quite some time. I spent a lot of effort and realized all my social project support through WISTA.

We gave sailing training to our disabled citizens on tall ships, which are long, large and traditionally equipped sailing ships. It was a very special project for me. WISTA has been providing scholarships especially to female students since its establishment. We provide positive discrimination. WISTA has grown a lot. It was established

### Russia holds flag raising ceremony for ice-strengthened ferry

Russia has welcomed a new dual-fuel ferry in a flag-raising ceremony that took place in the seaport of Ust-Luga in the Leningrad region on 4 March 2022.

Russian President Vladimir Putin took part in the ceremony of raising the state flag via videoconference.

Marshal Rokossovsky is Russia's first dual-fuel ferry with ice reinforcement "Arc4", designed to transport Russian standard railway trains with a gauge of 1520 mm, as well as trailers and cars.

Ordered by FSUE Rosmorport, the ferry was built by the Nevsky Shipyard LLC in cooperation with Turkey's Kuzey Star Shipyard. The design of the vessel was developed by the marine engineering bureau – design – SPb LLC.

The ferry can run on liquefied natural gas (LNG) or eco-friendly type of diesel fuel, which would reduce emissions of harmful substances into the atmosphere by more than 90%, which means protecting the environment and the waters of the Baltic Sea.

by 20 people, now we have 200 members. It is very important for the sector's awareness of women and for the presence of women in the sector. Other NGOs and organizations invite us to their meetings. There are now highly talented women in the industry.

### How would you evaluate the place of women professionals in a male-dominated industry?

### There is still a worldwide prejudice against women in the industry. To give an example from myself, while chatting with someone from the industry, after a while, I observe a change in attitude. For one thing, they don't expect you to be active as a woman. They do not expect you to have technical knowledge on

the subject and have a grasp of the business, they always look for something missing. I wish something could be done that could radically change this prejudice.

As women, unfortunately, we have to work harder than men and respond to all questions. Because we are immediately labeled as "a woman can only know so much." For example,

in technical conversations, they ask me if I know the simplest thing to ask a spare parts dealer. There are such approaches in the global sense throughout the industry. This has softened a bit over time, but women are still being asked to know and do more. They don't want anything like that from men. I think all women in the world always have concerns about doing more.



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# 'World will continue to remain in grip of high inflation'

Elevated inflation is expected to persist for longer than envisioned in the world, and most analysts expect to see a serious financial squeeze in the US, mostly due to concerns with long-lasting inflation. What else can be expected in the period ahead? Professor Mehmet Şişman of Marmara University's economics department who heads the department's international economics programme, has shared his analysis of where the world and the US economies are headed at this time of high inflation.

**Can a dollar squeeze be expected in the US? How will the fallout from Russia's invasion play out in the medium to long term? How will Fed monetary policy affect the rest of the world?**

The possibility of a cash squeeze in the US is dependent upon the situation with the Consumer Prices Index (CPI), core inflation and emergency of recession conditions. The US inflation rate has been accelerating since 2021, and came in at 8.3 percent in April. The unemployment rate at 3.6 is a historical low, but despite this, they introduced a 50-basis-point hike on 5 May, although they had planned for an increase of 75 basis points. The situation is gaining urgency as the US is currently experiencing the highest rate of inflation in the past 40 years.' The Federal Reserve (Fed) – which will consider the inflation rate and also the unemployment rate – will continue rate increases in a cautious manner over the remaining months of the year. Russia's incursion into Ukraine and the turmoil this caused in the energy and general commodities markets trigger inflation and at the same time, in one sense, block interest rates from being set at higher levels.

The main causes of the inflation rate are the expansion of the balance sheet of the Fed following the 2008 crisis and stimulant packages announced during the pandemic. Even though the pandemic has subsided, it is not completely. Fed now has to shrink its balance sheet that has ballooned to nearly \$9 trillion; otherwise they will face even higher rates of inflation. This is why I believe that they will continue to raise the interest rates in the five meetings scheduled until the end of the year by at least 50 basis points each time. In total, this rounds up to 300 basis points; the total interest rate will be approximately 4 percent. This will not prevent inflation from reaching double digits. Therefore, in order to avoid a recession, a high inflation rate will have to be maintained.

The war in Ukraine will likely con-

tinue for a while. It is not clear whether the markets will find the time to manage the ongoing recession, as stock markets have already registered sharp falls over the past weeks. Shortly the global system will not be able to escape the grip of inflation, as it will try to put off recession. This, in turn, brings about stagflationist conditions to the agenda, at least for a while. Conditions for a financial crisis are ripe in this process, which might accelerate the flow of capital to central capitalist countries. While profitability still remains high in the global south, financial fragility also remains extreme, yet the financial conditions are relatively favorable in the north.

