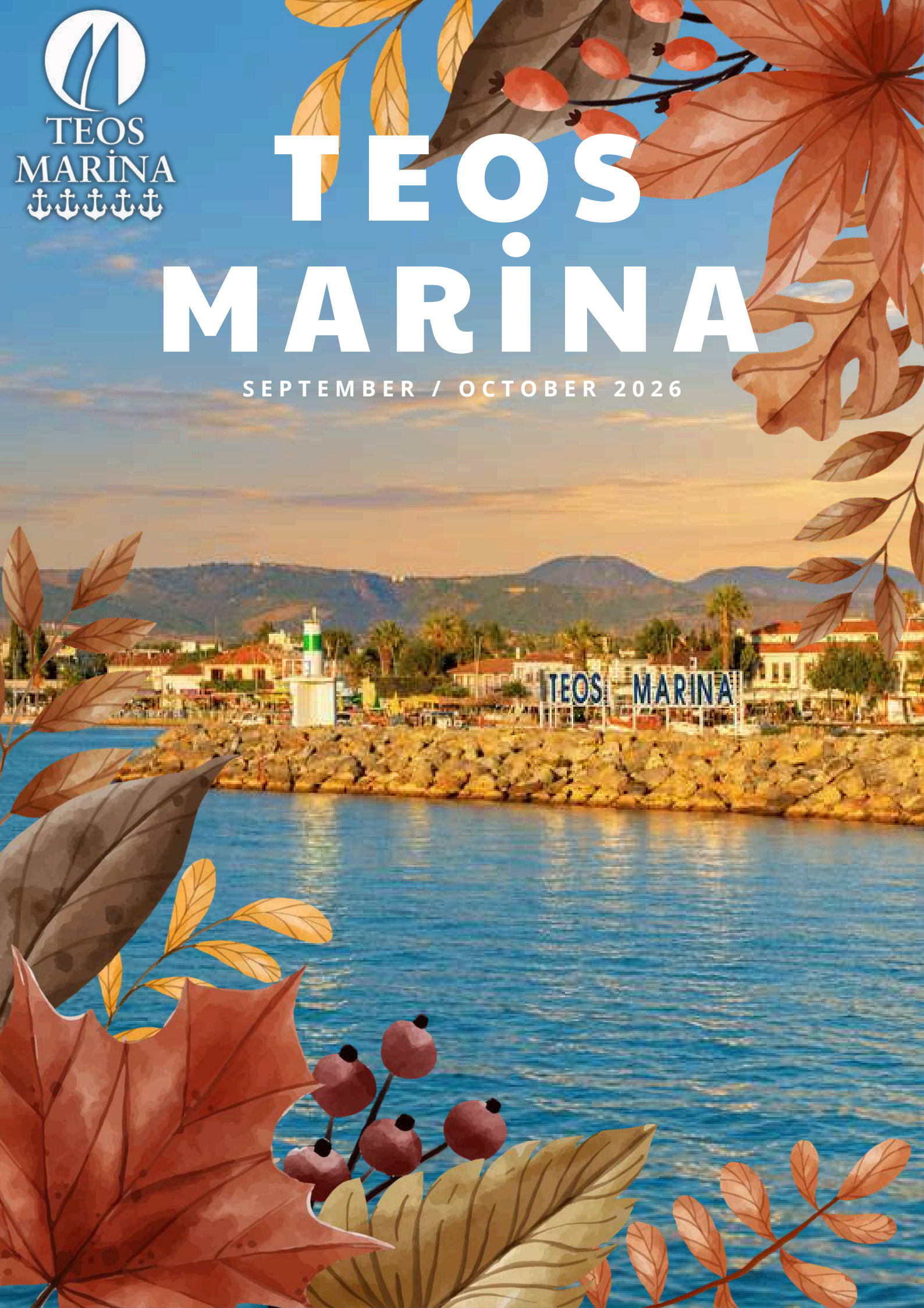
TEOS MARİNA

TEOS MARİNA

SEPTEMBER / OCTOBER 2026





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MESSAGE FROM CMM

Teos Marina General Manager Faruk Günlü evaluates the general agenda and comments on the latest developments in the marina.

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BLUE NEWS OF TEOS MARİNA

Find everything happens in Teos Marina on these pages.

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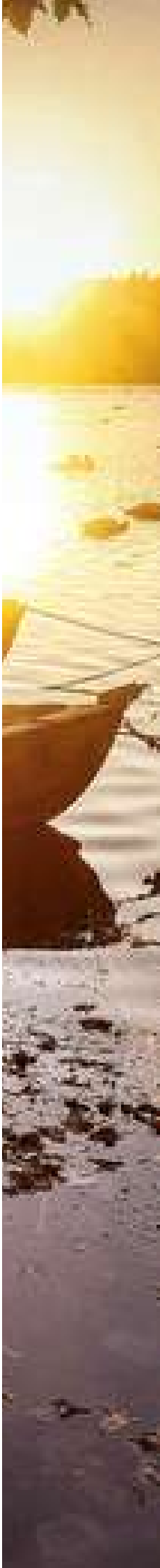
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CAN ARTIFICIAL INTELLIGENCE TAKE OVER AS CAPTAIN?

Boats can now sense their surroundings, suggest routes and assist with certain manoeuvres. But steering a boat is not the same as taking responsibility for a voyage. We explore what smart systems can really do, what they cannot yet achieve and the responsibilities that remain with the captain in this new age of technology.

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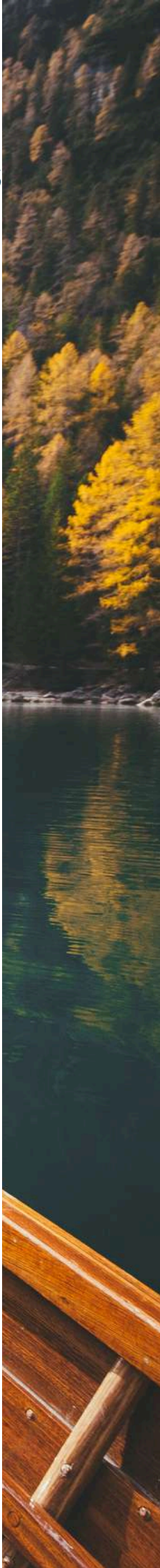
IT'S EVENT TIME IN İZMİR

November and December events exclusively for İzmir and its residents, all in one place!

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CANNES, GENOA, BODRUM: WHAT DOES THE 2026 BOAT SHOW SEASON TELL US?

A boat show can be seen simply as a grand showcase of new yacht models. Yet the real clues lie less in the size of the boats than in how they are used, their interiors, energy solutions, the customers manufacturers are targeting and the questions they are trying to answer. Looking at Cannes, Genoa and Bodrum side by side, we gain a clearer picture of not only what the yachting industry produced in 2026, but also where it is heading.





