



November - December 2020

TEOS MARINA E-GAZETE



Renewal period in Teos Marina

All services are up and running

Faruk Günlü answered the questions most wondered



RENEWAL PERIOD IN TEOS MARINA

Following the Seferihisar centered earthquake on October 30, there was an unprecedented tsunami disaster in the Mediterranean basin. While there was no damage to the buildings due to the earthquake in Teos Marina, there were some major damages in the piers and boats during the fall of the sea level and then the sea flooding with a strong current.

Considering the extent of the disaster, the broken piers and colliding and drifting boats, it is the biggest consolation that there is no loss of life or even the slightest injury to Teos Marina staff, boat owners and guests. Our deepest sympathy and prayers to the relatives of those who lost their lives in Sığacık and İzmir, and we wish those



who were injured to heal their wounds as soon as possible.

Consisting of 6 floating piers and vault systems, the infrastructure of the marina was damaged by the impact of the tsunami, and we've healed the wounds of the disaster in solidarity with the right crisis management and support of the dynamic and fast decision-making team since then. The renewal process started on the same day with the incident. We aim to stand up even stronger than before, like the Phoenix, born from its ashes. Teos Marina General Manager Faruk Günlü called on all sailors who saw Teos Marina as their home saying "You can come back to your home" just a week after the tsunami.

Teos Marina is getting better and renewed day by day. After the disaster resulting in material damages, the boat mooring areas will continue to serve the way it used to be with the production of new piers and the renewal of technical equipment. Teos Marina will continue to be the dynamo of tourism in the region, as it is the heart of Sığacık and the largest marine tourism business in the district.



DOCK BECAME A LANDPARKING AREA

Repair work in Teos Marina is coming to an end. New vaults were prepared by making molds and concrete ready. The giant concrete blocks were launched with the help of a crane and placed in their places in addition to the existing ones for the safe mooring of the boats.

While new piers were under development, service boxes providing electricity and water were renewed. The parking area on the dock became a landparking area for boats. The capacity of our 80-boat-boatyard were exceeded so that the boats could quickly heal their wounds. In addition to the 15 steel cradles of

Marmaris Yacht Marina, KL Construction produced and sent 10 steel stands each week in high standards. While the boats are safely accommodated on land, maintenance and repairs have been carried out.



ALL SERVICES ARE UP AND RUNNING

B, D, E and F piers provide secure mooring services. Sanitary units are fully usable, including clean, hot water. All services, including free Wi-Fi service, are active. All traces of the tsunami were erased in a month, except for Piers A and C, which are in production.

Including channel pier, they will all be placed soon. Teos Marina, the house of seafarers, is becoming your pleasant and peaceful harbor again.



FARUK GUNLU ANSWERED THE QUESTIONS



MOST WONDERED

Teos Marina General Manager Faruk Günlü answered all questions in live broadcasts and interviews of press. The most important topics and answers to the questions are as follows:

1. When was Teos Marina established? Could you tell us about its location and capacity?

Sığacık Marina was designed by the Ministry of Transport and Infrastructure in 2003 and the infrastructure and marine structures were completed by the state. It was tendered in 2008 with the build-operate-transfer model, and the superstructures were built by the contractor company including repairing the aging on the infrastructure. It started its activities under the name of Teos Marina on June 21, 2010 in Sığacık, the touristic area of Seferihisar, Cittaslow district of İzmir.

Sığacık Marina, which has been serving its domestic and foreign guests since then, has been serving as a peaceful and safe harbor for seafarers with its registered trademark "Teos Marina", with a boat mooring capacity 480 on sea and 80 on land.

2. Which accreditations does the marina have? How often and by which institution is it audited?

Teos Marina is one of the few 5-anchored marinas in our country according to the criteria defined in the Marine Tourism Regulation. Teos Marina has been awarded with 5 golden anchor certificates with its high standard facilities and quality services by the marina association affiliated to the British Maritime Federation as a result of the audits carried out every 3 years since the first day of its establishment. Since its establishment, it has been awarded with a blue flag for its environmentally friendly services. Teos Marina, which has Tourism Management Certificate from the Ministry of Tourism, continues its activities within the framework of the coastal facility management certificate obtained from the Ministry of Transport. The infrastructure and superstructure of the facility are inspected every 6 months by the Ministry of Transport.