**The looming threat of a recession in the US, rising inflation, newly introduced Covid-19 quarantines in China and Russia's invasion of Ukraine have fueled investor concerns, while global stocks went tumbling down. How does the world economy recover in light of all these developments?**

If the distorted proportions in industries do not create a favorable environment for green technologies or investment in new technologies, it is highly likely that there will be shocks and even financial crises in stock and capital markets. In a transitory period where US dominance has weakened, and where China and Russia aren't dominant enough to be sufficiently effective, the crisis has made it impossible to further increase the exploitation of labor. The economy is in a situation where non-economic factors will strengthen any possibility of a crisis. Actually, it would be a surprise if there were no sharp financial crises during this time. This is possible if capital holders increase investments.

As the inflationary process will stifle investment, we will first see the creation of a new layer of the unemployed and poor to solve inflation. This process, of course, will likely have a profound effect on developing countries and countries of production, such as China. China's growth rate is expected to come in at around 4 percent in 2022. The overall fallout from this will be understood from the contraction process where the global economy will grow by less than 3 percent. How sharp this contraction will be and how long it will last will depend on the developments in the political compromise. After this, when the problem of 'inadequate consumption' and 'disproportionate investments' is overcome, the increase in real wages will shape the emergency of a new environ-

ment that might allow new opportunities for profitability. Unfortunately though, real wages do not increase without the inflation and unemployment rates going down. At the same time, issues in the global supply chain, geo political impasses and energy prices remain as the top problems that have yet to be solved.

**Unlike the Fed, the European Central Bank (ECB) hasn't shown a clear stance indicating that it will continue to increase the rates. The EU and EuroZone are also about to enter a recession, and the question of how much they can increase interest rates remains unanswered. What is the reason behind this uncertainty?**

Although the Eurozone will expand to include Croatia, it still is closer to a deep depression. Germany does not have much of a choice to replace Russian gas, with the exception of some gas exports from Norway and a bit from the US. This is why high energy prices affect all of Europe, especially Germany. The UK is already in recession. Because of this, they won't be able to raise the rate right away; the inflation rate is close to the US on average in Europe, and unemployment is relatively high. Raising interest rates in the EU may not be on the table until the end of summer, but in autumn, the EU will follow the US and up the rate, because inflation is growing. Structurally, the interest rate hike could push the euro-dollar parity upward again, putting the debt of Portugal, Spain, Italy and Greece at higher fiscal risk. These countries owe about \$1,5 trillion in bonds to German and French banks. The debt problem of the Southern European countries may make the situation in the EU hard to get out of. Since the EU also considers this, it is taking steps aimed at technological transformation, making investments in green technologies, computer chips and industry 4.0. If the problems regarding Southern Europe don't suddenly worsen or increase, the EU will continue and catch up with the developments. Otherwise tendencies to divide within the union might get stronger. I am not sure if the first situation is more favorable for Turkey. However, a crisis in the EU would certainly affect Turkey and vice versa.

**Steps taken by the Central Bank of Turkey in terms of its monetary policy decisions have failed to address the inflation rate. Would it still have an effect on the inflation if the Central Bank increased the interest rate after this point? What other steps should the Central Bank take**

**or what instruments should it use to improve the economy of Turkey in a positive way?**

The inefficacy of the monetary policies of the CB has grown since August of last year. Academics and economists like myself have issued warnings in this regard. They could have increased the interest rate and responded to the rising inflation trends. If that had been the case, maybe the official inflation rate could have remained below 40 percent. Cutting the interest rate and the increase in the gap between the interest rate and inflation clearly indicates that the government's preference here is achieving growth through the construction industry and credits. But despite all of this, there won't be a high level of growth, plus if you also add lower demand to this picture, the risk of recession actually increases.

These conditions amount to something that the Central Bank cannot overcome by itself. But still, initially monetary tightening policies should be introduced through increasing the interest rate and with this, create an environment for rebuilding currency reserves. Foreign investors still might not pay attention to the interest rate drop. But the summer months are the last opportunity for starting monetary tightening, and if that doesn't happen, there is no guarantee that there won't be a financial crisis. Even if no financial crisis arises, the inflation rate will likely hit three-digit figures by October, deepening the problems of society by increasing poverty and depravity. Monetary policy by itself can't be enough to set things right, new policy instruments should be employed.

**Turkey's 5-year credit default swaps (CDS) hit a level above 700 base points and placed the country in the third place after Argentina and Russia in terms of risk. How can economic indicators improve so as to inspire confidence?**

Rising inflation and poverty is the number one problem of our country. This course can be reversed through economic policy. For this, efforts should be conducted first to achieve disinflation and then to improve the unemployment rate and achieve growth. A taxation regulation that will reverse the rise in property prices is called for.