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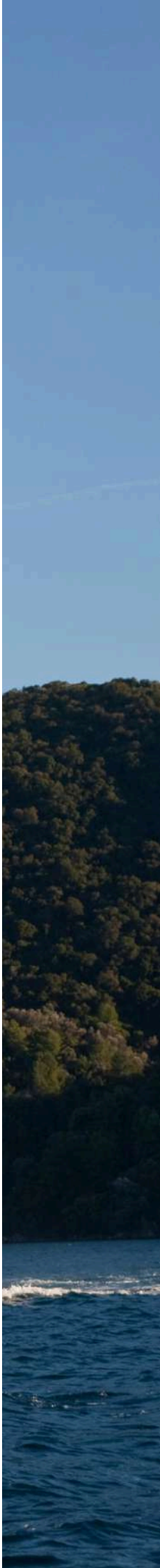
IS BOAT OWNERSHIP ESSENTIAL TO SAILING?

Yachting publications in the UK are now discussing the concept of "pay-as-you-go sailing"; club memberships, shared-use schemes and opportunities to sail regularly without owning a boat are becoming increasingly common. In Türkiye, however, getting out on the water still largely revolves around two options: buying a boat or chartering one. Yet between these two lies a broad range of possibilities that is only just beginning to emerge.

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ARE YACHT OWNERS PAYING FOR A BERTH OR AN EXPERIENCE?

The first things yacht owners expect from a marina remain unchanged: a secure berth, access to electricity and water when needed, and technical support when required. Today, however, these are no longer what sets a good marina apart, but rather the starting point of its service. As berthing fees rise, particularly across the Mediterranean, yacht owners are also changing how they assess value for money. A marina is no longer simply a pontoon and a few technical facilities; it is part of the entire experience that begins the moment a yacht owner steps ashore.





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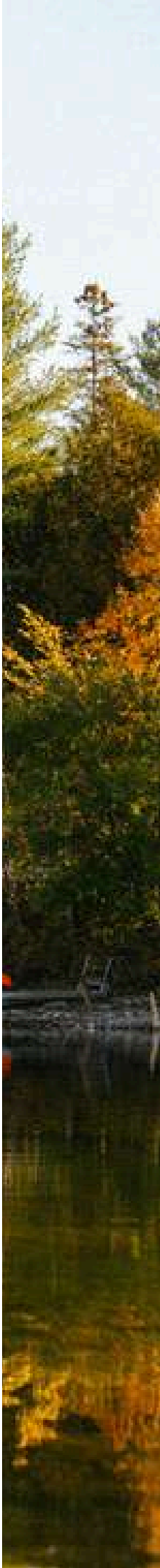
ASTROLOGY FEATURE

We look at the final two months of the year through the symbolic language of the stars. November–December forecasts for all twelve zodiac signs, exploring relationships, everyday life, unfinished business and what we hope to carry into the new year.

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MY GALLEY KITCHEN

As the weather turns cooler, it's time for warm, satisfying recipes that are easy to prepare in the galley. No need for long shopping lists, multiple pans or hours of preparation; a few good ingredients are often all it takes. In this issue, we're making one-pan gnocchi with mushrooms, spinach and Parmesan. With no cream needed, the sauce thickens naturally from the gnocchi's own starch, creating a dish that is both light and wonderfully satisfying. Ready in around twenty minutes, it's an ideal dish to serve aboard on a cool evening.





Message from CMM

FARUK GÜNLÜ
Teos Marina General Manager

Dear Fellow Sailors,

Summer Is Over, but the Work at the Marina Goes On!

In early September, we were still talking about concerts, tournament preparations and the last of the summer bustle. Then schools reopened, the weather cooled and the marina's shopping and dining area grew quieter. The seasons seemed to change rather quickly this year. Our attention also turned to winter storage preparations, maintenance work and plans for the coming season.

If you visit the marina these days, you may not find the summer crowds. But that doesn't mean our work has come to an end. We are now tackling some of the jobs we postponed to ensure uninterrupted service while more of our guests were around. At the same time, we are reviewing the season: What did we do well? Where did we face difficulties? What should we do differently next year?

This is one of the reasons I enjoy this time of year. It gives us a chance to revisit the matters we noticed and noted during the busy months, and to discuss them more thoroughly with our colleagues. We continue working, keeping in mind both what went well over the summer and the areas where things could have gone better.

We Could All Do with a Calmer World

Wars around the world, the election agenda in Israel, the US midterm election race and ongoing protests across Europe, particularly in France... It is becoming increasingly difficult to find reassuring news. Alongside the wars, concerns about the cost of living, education and public services are also weighing on people's minds.

As politicians focus on winning elections, I hope people's desire for a safer, more predictable life will not be pushed into the background. Wherever we live, don't we all want to feel a little more hopeful when we think about our children's future?

We cannot simply ignore any of this. But talking about the same worries every day gets us nowhere either. For my part, I want to continue doing my job well, recognising the efforts of the people I work with and making a positive contribution to the place where I live and work. I believe maintaining that commitment matters even more in difficult times.

Let's Talk About Service, Not Just Discounts

We attended the Bodrum Boat Show from 14 to 18 October, meeting yacht owners, captains and industry representatives to discuss berthing, dry storage, maintenance services and wintering options. At boat shows, I value listening to people's expectations just as much as presenting our services.

Recently, marina promotions, discounts and berthing offers have attracted greater attention. I find it perfectly natural for yacht owners to compare their options. At a time when we are all managing our budgets more carefully, it would be unrealistic to suggest that price does not matter.

We have our own promotions, too. Like our prices, all our offers are published transparently on our website. I believe we may be the only marina in Türkiye to publish every price openly and accurately online and apply them exactly as advertised. At Teos Marina, however, our priority is not to outdo another discount but to ensure yacht owners receive value for their money every day and feel the service is worth the price.

When you arrive at your boat, can you access the technical support you need? If something goes wrong, do you know whom to contact? Can you relax with your family and leave your boat at the marina with complete peace of mind?

I believe these questions deserve as much consideration as price when choosing a marina.

This autumn, some guests were so pleased with their short stays that they signed annual contracts. Other yacht owners chose us after touring the marina and seeing our services first-hand. For us, these are valuable examples of the difference our commitment to service makes.

At Teos Marina, comfort means more than clean, well-maintained communal areas; it also means respecting yacht owners' time. There is a reception team that understands their needs, a marina crew ready to assist with manoeuvres and technical workshops to discuss maintenance. Once ashore, they have shops, restaurants and the everyday life of Sığacık, all within walking distance.
A discount may make choosing easier. We work to ensure our guests remain happy with their decision long after they arrive.