3. After the earthquake, water tides of up to 4 meters were experienced as the water receded up to 2 meters and rose up to 2 meters. Kandilli Earthquake Research Center reported that they warned AFAD about a tsunami 11 minutes after the earthquake. I wonder if you got this warning? When did AFAD pass on this information to you? Or did they transfer?

No, we did not receive such a warning. We experienced the withdrawal and rise of the water, completely by observing it. Sea flooding and heavy currents were repeated over and over again. Neither before nor at the time we received any warning from any institution. With the water entering into our office, our computers, phones and security cameras stopped working. Only our mobile phones were active. We observed that the Marine Police and Coast Guard teams, right next to the marina, were just as unprepared and unaware as we were.

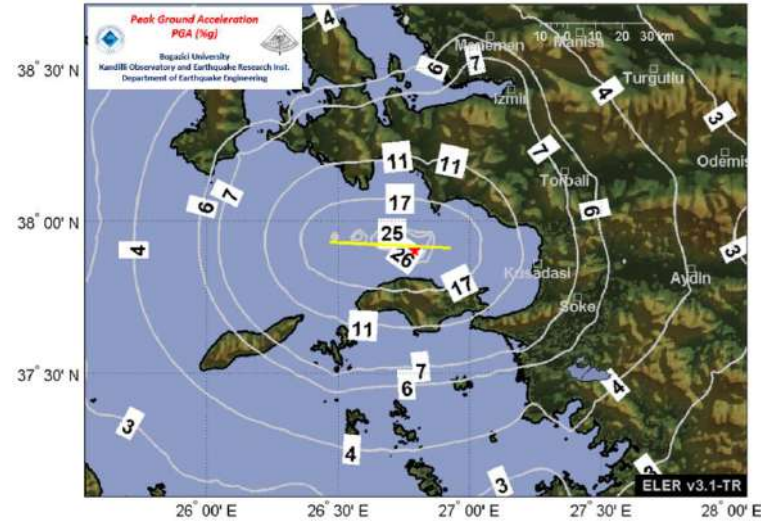
4. Would getting this warning have helped you? Were you prepared for a tsunami before?

If we had time to prepare in advance, we would have at least made an announcement to the yachtsmen, emptied the piers and told them to come together to a safe place. We could secure our colleagues and equipment. I remember the severity of the water, so the material damage would still have occurred, but we would not have left lives up to chance.

Our greatest consolation is that there were no loss of life or injury to Teos Marina staff, boat owners and guests, considering the extent of the disaster, broken piers, tons of concrete blocks and boats drifting.

5. Alaçatı Marina and Çeşme Marina are also in the same area like you, why didn't they have the same problem?

The fault fracture occurred at the bottom of the sea between Samos Island and Siğacık in the earthquake. Apart from our marina, let me talk about the damage caused by the tsunami in the region. Akarca coast and the fishing port located there were also seriously damaged. Serious damage occurred in the Girlen region and the castle in Siğacık Bay. In fact, as you know, an old lady in the castle was dragged by the current with her wheelchair and died by drowning.



The fact that we are very close to the epicenter of the earthquake and the direction of the fault is at an angle towards us may have increased the effect. Due to the shallowness of Siğacık, the water mass may have created a more destructive effect in the shallow area. The point where the marina is located is like the innermost point of the snail. The body of water may have hit its surroundings, creating eddies and turning into a more destructive effect. Here, the destructiveness was experienced at a high intensity due to the flow rate of the water coming from the open sea and getting stuck in the shallow bay. The tides at the water level of about 4 meters and wrapping around the back of the marina and the discharge of all the water from the marina increased its destructiveness. I think the rate of change in sea water level and the current it creates has a relatively slower effect in other regions.