In addition to this, further acceleration of producer prices should be stopped, which can only be possible by bringing the exchange rate to more reasonable levels. March data showing a decline in industrial production means that the low-interest loans that were issued have not gone



Mehmet Şişman

towards productive investments, and the current accounts deficit is moving back up to its previous levels (the end year current account deficit is expected to come in at 40 billion dollars). This development also shows that the current FX-Protected Deposit model does not work. A policy model change is needed as soon as possible and urgently. In relation to this, since we cannot intervene in the rate increase by the Fed, we are left with no choice but to slow down credit expansion at home.

Domestic demand is relatively more favorable compared to foreign demand, considering the course of higher rates in the US. It is hard to build confidence without pulling the inflation rate down back to around 8 percent – the average rate in most of the developed world. It is difficult to achieve this with the current monetary, foreign trade income policies in place.

We need to find ways to renew all of this and build reserves again. A Turkey Council of Economists should be formed to design long-term economic policy and strategy discussions. We are currently faced with a problem that is way beyond just a problem of financial input. In the economy the foremost issue is to equalize indicators to the levels of similar countries starting with sustainable levels in agriculture and industry. And a change in model after that is imperative. Neoliberal policies are having an effect that are disrupting social balances. Over the long term, without increasing the interest rate and cutting down on spending, we can't bring down the inflation rate or rebuild the reserves. In the medium term, increasing revenues to increase production is an urgent issue. In addition to this, the tendency towards a crisis is further negatively impacting confidence in the indicators. Adopting a process to increase real wages should be a priority in order to fight this problem.

## Market keeps growing

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### Bulkers

Capesize: "AQUADIVA" (182,060 dwt, Built 2010 Odense, MAN-B&W) is sold for US\$ 31 million. This reflects an increase on the price, Ceres sold one-year older sister "AQUAMARINE" (Built 2009 Odense) last month for US\$ 26,5 million. Valhal Shipping is buying a further Japan-built Cape size following purchase of "RED SAGE" (182,443 dwt, Built 2015 Japan Marine United) in early April.

Post Panamax: "GREAT ASPIRATION" (93,412 dwt, Built 2010 Jiangsu Jinling-ss 1/2025, dd 8/2022) and "GREAT CHEER" (93,297 dwt, Built Jiangsu Jinling 2009, ss 10/2024, dd 11/2022) are sold for US\$ 17,9 million/US\$ 16,8 million resp.

Kamsarmax: "RICH RAINFOREST" (82,300 dwt, Built 1/2022 Jiangsu Yangzi-Mitsui) is sold for US\$ 40,8 million. "SEA HERMES" (81,708 dwt, Built 2013 Xiamen-ss/dd 1/2023) is sold for US\$ 23,5 million to Turkish buyers. "COVENTRY" (82,464 dwt, Built 2011 Oshima) is sold for US\$ 26 million. A year older, "MBA LIBERTY" (82,217 dwt, Built 2010 Tsuneshi Zhoushan) has gone for US\$ 23 million.

Ultramax: "ATLANTIC MANZANILLO" (63,590 tdw, Built 2016-ss passed 4/2021) has obtained US\$ 33 million, "BEPAREIL" (63,242 tdw, Built 2015 Jiangsu Hantong-ss 5/2020) has gone at US\$ 29,5 million with a one-year timecharter back at US\$ 27,250 pd. "NORD BALITIC" (62,625 tdw, Built 2018 Oshima) is sold for US\$ 36 million.

Supramax: "AMOY DREAM" (56,873 dwt, Built 2010/07 Xiamen) has been concluded to Greek buyers for reg. US\$ 17 million. Seaenergy has agreed to pay US\$ 18 million for "PAN CROCUS" (57,269 dwt, Built 2009 STX Dalian Shipbuilding-dd 5/2024). At a sale by auction, "HUA RONG 3" (56,467 dwt, Built 2013 Zhejiang Zhenghe-last ss 5/2018) was sold against a bid of US\$ 17,85 million. "AP STON" (57,239 tdw, Built 2012 STX Jinhae) has been finalized at US\$ 19,5 million; delivery is not scheduled until end year when ss/dd will be due.

Handy: Swire has sold "EREDINE" (39,855 dwt, Built 2014 Chengxi-ss/dd 5/2024) for US\$ 24,5 million. Sister "ERISKAY" (39,810 dwt, Built 2015 Chengxi, cranes 4 x 36 tons, Wartsila - ss 1/2020) for US\$ 25,5 million, ie a million dollars more Janchart, Denmark is buying "IONIC HUNTRESS" (34,062 tdw, Built 2012 Dae Sun) for US\$ 19 million with surveys and BWTS due. "TAN BINH 239" (32,912 dwt, Built 2010 Zhejiang Zhenxing-ss 4/2025, dd 6/2023) has been sold for US\$ 13 million, "TEAM CHALLENGE" (28,710 dwt, Built 2004 Shin Kochi) is going to Greeks for US\$ 9 million with ss/dd due 12/2022.