We Prepared Before the Weather Turned

We followed the heavy rainfall and flooding in Istanbul this October with great concern. Our thoughts are with everyone whose homes, businesses and daily lives were affected. We saw how intense rainfall in a short period can overwhelm a city.
Anyone familiar with the sea knows that preparing for bad weather begins long before it arrives.
We completed winter and storm-season maintenance on the mooring blocks, connecting shackles and chains throughout our marina. These are essential parts of the infrastructure that most guests never see, yet rely on when leaving their boats in our care. To us, the condition of a connection beneath the water matters just as much as the visible order on the pontoons.
We also monitor weather forecasts daily and take precautions according to expected conditions. We do not want you worrying about your boat whenever a weather warning is issued. Even when you are far away, our team continues to keep watch.

Your Boat Shouldn't Always Be on Your Mind. We're Here, Doing Our Job.

Of course, before setting sail, you must check the latest marine weather forecasts and warnings. Our monitoring at the marina does not replace a captain's pre-departure preparations. What matters to us is that you know a professional team is looking after your boat while it is berthed here, giving you peace of mind.
We simply ask you to keep your contact details up to date throughout winter and inform our team of anything specific to your boat that requires attention. When planning winter berthing or dry storage, I also recommend discussing your maintenance requirements with our technical workshops in advance.



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11 Years of Tuna Masters Teos

We hosted Tuna Masters Teos for the 11th time from 10 to 13 September. After two days of competition, PHANTOM-X claimed the Overall Championship of the Teos leg with 912 points. The TERAPIA team from Urla won the “Biggest Fish” award with a 166-kilogram tuna. I congratulate the winning teams and everyone who competed.

One of the most rewarding parts of the tournament for me was the thanks we received from departing boats. Some called over the VHF radio, while others stopped by the office to thank our team personally. After days of preparation, hearing such words means a great deal.

Organising an event like this means looking after more than the competitors. You must also ensure that other marina guests can continue enjoying the same level of service. From the marina crew and security to reception, technical services and cleaning, all our colleagues worked to maintain that balance. I thank every one of them.



One Last Concert, Then Some Well-Deserved Rest

We brought this summer’s programme of six free concerts to a close on 10 September with a performance by Reyhan Karaca. The final evening drew another large crowd, and spirits were high. My thanks to everyone who joined us and sang along throughout the summer.

What stays with me after the concerts is more than the performances. I remember the children who came with their families, the familiar faces we have seen at these concerts for years, and guests who joined us after dinner. I am glad we can help people enjoy an evening together without having to pay.

After the busy season, we also enjoyed our traditional boat trip with the team. This time, instead of helping others prepare to set sail, we headed out together, shared food and drinks, swam and relaxed a little.

Spending time outside work with colleagues who have worked through weekends, public holidays, concerts and tournaments all summer matters to me. Sitting around the same table, chatting and laughing together is part of being a team. Of course, one day cannot take away an entire season’s fatigue, but it certainly did us all good.

This Time, Our Billboards Carry a Message and a Little Fun

Have you noticed our new posters on the advertising boards around the Marina Shopping Area?

One says, “The wind isn’t a street cleaner.” Another reminds us that fish don’t drop litter and asks: So where does all the rubbish in the sea come from? We want people to think twice about a napkin left on a table, a cigarette butt thrown on the ground or a plastic bag blown away by the wind.

Not every billboard needs to sell something. Sometimes a short message that makes us reconsider our habits, or simply sparks a child’s curiosity, is enough.

That is why our posters go beyond environmental reminders. Some invite visitors to find hidden objects aboard a boat or discover marine life beneath the waves. We created posters that children can explore with their parents, adding a little game to their marina visit. I believe a love of the sea can grow through such small discoveries.

The message connecting this campaign is simple: “Notice. Inspire Awareness. Add Value to Life.”

A child becoming curious about seagrass, or an adult taking their rubbish to a bin rather than leaving it on a table, means something to us. We want everyone to enjoy their time at the marina while paying a little more attention to the life around them.

During the same period, we also provided some of our advertising boards free of charge to support LÖSEV. We believe in using our resources not only to promote our own activities but also to raise awareness of initiatives that make a positive difference.





We Received Our Blue Flag and Carried On with Our Daily Work

Following the inspection on 15 September, we received our 2026 Blue Flag. I thank all my colleagues who contributed. We are proud to see this flag flying at our marina, and equally committed to maintaining the standards and practices behind it.

At the end of the season, our technical team focused on repairs to communal areas, insulation work and checks on communication and access systems. From repairing benches in the shopping area to maintaining fire safety equipment, we tackled jobs that make a difference to daily life.

The Beefull AC charging station within the marina is now also operational for guests arriving in electric vehicles. I hope this new addition to our services proves useful.

Not every improvement calls for a grand opening. Sometimes a repaired bench, a properly functioning connection or a service available when you need it makes everyday life easier. Paying attention to these details is an important part of what we do.