6. What happened during the tsunami? It is said that 300 boats were left unattended, 150 boats went out of the marina. There are comments that the vaults may have been displaced by ground motion. What is your comment on this?

Nobody expected this disaster. Although we renewed all the chains in the marina in the first 4 months of 2020, they broke, and the concrete vault blocks, together with the piers, weighing 100 - 150 tons in total, were dragged on the ground with the force of the water as a group together with the main line chain. The flow rate of the water in the tides in the marina was terrifying. But we tried to act calmly and rationally in this process. The damage was so great that at that moment I was just thinking about how to respond to the incident and how to rescue the damaged boats with my crew. We had to rescue rapidly sinking or damaged boats first, but there was much more damage than we could handle with my crew.

During the tsunami, 5 boats sunk, 4 boats ran aground, 112 boats were dragged outside. Teos Marina, where 4 out of 6 floating piers and most of its vault systems were damaged by the effect of the tsunami, managed the crisis with quick decisions taken with common sense.

7. You called for help during the tsunami. How was the rescue operation carried out with the support received? Are there any lost boats? What has been done?

In the first half hour, I recorded the disaster by taking a video over the bridge and made a call for help to the members of the Marine Tourism Association, of which I was a board member, and asked them to share the call with everyone. I invited anyone who could help with the rescue operation. This video was quickly shared in Whatsapp groups with marinas, press organizations and yachtsmen. It then spread on social media. After the first shock, the wounds of the disaster started to be healed with a great solidarity and cooperation.

The locations of 112 boats dragged out of the marina were determined by coast guard helicopters, and approximately 60 of them were moored to the marina at the same night. In order to prevent the plundering

of the 50 boats outside the harbor at night, the marina staff and coast guard kept watch and patrolled until the morning.

With the sunrise the next morning, the rescue operation started rapidly on the boats in emergency. A rescue team was formed with those who came to help from many marinas and local seafarers.

First, the floating objects on the sea surface were cleaned, then the stray boats were secured, and then the damaged boats were rescued from the wreckage that created a chaos environment. An excellent example of solidarity that can only be seen among seafarers in removing this wreck was also displayed. We are grateful to everyone who is with us in this bad day and for their support. We cannot thank enough our friends in the maritime sector who came running to our calls for help and who voluntarily provided us with labor and equipment support.

8. *How did you manage to moor the boats to the damaged piers?*

In the first 3 days after the incident, damaged boats were pulled ashore and transported by cranes. The owners of the undamaged boats were announced on their social media accounts that they will be hosted free of charge in the nearby marinas thanks to the cooperation with them, and they were advised to take their boats and stay in other marinas for a while during the debris removal and restructuring process.

In parallel with the debris removal works in the sea, work has been started to restore all electrical and electronic systems that became unusable by being submerged.

Renovation efforts were accelerated in order to prevent unhappiness and victimization from leaving our marina, which most seafarers see as their home. The whole team worked day and night so that these separations would not last long.

9. *There are comments like the piled pontoon system might be better in terms of tsunami. On the other hand, there are those who say the opposite. How does the floating or piled jetty affect earthquake and tsunami?*

Marinas are designed by coastal structure engineers according to wave, wind and current calculations of the last 100 years. It is natural that officials from the Ministry of Transport did not calculate the probability of a tsunami as there was no tsunami in the past while building the infrastructure and marine structures of this marina in 2003. However, even if the piers were in piled system or concrete scaffolding, it was impossible to stand against this power.

However, as it is known, Teos Marina is located in the natural harbor Siğacık Bay that has provided port services to civilizations for thousands of years. Teos is one of the 12 cities of the Ionian civilization 3,000 years ago. In the Ionian period, there were 2 commercial ports in Siğacık, one in the South and the North. Teos Marina, named after the name of the city in the Ionian period, Teos, was established on the northern harbor. This port also hosted Ottoman navy ships. Surrounded by mountains on all four sides, the harbor is home to a large number of sailors as it is a natural harbor as it is protected from wind and waves.