### Tankers

Sovcomflot is forced to sell their vessels due to EU sanctions but we do not yet know the price levels: "SCF SHANGHAI" (320,701 dwt, Built 2014 Bohai,9) is sold to Al Seer Marine, UAE. "SVET" (321,039 dwt, Built 2013 Bohai) is sold to Al Seer Marine, UAE. "LOMONOSOV PROSPECT" (113,226 dwt, Built 2018 Hyundai Samho) is sold to Capital. "MENDELEEV PROSPECT" (113,189 dwt, Built 2018 Hyundai Samho) is sold to Capital. "GAGARIN PROSPECT" (113,170 dwt, Built 2018 Hyundai Samho) is sold to Capital. "SAMUEL PROSPECT" (113,095 dwt, Built 2019 Hyundai Samho) is sold to Capital (the four Aframax above are LNG dual fueled).

In other sales, Andriaki Shipping has

sold their VLCC "LEONIDAS" (318,325 dwt, Built 2009 Hyundai H.I., passed ss 10/2019) to Sinokor for US\$ 42 million. "NEW TALISMAN" (296,068 dwt, Built 2009 Bohai - passed dd 9/2022) received US\$ 38,2 million.

VLCC: "DHT HAWK" (298,923 dwt, Built 2007 Nantong Cosco KHI) is sold for US\$ 40 million and sister "DHT FALCON" (Built 2006) is sold for US\$ 38 million. "NEW SPIRIT" (298,972 dwt, Built 2005 Universal Japan) has been sold at US\$ 33,85 million.

Suezmax: "CAP PIERRE" (159,083 dwt, Built 2004 Samsung-ss 1/2024) is sold to Metrostar for US\$ 21,5 million. The sale took place a few weeks ago, delivery was last week, new name "HUELVA STAR".

Aframax: "FSL HONG KONG" (115,940 dwt, Built 2007 Samsung) has been sold with ss/dd and BWTS all due, price US\$ 19,5 million. A sister, Teekay's "HELGA SPIRIT" (115,515 dwt, Built 2005 Samsung-ss 1/2025) has received US\$ 17,5 million.

LR2: "ALMI STAR" (114,880 dwt, Built 2005 Daewoo-next ss 8/2025) is said to have achieved US\$ 18,25 million. Castor Maritime is reported to have sold "WONDER ARCTURUS" (106,149 dwt, Built 2002 Hyundai H.I.-trading DPP) for US\$ 13,15 million. She is Cap 1 but due for ss/dd 5/2022. The epoxy coated "ALMI SPIRIT" (105,547 dwt, Built 2007 Hyundai H.I.) has achieved US\$ 20 million from Chinese buyers.

LR1: Buyers are paying US\$ 10,6 million for LR1 "AMALIA" (73,869 dwt, Built 2006 New Century-ss 12/2026).

MR: A sale of pumproom type "MAERSK MESSINA" (48,056 dwt, Built 06/2009 Iwagi Zosen-last ss 7/2019) is reported at US\$ 16,5 million with dd due. Sisters "ISOLDE" (37,527 dwt, Built 2008 Hyundai Mipo, Ice 1A, IMO II/III-next ss/dd 7/2023) and "LUGANO" (Built 2007) are sold to Greek buyers for about US\$ 11 million each.

Handy: Stolt-Nielsen has acquired three stainless steel chemical tankers from Kawasaki, "GENUINE HERCULES" (33,559 dwt, Built 2013 Kitanihon, IMO II/III-ss 3/2023) and "GENUINE VENUS" (33,552 dwt, Built 2013, ss 7/2023) at US\$ 25,8 million each and sister "GENUINE GALAXY" (33,591 dwt, Built 2012, next ss 3/2027) at US\$ 24,5 million.

A.P. Moller is reported to have sold "BRO NYBORG" (16,564 dwt, Built 2007 Qixun S/Y, IMO II, Marineline) and three sisters, all built in the same year, "BRO NIBE", "BRO NORDBY" and "BRO NAKSKOV". "ORKIM AMBITION" (6,921 dwt, Built 2009 Ningbo Dongfang epoxy) is sold to Indonesian buyers, price US\$ 3,25 million.