TEOS MARİNA

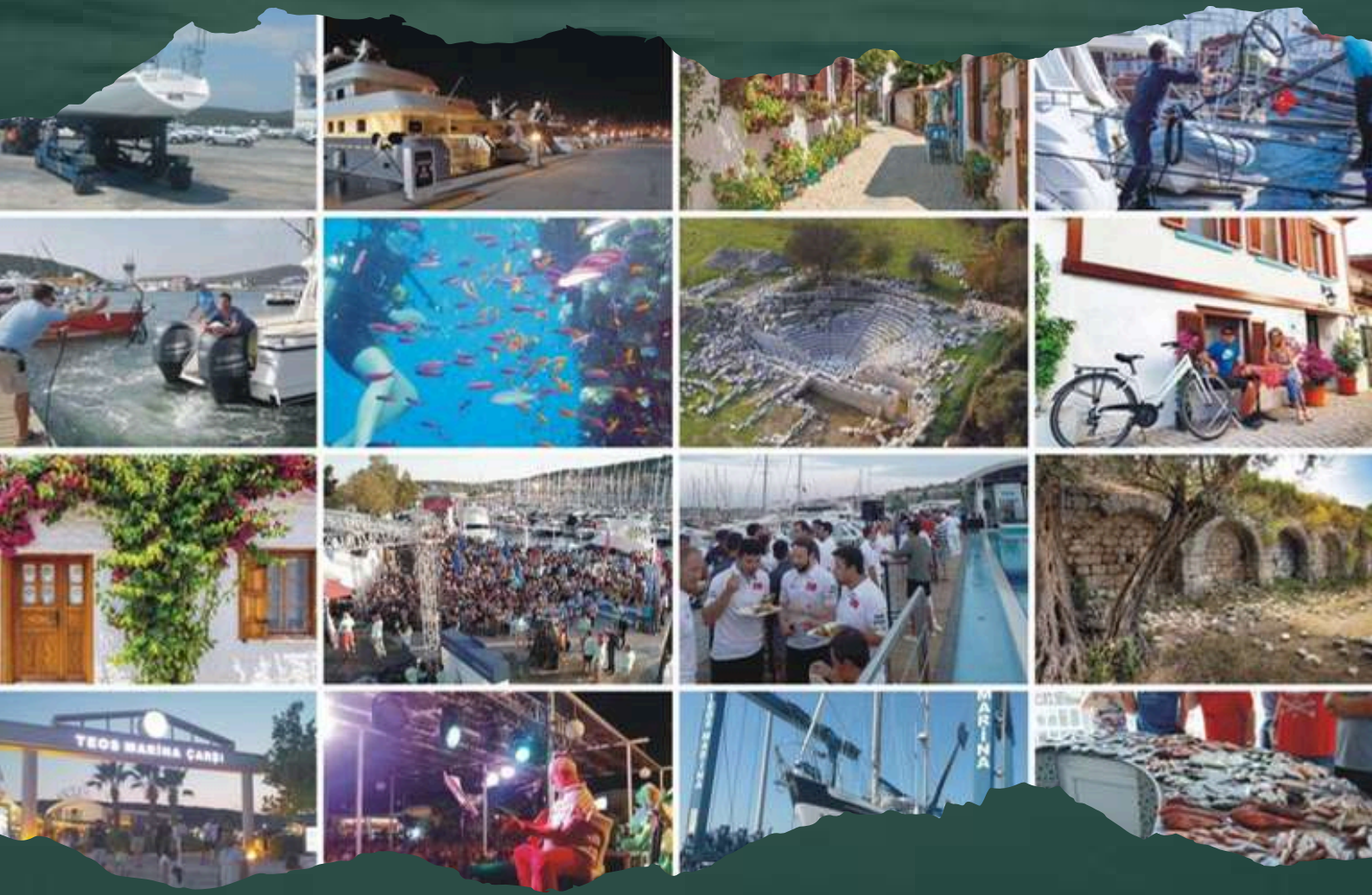
After the Samos Ferry Season, Autumn in Sığacık

By the end of September, our ferry service had recorded 47,500 passenger movements during the year. This is not the number of individual visitors, but the combined total of departures and arrivals. Looking back on the season, we consider not only terminal operations but also their contribution to accommodation, dining and shopping in Sığacık.

As the summer crowds fade, there are still plenty of reasons to visit Sığacık. In fact, for those who prefer quieter surroundings, this may be an even better time.

Come down to take care of something on your boat. Then don't rush back. Enjoy a coffee in the marina shopping area, stroll through Kaleiçi and settle down for a good meal. Spend a little time somewhere you hurried past in summer. Not every moment spent by the sea needs to be spent sailing.

What I love about Sığacık goes beyond its summer swimming bays to the rhythm of everyday life here. Meeting familiar faces, chatting with local shopkeepers, being able to walk everywhere... I believe these simple pleasures also help our guests feel connected to this part of the coast.



As We Prepare for the New Season...

As another season comes to an end, I would like to thank all the yacht owners who chose us, our guests, the businesses in our marina shopping area and every member of our team. Hearing that you are satisfied matters to us, but so does learning where we can improve. Please continue sharing your feedback.

October also holds special meaning for me because of Republic Day. As we celebrate the 103rd anniversary of our Republic, I remember Gazi Mustafa Kemal Atatürk and his companions with respect and gratitude. I believe upholding the values of the Republic also means working honestly within our responsibilities, valuing science, respecting hard work and striving to do our jobs a little better each year.

In the months ahead, we will continue welcoming you to the marina, looking after your boats and preparing for the new season.

Don't wait until next summer to visit Sığacık. You're always welcome to join us for a coffee.

I wish you all a healthy, peaceful and safe autumn.

Once again, an issue packed with news from our marina, thought-provoking articles and engaging interviews awaits you.



Once again, this issue is filled with Blue News from Teos Marina, thought-provoking feature articles, exclusive interviews, and much more. We hope you enjoy every page.

If there is a topic you would like to see in future editions, or if you are interested in advertising in our e-magazine, please contact our Editor, Pınar TEZER, at:

📧 pinar.tezer@teosmarina.com

We are careful not to fill your inbox with frequent emails, so this e-magazine reaches you just once every two months.

To stay informed about the latest news, events, and announcements in between issues, be sure to follow us on social media:

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I wish all sailors, yacht owners, our tenants, guests, employees and the local community a safe, enjoyable, prosperous, music-filled, clean and peaceful remainder of summer 2026.



FARUK GÜNLÜ
Teos Marina General Manager

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TEOS MARİNA

BLUE NEWS



TEOS MARINA AWARDED THE 2026 BLUE FLAG: ENVIRONMENTAL STANDARDS ONCE AGAİN RECOGNISED IN SIĞACIK

Teos Marina has successfully completed its 2026 Blue Flag inspections, once again confirming its compliance with international environmental and service standards. Marina management regards the Blue Flag not merely as an award, but as the result of an operational approach that prioritises clean seas, waste management, safety, responsible resource use and environmental awareness throughout the year.

Teos Marina has received its 2026 Blue Flag, confirming that the marina in Sığacık continues to maintain its standards in environmental management and sustainable marine tourism.

Under the Blue Flag programme, marinas are assessed on several criteria, including environmental management, proper waste collection and separation, safety procedures, visitor information and environmental education. Annual inspections ensure that the flag represents an ongoing commitment to quality rather than a permanent distinction.

For this reason, Teos Marina management sees the Blue Flag as more than a symbol flying above the marina.

At Teos Marina, sustainability is reflected in everyday operations, often through practices that remain unseen. Proper waste management, preventing pollution from reaching the sea, responsible water and energy consumption, clean communal areas and consistently maintained safety procedures are central to this approach.

This philosophy was also expressed in a Teos Marina social media post: “Behind every blue flag lies a great deal of green.”

Marina management emphasises that sustainability is not a seasonal campaign, but a standard to be upheld 365 days a year.

TEOS MARİNA

BLUE NEWS

In a place like Sığacık, where the sea and everyday life are closely intertwined, this approach matters well beyond the marina itself. Yacht owners, visitors, local residents and marine tourism businesses all share the same coastline and ecosystem.

