



How would you buy your boat? One hull? Or Catamaran?

New expedition route: Çift Island

Does a woman on the boat bring bad luck?



Hull preference determines lifestyle

Teos Marina General Manager Faruk Günlü evaluated the choice of hull, which is frequently asked by inexperienced boat buyers, with its advantages and disadvantages:

When asked whether it is a catamaran or a single hull, many sea lovers think that the marina fee would be high. That's true up to a point, but one should also note that a 44-foot catamaran takes up about 65-foot monohull's berthing space. Thinking of the initial cost, catamarans may be a burden for the



users but they also have wide and flat foot areas, offer more comfort, have an easy maneuvering with dual engines, have the ability to cruise in shallow waters without worry. They do not carry a weight such as a keel all the time and they promise a still experience with less swaying due to its balanced stance.

No seasickness and no tilt-over

It may even be a pleasure for those who are used to it, but rocking while anchored or lying too much while cruising (luff and beam reach) can make guests very uncomfortable on the boat. Seasickness is reduced due to the balanced stance on the catamaran.

Sailors with catamaran experience said, "There is no need to collect utensils in the boat in inclement weather. We don't even take away the glasses on the table. Because nothing topples, they say, which is an important reference.

Compared to a monohull of the same size, the saloon of the catamaran, the usable area above the deck and the galley are much more spacious. It is an undeniable fact that catamarans offer a spacious living space without any congestion for families living on the boat and groups going on a crowded cruise. As such, we can say that the choice of catamaran is the result of a lifestyle in maritime.

Possibilities in lifting and launching are limited

Piers, small restaurants, fishing ports etc. on the Turkish coasts may not be very suitable for catamarans to be moored. However, while moored or lying off, you can go to the shore by boat and meet all needs and return to the boat.

A catamaran can turn almost 360 degrees around itself while maneuvering, which provides some ease for us in terms of options for mooring. However, it can be difficult to find a place for a double hull boat in a marina with a high occupancy rate like Teos Marina. We also observe that catamaran owners see their boats as home, and most of the time, guests who stay longer on their boats in marinas are catamaran owners.

In terms of lifting and launching operations, catamarans have difficulty in finding a marina where they will be lifted with a travel lift due to their hull width. Often the dock pool of the marina where they are located is not wide enough, which can be an additional burden for the catamaran owner.

Our boat dock width at Teos Marina is suitable for boats up to 7.20 meters wide. We serve with 75 tons of travel lifts. We have the ability to lift all boats suitable for our pool width.

New expedition route:

Çıfit Island on the south descent



Let's suggest a different spot for a different experience for those who anchor in the bays close to Teos Marina and in the area outside the jetty we call "the garden" and for those who come across on its route;

Çıfit Island is known as Myonnesos in ancient times, and it's known as Çıfitkale, Çıfit and Sıçan Island in the close vicinity. The island, which is located in Doğanbey on the route towards

Kuşadası, can also be reached on foot from the mainland. The stone paved road built in ancient times is suitable for walking from land to island, from island to mainland when the sea is not too choppy. Heads up! You will need solid sole, non-slip sandals or sea shoes on your feet as there are eroded and sharpened rocks and sea urchins on the rocks. When the sea is still, the water level is not even knee-high.

There are many ruins from the ancient period on the island. There are port, bathhouse, city walls, cisterns, remnants of wells and a deep rift (canyon) stretching from east to west. Waves can be heard in the deep crevice, which is 70-80 meters away from the sea. There are short trails on the island. This small island offers its visitors the opportunity to take a little nature walk, some adventure and a wonderful sea view from the top.

Easy-to-eat on the boat:

Veggie meatballs with quinoa

Ingredients: 1 glass of quinoa, 2 glasses of hot vegetable juice, 1 egg, 2 small boiled potatoes, 1 small zucchini, 1 small carrot, 2 sprigs of spring onions, a pinch of parsley, dill, half a teaspoon of salt, half teaspoon black pepper, half teaspoon coriander if available.



Known to keep you full for a long time with its nutritional values, wash the quinoa seeds in plenty of water and soak them in water for about 1 hour. Boil the drained quinoa seeds in hot vegetable broth for about 15-20 minutes until they absorb their water. Grate the peeled carrots and zucchini with the coarse side of the grater. Finely chop the spring onions. Finely chop the dill and parsley.

Mix the quinoa boiled in vegetable broth with all the ingredients. Heat 3 tablespoons of olive oil in a Teflon pan. Drop the dough in the form of meatballs into the pan with a tablespoon. Fry until both sides turn brown. You can remove excess oil with the help of a paper towel. Bon Appetit...

Plastic pollution is killing sea creatures

While the problem of mucilage (sea saliva) in the Marmara Sea worries everyone, the necessity of preventing pollution on all coasts has gained more importance. According to the scientists' findings, after finding high concentrations of plastic in the muscles of sea turtles, it was revealed that plastic pollution in the seas was effective at the chemical level. By analyzing the remains of dead sea turtles, the researchers say each death has been linked to plastic consumption. Sea turtles, also known as *Caretta Carettas*, are listed as endangered on the International Union for Conservation of Nature's red list.

According to the study published in the scientific journal *Environmental Pollution*, 19 additives used in plastics that are known to disrupt the hormone-regulating endocrine system, which are neurotoxic and even carcinogenic, were analyzed.