### Gas

"JAG VIJAYA" (35,420 cbm, Built 1997 Mitsubishi) has been sold at excess US\$ 8 million with ss due 7/2022. The Sanmar Group has paid US\$ 9 million for LPG carrier "CLIPPER HARALD" (12,660 cbm, Built 1999 Thyssen Nordseewerke). Eastern Pacific is acquiring Sovcomflot's LNG carriers "SCF MITRE" and " (170,200 cbm, Built STX 2015, 4 x MAN-ss 4/2025) and sister "SCF MELAMPUS" for US\$ 150 million each including transfer of long term employment to Shell.

### Containers

MSC is paying US\$ 70 million for "XIN FENG YANG PU" (5,089 TEU, 68,383 dwt, Built 2006 Hanjin, gearless, MAN-B&W) The Chinese sellers were paid US\$ 7,2 million for the vessel back in 2017.

Owners of "MSC PARIS" (8,204 TEU,

102,761 dwt, Built 2006 Hyundai H.I-ss 1/2021) have sold her for US\$ 31 million including a time charter to MSC until early 2025.

Euroseas is buying two Seaspan vsls at discounted prices reflecting below market rates on existing employment attached to the vessels, "SEASpan MANILA" (4,248 TEU, 50,869 dwt, Built 2007 Samsung) and "SEASpan MELBOURNE" (Built 2005)-price US\$ 37 million en bloc.

CMA CGM paid around US\$ 40 million for "STELLAR WINDSOR" (1,708 TEU, 21,419 dwt, Built 2009 Imabari-ss 12/2019). Mount Street is the buyer of "SMILEY LADY" (1,730 TEU, 23,075 dwt, Built 1999 Szczecin) price US\$ 20 million.

### Newbuilding

LR2: Tankers-four option two of 115,000 dwt ordered by Navios Maritime Partners at a shipbuilder believed to be K Shipbuilding. Price US\$ 58,5 million each plus extras of US\$ 4,2 million per vessel. The two first vessels, due in 2024 are chartered to Chevron for 5 years at US\$ 25,576 per day plus five one-year options.

Container: 8,000 TEU-CMA-CGM has contracted eight with LNG dual fuel at Hyundai

H.I., price US\$ 120 million per vessel, 2,800 TEU-options for two at Hyundai Mipo declared by Euroseas, delivery 4Q 2024, price US\$ 86 million each, 1,100 TEU-four ordered from Wuchang by CA Shipping, deliveries 2023, price US\$ 23 million apiece. 13,000 TEU-Ocean Network Express (ONE) has ordered two batches of five vessels at excess US\$ 160 million each, split between Imabari and Hyundai H.I., five each. Deliveries will commence from SH 2024. 7,700 TEU-four option four LNG dual-fueled units contracted by Seaspan at K Shipbuilding for deliveries 2024-2025. Price reg. US\$ 125 million apiece. 1,800 TEU-an order for ten of this size has been at placed by SITC at Huanghai Shipbuilding, deliveries commencing FH 2024, unit price reg. US\$ 30 million.

Ultramax: One 64,000 dwt Ultramax ordered by Globus Maritime, Greece from Nihon Shipyard for delivery FH 2024, price US\$ 37,5 million. Two of 64,000 dwt ordered by Globus Maritime at Nacks, US\$ 35,15 million per vessel for deliveries SH 2024. This follows the same Owners' recent order for one Ultramax from Nihon Shipyard, Japan-price US\$ 37,5 million.

Handymax: Namura has won an order

from Taiwan Navigation for two 40,000 dwt log-fitted handymax types, price US\$ 32,2 million each, delivery SH 2024. Meadway Shipping has ordered two from Namura as well. Delivery 3Q 2024, price undisclosed.

PCTCs: Mitsui OSK has contracted four PCTC types with 7,000 CEU capacity, two from Nihon Shipyard and two from Shin Kurushima. The vessels will be LNG fuelled with deliveries 2024 & 2025.

LNG: Multiple orders placed by various Owners on the back of charters from Petronas, Malaysia:

- 3x180,000 cbm at Samsung for H-Line, Korea-US\$ 224,5 million each-1/2026
- 3x180,000 cbm at Samsung for TMS Cardiff Gas-US\$ 230,7 million each-3/2006
- 2x174,000 cbm at Hyundai H.I. for SK Shipping, Korea-US\$ 222,5 million each-2025+
- 2x174,000 cbm at Hyundai Samho for SK Shipping, Korea-US\$ 222,5 million each-2025+
- 4x174,000 cbm at Hudong Zhonghua for K-Line, Japan-price tba

LNG 174,000 cbm-CNOOC has ordered twelve of these at Hudong Zhonghua. Deliveries stretching from 2024 through 2027, price US\$ 201.6 million per vessel