Teos Marina's 2026 Blue Flag is therefore seen not simply as a corporate achievement, but as the natural result of a longstanding commitment to environmental responsibility. For the marina, the real goal is not merely to raise the flag, but to maintain the standards it represents with the same care and dedication throughout the year.







TUNA MASTERS EXCITEMENT RETURNS TO TEOS MARINA FOR THE 11TH TIME

Hosted by Teos Marina off the coast of Sığacık, StafuPro Tuna Masters TEOS 2026 concluded after two days of intense competition and excitement. The PHANTOM-X crew claimed the Overall Championship of the Teos leg with 912 points, while TERAPIA from Urla won the "Biggest Fish" award with a 166-kilogram catch. Teos Marina General Manager Faruk Günlü expressed his pleasure at hosting Tuna Masters for 11 years and thanked the Teos Marina team for their contribution to the flawless organisation of the event.

The opening leg of Tuna Masters 2026, StafuPro Tuna Masters TEOS, took place off the coast of Sığacık, hosted by Teos Marina. Having welcomed Tuna Masters, one of Türkiye's major sport fishing events, for 11 years, Teos Marina once again hosted the competitors, their boats and the organising team in Sığacık.

Over two competition days, crews battled for both the Teos leg championship and the Tuna Masters of the Year title, to be decided at the end of the season, as they competed for bluefin tuna in Sığacık Bay.

PHANTOM-X LEADS THE OPENING DAY

The PHANTOM-X crew dominated the tournament's opening day, topping the weigh-in rankings with a 152-kilogram bluefin tuna.

Under the scoring system of 6 points per kilogram for bluefin tuna, the catch earned PHANTOM-X 912 points. The team finished the first day in the lead, while VENOM V, with a 77.8-kilogram bluefin tuna, and BAD TRIP, with a 61.65-kilogram catch, were the other standout crews. PHANTOM-X's opening-day score of 912 points proved enough to retain the Overall lead after the second day of competition.





TERAPIA FROM URLA LANDS THE TOURNAMENT'S BIGGEST FISH

The second day of competition saw the heaviest bluefin tuna of StafuPro Tuna Masters TEOS 2026 brought to the scales. The TERAPIA crew, comprising Anıl Bircan, Erim Eruz and Orkun Boyacıoğlu from Urla, landed a 166-kilogram bluefin tuna, recording the tournament's biggest catch.

Worth 996 points, the catch earned TERAPIA the "Biggest Fish" award. Under tournament rules, catches winning this category are excluded from the Teos Overall standings. However, the 996 points were added to TERAPIA's season total for the Tuna Masters of the Year rankings.

PHANTOM-X CROWNED TEOS CHAMPION

Following two days of competition, the Overall standings for StafuPro Tuna Masters TEOS 2026 were confirmed. The PHANTOM-X crew, comprising Volkan Önterlikçi, Hüseyin Çelimli, Bora Güler and Taha Başata, claimed the Overall Championship with 912 points from their 152-kilogram bluefin tuna.

The SHADOWFIN crew, featuring Rıza Berk Akın, Tugay Güneş, Deniz Çetin and Vahdet Cevizci, secured second place Overall with 716 points after two days of competition.

The PLANA crew, comprising Gökhan Plana, Burak Tanrısever, Tayfun Paşaoğlu and Semih Yeşilyurt, finished third Overall with 581 points, helped by two bluefin tuna weighing 42.4 and 54.4 kilograms, brought to the scales on the second day.

Although numerous bluefin tuna were weighed during both competition days, several crews missed out on the top three. The FISHERMEN and TUNA VORTEX teams recorded their catches in accordance with tournament rules before releasing them back into the sea under the points-based catch-and-release system.

The tournament's "Biggest Fish" award went to TERAPIA for its 166-kilogram bluefin tuna, while the FRIENDSHIP crew, comprising Bekir Kasapoğlu, Tolga Saç, Acar Yılmaz and Cem Karatepe, received the Jury's Special Award.

AWARDS PRESENTED AT TEOS MARINA

Following the competition, an awards ceremony was held at Teos Marina, where the winning crews received their prizes.

Didem Demirsarn (AİATA) presented the third-place Overall award to PLANA, while Vidal İtkin from DEPAR Motor presented the second-place award to SHADOWFIN. Teos Marina General Manager Faruk Günlü presented the Overall Championship award to PHANTOM-X, the winners of StafuPro Tuna Masters TEOS 2026.

The “Biggest Fish” award went to TERAPIA for landing the tournament’s heaviest catch, presented by Burak and Merve Akkurt from StafuPro.

GÜNLÜ: “WE ARE DELIGHTED TO HAVE HOSTED THIS EXCITEMENT FOR 11 YEARS”

Reflecting on the tournament, Teos Marina General Manager Faruk Günlü noted that Tuna Masters has become one of the most established events on Teos Marina’s annual calendar. Günlü said:

“We are delighted to have successfully completed another edition of StafuPro Tuna Masters TEOS. For 11 years, Teos Marina has proudly hosted and shared in the excitement of Tuna Masters. Coming together in Sığacık each year, sharing the same enthusiasm and welcoming leading sport fishing teams to our marina means a great deal to us.

Behind the successful delivery of an event of this scale lies extensive preparation and strong teamwork. From welcoming competing boats and managing berthing operations to site arrangements, security, technical services and support throughout the event, our colleagues worked with exceptional dedication. I would particularly like to thank the entire Teos Marina team for their tireless efforts and outstanding professionalism throughout the tournament.

“At the awards ceremony, we applauded the winners. We presented their prizes. But they were not the only winners. Some were lucky enough to catch fish. Some lost the biggest fish. Others were unlucky and caught nothing. I believe everyone who took part in this tournament was a winner. They felt the excitement. Had fun. Made new friends. Created new memories. In the end, friendship was the real winner.

I congratulate all the competitors, the winning teams and everyone who contributed to making Tuna Masters possible. At Teos Marina, we value hosting events that strengthen maritime culture and our connection with the sea. I hope this partnership, which we have maintained for 11 years, will continue with the same enthusiasm in the years ahead.”





TEOS MARİNA

BLUE NEWS



TEOS MARINA HIGHLIGHTS COMFORT AND SERVICE AT BODRUM BOAT SHOW

Meeting yacht owners and industry representatives at the Bodrum Boat Show, Teos Marina showcased Sığacık's berthing, maintenance, repair and winter storage facilities. Teos Marina General Manager Faruk Günlü emphasised that sustainable growth in yacht tourism requires a focus not only on boat sales, but also on the marina services, technical support and skilled workforce that remain essential long after a yacht is sold.

Teos Marina attended the Bodrum Boat Show, held at Bodrum Harbour from 14 to 18 October. Now in its second edition, the event brought together boat manufacturers, distributors, marine equipment suppliers, marina operators and boating enthusiasts. Teos Marina welcomed visitors to its own stand throughout the show.