It should be stated clearly. Whatever the system is, no matter where a marina is, none of them could stand against this disaster. More or less, they would definitely be damaged. Whether the piers were piled systems or concrete piers, it was impossible to stand against this force. Although we renewed all the chains in the marina at the beginning of 2020, our chains broke, and the concrete vault blocks weighing tons along with the piers were dragged by the strong flow of the water. Teos Marina is one of the few 5 anchored marinas in our country according to the criteria defined in the Marine Tourism Regulation. Teos Marina has been awarded with 5 golden anchor certificates with its high standard facilities and quality services by the marina association affiliated to the British Maritime Federation as a result of the audits carried out every 3 years since the first day of its establishment. Since its establishment, it has been awarded with a blue flag for its environmentally friendly services. Teos Marina, which has Tourism Operation Certificate from the Ministry of Tourism, continues its activities within the framework of the coastal facility management certificate obtained

from the Ministry of Transport. The infrastructure and superstructure of the facility is inspected every 6 months by the Ministry of Transport.

10. We know that you are carrying out emergency drills for many types of disasters. Are there any drills you have done to prepare for such a disaster?

Tsunami wasn't in our Emergency Action Plan. Of course, we did not expect such a disaster. Regarding sea pollution, fuel leakage, fire, ISPS exercises in the customs bonded area, our staff is prepared to respond quickly to potential dangers with routine drills and trainings. We hadn't have faced a Tsunami before, but even the precautions that our personnel took like closing off the main valve of water and thanks to our residual current device, we could forestalled further dangers.

Our teams worked day and night for a few hours a day in the first 2 weeks. Many people did not expect us to recover that fast in such a short time. All boats on the sea are moored to reconstructed and fortified vaults. All of them can get power and water service. All of our are in service and they are constantly being cleaned. All of our showers have hot water. Our free internet is available in the marina area. Our marina will become stronger than before when our missing piers are installed in their places. Tsunami measures will of course be included in our emergency action plans. Training our teams about Tsunami? Is there a more experienced marina team than us in this regard? Our team successfully passed the exam on this subject by erasing the traces of the tsunami in a short time.

11. How many boats sunk? What is the legal situation at the moment? Do you have anything to say about insurances?

During the tsunami, 5 boats sank, 4 boats ran aground, 112 boats were dragged outside the marina. Sunken boats were removed. Boat owners reported their damages to their own insurances, and the damages are covered under their own insurances. The marina's damages are covered under its own insurance. I can say that damages from tsunami exceeds millions. It is impossible to predict the total damage on the boats. No problems or grievances showed up in insurance matters.

12. Do you have any comment for other Marinas in terms of tsunami?

We thank the marina community for their friendship and support. Turkey's first tsunami experience took place Teos. We shared the whole process and the precautions that can be taken with the industry in consequence of our observations and we still do. With this experience, we see that other marinas also add the tsunami to their emergency action plans and take measures. When we look back, even if we were unprepared, we acted calmly and gave the right reactions and took the right steps. We started to manage the crisis and intervene without losing our composure. For this, I would like to thank all my team, support teams and everyone who contributed.

13. Do you have any suggestions or comments to boat owners regarding the tsunami?

It would be better for the yachtsmen on their boats in the marina to move away from their boats and wait in a safe place on the land instead of trying to get out of the marina with their boats. Unlike ocean earthquakes, the time between earthquake and Tsunami in our region is very short. It is impossible for all of the boats to go out to the open sea in a short time like 10-15 minutes. To eliminate grievances, it is also very important to have the boats surveyed through insurance expertise and insured at their real value.

We had an extraordinary disaster. However, we were able to stand up again. The renewal process is about to be completed. We stand up stronger than before, just like the Phoenix born from its ashes. In this process, we tried not to behave unjustly towards anyone. Our marina is open to all sailors who see Teos Marina as their home. We made a call that everyone can come back to their home. Teos Marina will continue to be a peaceful and safe harbor that sailors enjoy.