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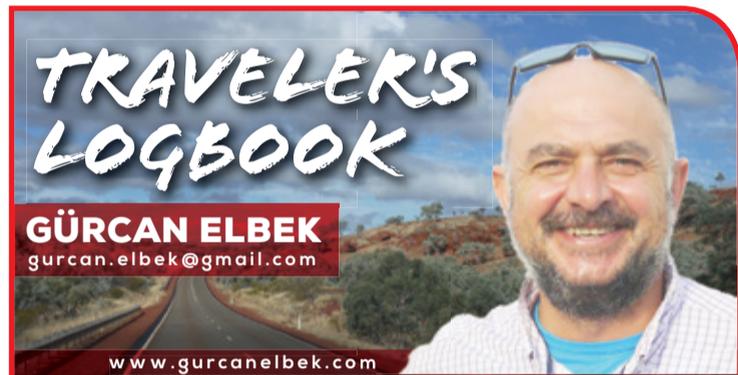
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## Cuba (1): A different insight into the country



After retiring from the Turkish Navy, it felt a bit strange being out of work after so many years of living days filled with quite an intense schedule. I was being paid despite not working, which also felt strange. After some attempts to write up a new resumé for myself, I started to question why I was doing it. It was not about extra income. Then I decided to focus on what really mattered to me in life. It was the beginning of another difficult process for me, because it was forcing me to look for my real self. As a result, I found myself on a long and distant journey to South America. On this journey, the movie "Diarios de motocicleta" (Motorcycle Diaries), was an inspiration for me to plan my initial route and get me into my first close encounter with Ernesto Che Guevara. After traveling to Patagonia, Chile, Peru, I visited the tiny village of La Higuera in Bolivia where Guevara was executed. As weeks passed during my trip, I had a growing desire to visit Cuba and a sense of curiosity towards the country.

It is not that I was trying to check off items on my bucket list; rather, I wanted to participate in Labor Day celebrations in Havana while Fidel Castro was still alive. I went to Havana in late April of 2015. I made a plan for one month. My flight took off from İstanbul on Aeroflot – which was quite reasonably priced (700 euro) – and continued with an eight-hour layover in Moscow. In those eight hours I visited the Red Square and the Pushkin Cafe; I was rather lightly dressed for chilly Moscow. Having the spirit of an apprentice traveler though, I was too enthusiastic to suffer during that short while.

After a brief touch-down in Moscow we landed in Cuba to a hot and humid day.

Couchsurfing (CS) is an organization to share a couch at a fellow traveler's place and spend time together to get a different insight of the culture you are visiting. You can meet up with new friends of the same group as well. CS helped me a lot on my trips. I decided to try one for Cuba. When I left the Havana Airport, there was a taxi waiting for me which had been arranged by my Cuban CS friend. It didn't take me long to understand Cubans were using CS as a commercial tool which is quite different from the way it is used in other countries. This was how my first accommodation arrangement was set up. It was the first observation for me that everything was different in Cuba.

### The first morning in Havana...

The house where I stayed was one of colonial style. In early morning, I went out and walked about the streets of Old Havana. There were some people around sweeping the streets, selling fruit and walking about like me. I reached the seaside (Malecon) by walking close to the Revolution Museum. Everywhere was quite safe. The environment felt different but safe.

### First chats in the streets...

I was quite new to Havana. I had read a lot before getting there and at the same time I was trying to observe the city as much as I could. I always love to talk to locals. When I listened to the first street sweeper I met in my early walk, I was lost in the sad sto-

ries of poverty and deprivation. This brought my spirits down. I invited the sanitary worker for dinner that night. During the day I visited Hotel Ambos Mundos and the bar El Floridita where Ernest Hemingway frequented. In the cafes and lobbies of the hotels I visited, I talked to waiters. They all told similar sad stories of poverty and of not being able to meet their most pressing needs. Listening to those stories made me sentimental, instead of a happy tourist enjoying a new country.

However, after spending a month in Cuba, I can say that this begging culture was prominent in places with tourists such as Havana, Varadero, Pinar del Rio, Trinidad and others. In the rest of the country the national character of the locals was quite different from it was in these places, especially in the east.

### An expensive country for a backpacker...

At dinner, after drinking some rum, I was in tears because of these guys' stories. Beside this, I paid a treasure for dinner for a self supported traveler on a budget. That night I understood one thing very clearly: it was not possible for me to support everyone like them in Cuba. Because, Cuba is not a cheap country for a backpacker. Accommodation in a "Casa Particular" (someone's house used for staying as a guest house with government permission) was about 20-25 Euro for night, which is quite expensive for a backpacker.

### Classical Cuban trip routes of the tour companies...

Cuba wasn't a country for self-planned travel like in South America or South East Asia. Tour companies organize specific routes for at most



two or three weeks. Havana, Varadero, Pinar del Río, Trinidad, maybe, Cienfuegos, Pigs Bay, Santa Clara and Sierra Maestra...