At the stand, yacht owners and captains could learn about wet berthing and dry storage options, technical services, winter maintenance facilities and cruising routes around Sığacık. Teos Marina's participation particularly highlighted an approach that combines a yacht's berthing and maintenance requirements with its owner's comfort and lifestyle ashore.

Teos Marina General Manager Faruk Günlü noted the importance of Bodrum Boat Show in bringing different areas of maritime expertise together with yacht owners, emphasising that the quality of after-sales services has become just as important as the yacht itself.

"At a boat show, new yachts naturally attract the most attention. But where those yachts will be berthed, how they will be maintained and under what conditions they will spend the winter are equally important parts of the purchasing decision. Bodrum Boat Show gives us an opportunity to discuss these needs directly with yacht owners. To strengthen Türkiye's competitiveness in yacht tourism, we must also improve the entire chain of services that follows a sale. Yacht owners should have a marina operator they can trust and a qualified team they can rely on whenever they need assistance."




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FROM BERTHING TO WINTER STORAGE, TECHNICAL SERVICES TO EVERYDAY LIFE

Awarded 5 Gold Anchors by The Yacht Harbour Association and holding Blue Flag certification, Teos Marina offers 480 berths afloat and space for 80 boats ashore. Its secure mooring system, pilot boat and diving services are supported by 24-hour security, fire detection and firefighting systems.

At the marina's boatyard, lifting and launching operations are carried out using a 75-tonne travel lift. Technical workshops provide maintenance and repair services across various specialisms, including engines, electrical and electronic systems, painting, fibreglass, woodwork, upholstery and canvas work. Yacht owners can therefore arrange both seasonal preparations and winter maintenance in one location.

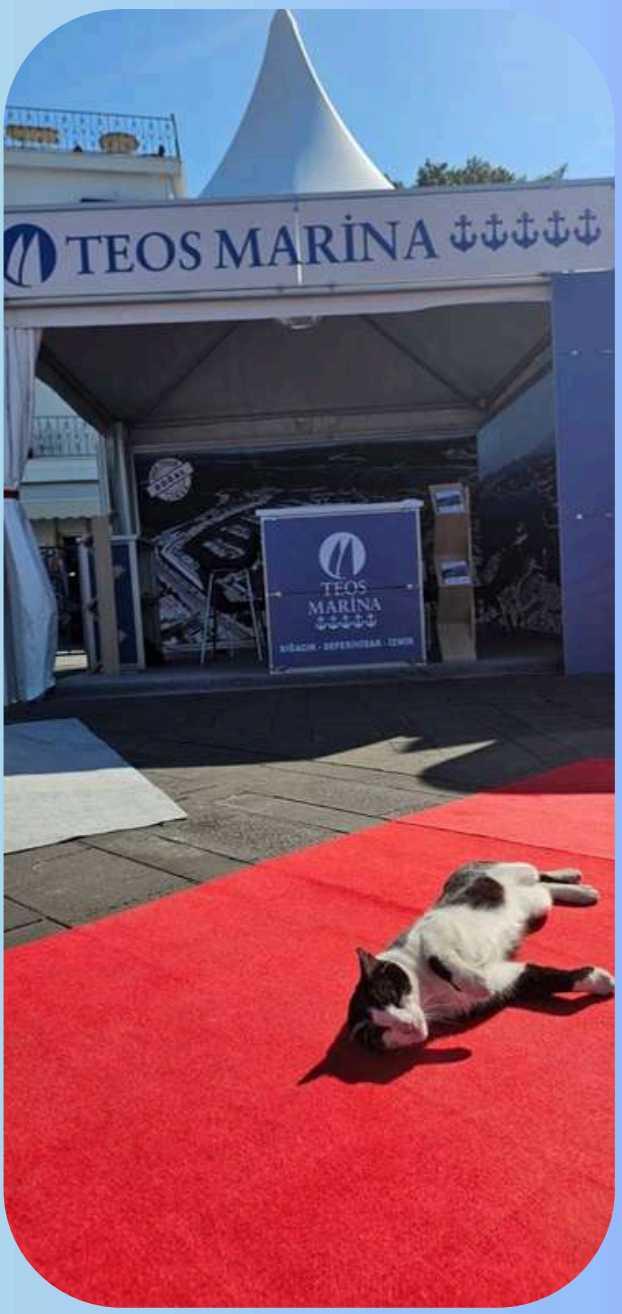
Günlü emphasised that marina quality is measured not only by infrastructure, but also by consistent service and the confidence it inspires:

TEOS MARİNA

BLUE NEWS

“Quality in marina management means maintaining the same level of responsibility even when yacht owners are away. Well-maintained infrastructure, a knowledgeable team, clear communication and keeping promises all come together to build trust. At Teos Marina, what matters to us is that our guests find that same confidence every time they return. We work to ensure they can spend their precious time aboard enjoying the sea and being with loved ones, rather than dealing with procedures and uncertainties.”







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MARINA SERVICES MEET LOCAL LIFE IN SIĞACIK

Teos Marina combines its sheltered natural harbour location with the local life of Sığacık. Situated approximately 40 kilometres from İzmir city centre and 50 kilometres from Adnan Menderes Airport, the marina offers easy access to Sığacık Castle, the ancient city of Teos and nearby bays. Teos Marina Shopping Area, with its restaurants, cafés and shops, also provides a welcoming meeting place for yacht owners, local residents and visitors.

Environmental services, including wastewater and bilge water collection, waste engine oil disposal and the management of solid and contaminated waste, are also integral to the marina's daily operations.

Addressing the relationship between yacht tourism and the regional economy, Günlü stressed that marina activities should not be viewed as limited to the summer season:

"When we talk about extending yacht tourism throughout the year, we do not mean that boats must be sailing all twelve months. Winter storage, maintenance and repairs, technical employment and the ongoing relationship between yacht owners and the region are all part of this economy. In Sığacık, we value our guests becoming part of local life and discovering local businesses. A marina's success should also be measured by the economic and social value it helps create in the surrounding community. And, of course, we must never forget our responsibility to protect the sea, bays and local character that make all this possible."

Throughout 2027, Teos Marina will continue to keep its finger on the pulse of marine tourism, closely following industry innovations, partnerships and emerging trends. By participating in boat shows both in Türkiye and abroad, the marina will continue engaging with different stakeholders across the maritime industry while introducing its service philosophy in Sığacık to a wider international audience.