Biologist Luis Cardona from the University of Barcelona said, "When turtles eat plastic waste, they confuse them with real food, such as jellyfish. *Caretta carettas* are one of the animal groups most affected by plastic pollution in the seas." Plastic compounds can affect turtle fertility and are linked to cancer cases in marine reptiles. Humans are also incorporating microplastics into their diets through all fish species. Scientists first make an urgent call for *caretta carettas*, but warn that "Humanity will be affected by this situation sooner or later".



May the Mediterranean Monk Seal be

MEDITERRANEAN MONK SEAL (MONACHUS MONACHUS)

'Best European Stamp'



Turkey participated in the "Best Europa Stamp" competition on endangered national wildlife with the stamp with the picture of the Mediterranean Seal. The selection of the best Europa Stamp will be made by internet voting. If you want the Mediterranean Seal to be the best stamp in Europe, you can support it by voting. The Mediterranean monk seal (*Monachus monachus*) is an endangered mammal and one of the rarest species in all of Europe. It is estimated that there are about 700 individuals living in 4 main breeding subpopulations in the world; In the Mediterranean, along the Turkish and Greek coasts and in the Atlantic, the coasts of Portugal's Madeira Archipelago and the Western Sahara coasts of West Africa. About 100 Mediterranean monk seals live on the Aegean and Mediterranean coasts in Turkey. Two seals visit frequently and feast on the fish in our marina.

Within the scope of the 'Best European Stamp' competition organized by the European Public Post Operators Association (PostEurop) since 2002, this year, votes can be cast until September 9, 2021. To vote, click on <https://europa2021.posteurop.org/#/europa2021/en> and find Turkey among countries on the page. Then, complete your voting by clicking the "Vote for this stamp" button and entering your name, surname and e-mail address.

Sail, fender and rope washing unit

Putting customer satisfaction at the center of its activities since 2010, the services offered at Teos Marina are being developed and diversified day by day. The Teos Marina team, which takes it upon itself to increase the comfort of its guests, has launched yet another innovation that makes life easier for yachtmen.

Yachtmen, who previously cleaned or had their sail fenders and ropes cleaned on the boat, has now a pool where they can meet their own needs and where the dirty water will flow into the waste drain.

Teos Marina residents will be able to wash their sails, fenders and ropes in the Sail Washing Pool, which is in service just next to the laundry service. They will be able to dry their washed sails immediately on the pole next to the pool.

Teos Marina Management team carried out the first controls of the pool, the construction of which has been completed. May the sails and the seas be clean. Congratulations to the Teos Marina family.



Capacity increased on the Sun Deck

The capacity of the Sunbathing Platform, which was one of the comfort areas offered to the residents of Teos Marina last year, was expanded this year. On the platform, which also has a shower, toilets and dressing cabins, social distance is maintained by increasing the number of sun loungers and umbrellas. It will be possible to swim and sunbathe safely in the private area for yacht owners.



History: Does a woman on a boat bring bad luck?



The 12th century was when the Genoese and Venetians were in a commercial and political race with their ships. As a result of a fight among the crew due to two women on a Genoa-flagged ship, in 1251, with the decision of the Genoa Port Authority, the presence of women on the ships was completely prohibited.

The first female sailors in the world entered the maritime industry as pirates in the 1600s. When trade routes and colonies were just beginning to form, two women, **Anne Bonney** and **Mary Reed**, joined the navy by hiding their gender. At that time, women were not accepted into the navy, and there was also a penalty for using a fake ID. These two women escaped from the ship in the Caribbean and started working as pirates on another ship and rose to the position of managing their own ships. That way, two female pirates of the Caribbean Sea made their mark in history.

Pirates getting into maritime...

In 1731, King George II of Great Britain added the phrase "It is strictly forbidden to have women on board" to the rules called queen's statutes and admiralty orders. This situation, which was enacted in countries such as France, Sweden and the Netherlands, was actually a ban applied in all state navies until recently. In the conditions of that period, it was thought that women would not be as productive as men in terms of workforce, just as disabled or extremely weak and powerless men were not included in the crew. As in Europe, it was forbidden to have a woman on board in the Ottoman Empire. Even in boat transportation in the Bosphorus, women were forbidden to get on boats alone. The women, whom the states did not accept on the ship, were taking place in informal working areas. Described as the most ruthless irate the sea has ever seen, the Chinese female pirate **Cheng Sao** had 80,000 pirates under her command. Cheng Sao, the captain of the Red Flag Squadron, included women in his crew, and once in the 1800s took full control of the South China Sea.

Female boats called after women's name

The women who came on board for the first time in Turkey were the wives of sailors since the 1960s-1970s. Women started working as a steward and deckhand, all to be in the same boat as their spouses. There were also women who worked as Radio Officers, assistant bridge officers. The voyages of amateur sailors around the world's seas also made an important contribution to this trend. The first professional performance of maritime was made by female seafarers who graduated from Istanbul University Maritime Transportation Management Engineering in 1996. In 1999, female students began to be admitted to ITU Maritime Faculty. Today, many maritime schools have opened their doors to female students. Yet until 2010 there were no female gondolier in Venice; until a woman named **Giorgio Boscolo** got this authorization after a lot of effort. But in 2017, Aldo Reato, President of the Venice Gondolier Association, said: "We should not encourage women to register!"

The claim that a woman on a boat brings bad luck is an old legend, a superstition... It is seen that men who describe their boats as female throughout history and give female names, want to keep women away from this male world in the military and commercial fields. Today, as women captains increase, the boats are flowers, the seas are heaven...