Also there is a beautiful resort in the northern coast of Cuba called Jardines del Rey (King's Gardens), with all-inclusive hotels near the beach where only foreigners are allowed to stay. I saw people who arrived as part of a tour in a nearby airport, staying in a secluded heaven without contacting Cuban people for two weeks and then taking off from the same airport. Salsa dancing, drinking excessive rum, smoking cigars, listening to stories of the Revolution, beautiful Carrebean beaches, soliciting prostitutions may be right for someone not interested in the reality, but it certainly wasn't for me.

### Different Cuba in the east...

My different Cuba experience started after heading east following being in these places. Camaguey, Holguin, Santiago de Cuba, Guantanamo and Baracoa were really different. People were showing good character and I could understand other facts about Cuba. Still living conditions remained challenging, but people were much happier and confident about their country. They held onto the values of the revolution more strongly than those in the west, or better to say, than those in areas with tourists.

### End of first day in Havana...

On my first day, after dinner I was walking along the seaside, on a long boardwalk which is called Malecon. It was so lively. Lots of people were enjoying the music they played on guitars and other musical instruments. Families chanting, eating peanuts with rum and beer, or enjoying some coffee along with the nice ocean breeze. After my first day of sentimental encounters I couldn't be there any more and I just watched them like a movie on the screen. I couldn't get in.

The rest of the days in Havana for me were much better although a little bit isolated. Just the places I visited

and myself. I visited museums including the famous and historical Hotel Nacional de Cuba, as well as others. I went no-contact with my couchsurfing friends (!). During Labor Day observations on 1 May, the weather was overcast. The sky was crying on that day. Under the heavy rain, I tried to experience and understand what May Day meant to Cubans. Fidel's health didn't allow him to address the crowds. This expectation was also a bit commercialized in 2015 with a lot of people coming from different countries to listen to that speech.

### The questions in my mind...

My trip took three more weeks after my Havana days. I enjoyed being out of the touristy routes where you can meet with more real people. I was traveling on buses of a company named Viazul with nice air conditioning and mostly foreign passengers. The cost for these trips are way beyond the means of many of the locals. Along the roads, I saw people, standing in the back of trucks, or riding decrepit buses; riding bikes in poor shape – but mostly on foot.

I listened to many stories that I hadn't heard of until then, all of which raised even more questions for me. Who was Camilo Cienfuegos, who was represented together with Che in posters, graffiti and wall paintings across the country? Why did Che leave Cuba after so many years serving this country? Was Cuba really a heaven for the communist ideology? What happened after Batista left the country and what was the impact? And maybe many others.

What do you really expect from a trip to Cuba? What do you really want to see in Cuba? It all depends on your awareness, as is the case in every moment of life. Cuba is a delightful country. Its people are really nice. In some way, they are living in tough conditions. What would a capitalist approach bring to this beautiful country? What will change in the near future? I hope it doesn't go the same route and at the same pace as the modern (!) mindset.

With my regards and respect.



## Collisions drastically reducing number of whale sharks

A new report published in the Proceedings of the National Academy of Sciences (PNAS) found that the numbers of whale sharks have decreased 50% in the last 75 years, mainly because of the activities of the marine industry.

The research found that collisions with vessels happen a lot more often than previously thought.

The study found that whale shark tag transmissions ended more often in busy shipping lanes than expected, even after ruling out technical failure. Of the 61 tracked tags that stopped transmitting on busy

routes, more than 85% were unrelated to random technical failure, the study said.

The researchers suggest this is likely due to whale sharks being struck and killed, and sinking to the ocean floor.

"Some of the tags recording depth as well as location showed whale sharks moving into shipping lanes and then sinking slowly to the seafloor hundreds of meters below, which is the 'smoking gun' of a lethal ship strike," David Sims, senior research fellow at the Marine Biomedical Association and University of Southampton, said in a press release.

"It is sad to think that many deaths of these incredible animals have occurred globally due to ships without us even knowing to take preventative measures."

"Collectively we need to put time and energy into developing strategies to protect this endangered species from commercial shipping now, before it is too late, so that the largest fish on Earth can withstand threats that are predicted to intensify in future, such as changing ocean climates," University of Southampton PhD Researcher Freya Womersley said in the same press release.

## Turkish Sailing Federation supports first woman sailor to complete Turkey Tour

In April, Turkey's first and only women solo-sailing athlete Başak Mireli, completed a 320-mile route along the Marmara Sea, becoming the first woman in Turkey to have completed this journey solo.