ENJOY TIME ABOARD WHILE YOUR CAR CHARGES!
BEEFULL EV CHARGING STATION NOW OPEN FOR YACHT OWNERS AT TEOS MARINA

Teos Marina continues to enhance the services it offers yacht owners and guests. The newly opened Beefull EV Charging Station provides electric vehicle users with a convenient and practical charging solution within the marina.

The new charging station allows yacht owners to charge their vehicles safely while visiting the marina. With this addition, Teos Marina has further strengthened its infrastructure, bringing modern transport solutions together with life by the sea.

As electric vehicles become increasingly popular, charging points within the marina and in the car park near its entrance support sustainable transport while offering added convenience to yacht owners whose boats are berthed at Teos Marina.

With its environmentally responsible approach and guest-focused investments, Teos Marina continues to provide solutions that make life easier, both on the water and ashore.



NO WORRIES AT TEOS MARİNA

Dock Your Boat, Anchor Your Heart



HALF ON US FOR DAILY MOORING!

-%50



ENJOY A PREMIUM MARINA EXPERIENCE FOR STAYS BETWEEN 3 TO 15 DAYS



50% DISCOUNT ON ANNUAL MOORING FOR YACHTS 50 METERS AND ABOVE!



MEGA YACHT DISCOUNT

-%50



MEGA YACHT DISCOUNT!

-%40



40% DISCOUNT ON ANNUAL MOORING FOR YACHTS BETWEEN 40 AND 50 METERS!



30% DISCOUNT ON ANNUAL MOORING FOR YACHTS BETWEEN 30 AND 40 METERS!



MEGA YACHT DISCOUNT!

-%30



20% DISCOUNT ON ANNUAL MOORING FOR YACHTS BETWEEN 20 AND 30 METERS!



MEGA YACHT DISCOUNT!

-%20



WITH ANNUAL DRY BERTHING
30 DAYS FREE IN-WATER ACCOMMODATION, HAUL-OUT, LAUNCH & HULL WASH ON US!



ANNUAL DRY PARK CAMPAIGN

ENJOY 30 DAYS IN THE WATER!



40% DISCOUNT
OPPORTUNITY!
FOR MINIMUM 90-DAY
MOORING BETWEEN
OCTOBER 1 - APRIL 30!



WINTER MOORING DISCOUNT!

-%40



WINTER STORAGE DISCOUNT ON LAND -%40



40% DISCOUNT OPPORTUNITY!
FOR MINIMUM 90-DAY STAYS ON LAND BETWEEN OCTOBER 1 - APRIL 30!



STAY NOT JUST 12, BUT 15 MONTHS!



3 MONTHS FREE MOORING
FOR YACHTS OVER 150 M² WITH AN ANNUAL CONTRACT!

+90 DAYS



1 MONTH FREE MOORING FOR YACHTS BETWEEN 100 M² - 150 M² WITH AN ANNUAL CONTRACT!

+30 DAYS



STAY NOT JUST 12, BUT 13 MONTHS!



THE LONGER YOU STAY, THE MORE YOU SAVE! ENJOY UP TO 20% DISCOUNT ON ANNUAL MOORING!

-%20

LOYALTY DISCOUNT





ENJOY 7 DAYS OF FREE STAY ON LAND!

7 DAYS ON-LAND STAY FOR YACHTS USING HAUL-OUT & LAUNCH SERVICES IS

FREE OF CHARGE!





PARTNERED SAILING CLUB DISCOUNT!

-%5



5% DISCOUNT ON ALL STAYS FOR YACHT OWNERS WHO ARE MEMBERS OF THE CRUISING ASSOCIATION, YACHTSPORT-CLUB DEUTSCHLAND, TRANS-OCEAN, SWEDISH CRUISING ASSOCIATION, LITTLE SHIP CLUB OR OCEAN CRUISING CLUB!



STAY ON LAND UNTIL YOU FIND THE PERFECT MOORING,
BUT DON'T MISS EXPLORING THE BEAUTIFUL BAYS OF SIĞACIK!



HOP ON LAND, HOP ON SEA!

WHAT'S NEW ON DECK?

A look at three new technologies that stood out in the marine world in 2026. We examine what they really offer in terms of ease of use, safety, energy management and onboard comfort.



01

THE CONTROL IS IN YOUR POCKET, AND THE BOAT KEEPS TRACK OF YOU

RAYMARINE RCU-1

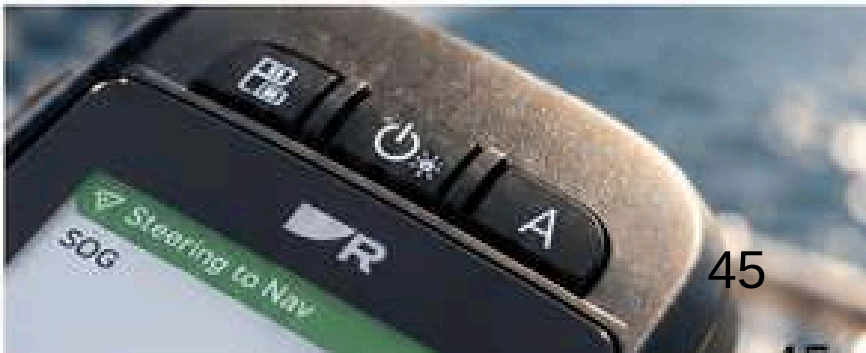
With the RCU-1, introduced in March 2026, Raymarine makes its Evolution autopilot systems freer and safer through a wireless remote control. Compact and robust in design, the RCU-1 lets you control the autopilot from any point on deck you choose.

Thanks to its 'Point and Go' feature, you can set the course simply by pointing the remote in the direction you want to go. This offers practical and intuitive use, especially during manoeuvres or in confined waters.

What truly sets the RCU-1 apart from other wireless remotes is Solo Sailor Mode. If the person wearing the remote falls overboard or if the Bluetooth connection is lost, the system can interpret this as a man-overboard situation and slow the boat by turning it automatically into the wind. For a sailor navigating alone, the danger is not only falling into the sea, but also the boat continuing to move away.

The RCU-1 does not replace life jackets or deck safety procedures; however, it offers an important and sensible additional layer of safety for sailors navigating alone.

> *"THE REAL INNOVATION LIES IN THE SAFETY SCENARIO DESIGNED FOR THE SOLO SAILOR."*



THEIR PLACE IS NOT HELPLESSNESS, IT IS LIFE.



Street animals deserve not only protection, but also safe living spaces, regular treatment, clean water and good care conditions.

To truly protect a living being is to provide a healthy, safe and dignified life in good shelter conditions.

Do not stay silent. Do not look away.

Speak up for better care, better living conditions and genuine compassion.

SEE.
Notice, try to understand.

SPEAK UP.
Talk, share, let others know.

PROTECT.
Support, take responsibility.