On June 1, she will to take off from Turkey's northeastern coast of Hopa, near the Black Sea, and sail out to the port of Iskenderun in the southeast, sailing solo uninterruptedly and covering a distance of 1,500 miles to break the Turkey Tour Record as the first woman athlete to complete the tour across the local seas.

Mireli says she sees the tour as an important step in increasing the number of women sailors in Turkey's "male dominated" seas. "I hope that my attempt at this record will be a source of encouragement, strength and inspiration for all women sailors," she said.

Ahead of setting sail, Mireli toured the Black Sea region between 9 and 27 May 2022, holding meetings with local sailing enthusiasts and the region's sailing clubs. On 19 May, designated in Turkey as the Day to Commemorate Atatürk and the Youth and Sports Festival, she participated in ceremonies held in Black Sea cities to mark the day.

The athlete plans to complete her Turkey Tour Record in 12 days and she is still currently looking for a "main sports" for her mission.

"More support should be thrown behind the sport and the athletes for setting even bigger targets and achievements. I am still looking for a main sponsor for my project. I would like

to express my gratitude to my family and friends, who have so far stood by my side and who have shown immense support"

The Turkey Tour Record project was created by the Sailing Federation. It seeks to introduce the Turkish coasts to the rest of the world but also seeks to create awareness of the marine environment issues. Mireli, who qualified by completing the 320-mile pre-qualification route along the Marmara Sea.

### Background of Mireli

Mireli, Turkey's only solo woman sailing athlete, started her career at the Fenerbahçe Sailing Club. For a long time, she competed in the yachting category as an athlete of the Istanbul Sailing Club. Following completion of the Turkey tour, Mireli also hopes to sail solo across the Atlantic in December 2022, also becoming the first woman sailor from Turkey to do so.

Her current sponsors for the Solo Turkey Tour Record attempt are İlker Elektronik, Gökova Ören Marina, Jotun Turkey and Setur Marinas. TIME Public Relations (TimePR) is supporting the communications strategy of the project while media support is provided by desteği Naviga Magazin. Other sponsors include the Turkey branch of World Wide Fund for Nature (WWF) and the Professional Businesswomen's Association PWN Istanbul, which is striving for gender equality at the workplace.



## BOOK CORNER

### Just Enough is Plenty: Thoreau's Alternative Economics

In our age of overconsumption, Henry Thoreau's fiery criticisms of consumer culture and his poetic defense of simpler living have never been more relevant or necessary. But Thoreau is not an easy writer to read. His sentences are often very dense and his ideas are often challenging and provocatively expressed. For these reasons the casual reader can be easily put off. But his perspectives are too important to miss.

This concise introduction provides a deep but accessible overview of Thoreau's philosophy of voluntary simplicity.

**Author:** Samuel Alexander- Translation into Turkish by Işıl Şeremet  
**Heretik Publications**



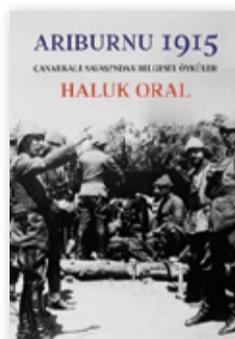
### Anburnu 1915

This new title includes never-before-published handwritten battlefield orders by Mustafa Kemal; stories from heroes that are known to us as well as from those who have remained unsung; stories from the battlefield in Gelibolu and tales of comradeship. The book relies on archives and documents, objects and memoirs that Haluk Oral has put together meticulously; and it is not a conventional research of history or of a battle. The focus is on the "human interest" stories from the Battles of Anburnu, one of the most crucial moments of the Çanakkale War.

At times a map on which blood stains still remain visible or a flask bought from an antiques dealer in Çanakkale still bearing its owner's name in carved letters, or handwritten battlefield orders from Mustafa Kemal might be the starting point for a new story.

These stories, which show that visual materials can be as effective as written material in reconstructing the past, present important clues that are lost to the macro narrative of history, and take a micro approach, revealing new facts about history, which had hitherto remained buried in the details.

**Author:** Haluk Oral  
**Everest Publications**



### Logistics of the Ottoman Navy

This new title sheds light onto the logistics possibilities and capacities of the Ottoman Fleet, with a focus on the period from 1867 to 1914, examining the competence of the naval bases in terms of modernizing and also the logistics operations carried out by foreign naval vessels sailing across Ottoman waters.

The book examines the Ottoman Fleet approach to logistics in four fundamental headings, and gives examples for each heading from six fields of operations. It also offers a structural analysis of the supply system. The writer also examines the sub processes of the naval logistics management she puts forth in light of the practices of the Ottoman Navy. The book also pays considerable attention to the geo-strategic position of the Ottoman Empire and the presence of foreign elements in Ottoman territories, one more time highlighting the historical impact of naval forces.

**Author:** Funda Songur  
**Tımaş Akademi**



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