02

WHO MANAGES THE ELECTRICITY WHILE THE ENGINE RUNS?

ARCO ZEUS OMEGA

ARCO Marine's Zeus Omega, introduced in 2026, rethinks alternator regulation with a simpler, smarter architecture. A driver module installed beside the alternator communicates with a control module near the battery bank.

The principal benefit is reduced installation complexity, particularly on boats with high electrical demand. It lessens cable runs and installation time, and offers a cleaner charging system on multiengine vessels.

A single controller can manage multiple alternator driver modules. Hall-effect current measurement and integration with modern onboard electrical systems make energy management easier to monitor and manage.

The innovation is not merely producing more power; it is making that power more orderly, visible and controllable.



"THE INNOVATION LIES IN REDUCING COMPLEX WIRING TO A SIMPLER SYSTEM."


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03

WHY DOES A NAVIGATION LIGHT NEED WIRELESS POWER?

SCANSTRUT WIRELESS POWERED NAVLIGHT

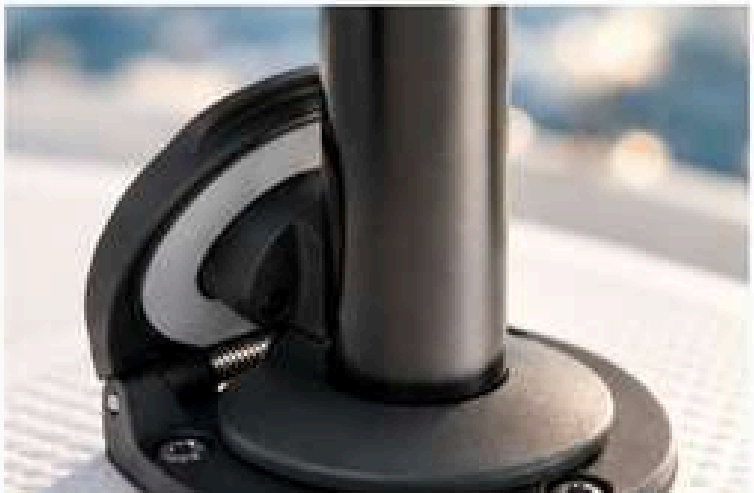
One of the most common problems on boats, whether at the masthead or at stern lights, is electrical connections that wear out over time and corrode. Scanstrut's Wireless Powered Navlight, introduced in 2026, addresses exactly this small but frustrating problem.

Instead of conventional metal contact points, the system is built around a wireless power transfer structure. You open the cover and place the pole in position; the power connection is provided not through exposed contact surfaces, but through a closed and protected system.

The result: less maintenance, less risk of corrosion and a navigation light that works more reliably when needed. Moreover, the product offers 2 nautical miles of visibility with the Perko LED all-round light, and the usage logic stays as simple as possible: open, place, use.

Sometimes innovation is not on the big screens; it is hidden in design decisions that quietly eliminate a small problem long accepted as normal for years.

> *"Real innovation lies in eliminating an unseen problem: corrosion."*





49


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NATURE DOES NOT BELONG TO US; IT IS ENTRUSTED TO US.
Every piece of waste we leave behind today ends up in tomorrow's sea, soil and air. Put your trash in the right place, reduce your consumption, protect the environment you live in.
PROTECT.
REDUCE.
TAKE CARE.

> *Autumn sailing calls for a different kind of preparation. Days grow shorter and the weather can change more quickly. Modern equipment makes navigation easier, but a good passage still begins with careful planning and sound seamanship.*

AUTUMN SAILING: WEATHER BEFORE THE ROUTE

As the long, settled days of summer give way to autumn, a different sailing season begins. Anchorages are quieter and harbours less crowded. Yet autumn passages require closer attention to changing winds, shorter daylight hours and weather forecasts. A carefully planned route is the first step towards enjoying everything this season has to offer.



A sea that looks perfectly calm in the morning can present very different conditions by the afternoon. Even a short passage that seemed straightforward in summer may require more careful planning as daylight decreases and the weather becomes less predictable.

Modern boats make it easier than ever to monitor meteorological conditions. Electronic charts, mobile applications and weather forecasting systems help us anticipate wind direction, wave height and approaching changes. However, comparing different sources and considering local conditions remain the captain's responsibility.

Along the Aegean coast, in particular, headlands, islands and the shape of the shoreline can influence local wind conditions. A distance that looks short on the chart may take considerably longer when sailing into wind and waves. Estimated arrival times should therefore never depend on boat speed alone.

One of autumn's greatest pleasures is the opportunity to enjoy the sea at a quieter pace. Anchoring in bays that were crowded during summer, spending time in small harbours and seeing familiar coastlines in different colours can make a passage especially rewarding.

Perhaps the best measure of good seamanship at this time of year is not how far we travel, but knowing when to set off and, just as importantly. when to remain safely in harbour.


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WHAT THE ELECTRONIC LOOKOUT SEES



SEA.AI aims to use artificial intelligence to process images from thermal and optical cameras, detect objects on the water's surface, classify them and warn the crew. In the examples given by the manufacturer are small boats, buoys and people in the water. The same explanations also note that heavy rain, dense fog and high waves may reduce detection performance.

Knowing these limits does not weaken trust in the system; it puts that trust in the right place. The ability of a camera to notice an object that the human eye might miss is valuable. But that does not mean it will see everything under all conditions.

There is still work to be done after an icon appears on the screen. The meaning of the alert has to be understood, assessed together with other information from the surroundings and met with an appropriate response. There is a distance between a danger being marked and the whole situation being fully comprehended.

There is no need to turn this into a romantic argument that pits human intuition against technology. People get tired, lose focus and misinterpret things. An additional perception tool can be useful precisely for this reason. The point is not to choose which is flawless, but to understand how they complement one another's shortcomings.

> *"The issue is not choosing which one is flawless, but understanding how they make up for each other's shortcomings."*



THE STRAIGHT LINE ON THE CHART

A route suggestion reduces a complex voyage to a single line. The cleanliness of the display can create the impression that the plan is just as clear-cut. Yet behind that line lie data and assumptions.

Garmin's Auto Guidance manual states clearly that the system relies on electronic chart information and that this information cannot guarantee freedom from obstacles or sufficient depth. The recommended route is meant to be compared with visual observations and real navigation conditions.

THE STRAIGHT LINE ON THE CHART

There is also the question of what a 'good route' actually is. The shortest distance may not be the right route for every crew. A family that does not want to stay out after dark and a crew that has crossed the same distance many times may have different priorities. Unless those expectations have been fed into the system, we cannot assume they are being taken into account.

Suppose the route shown on the screen fits the time you planned. But one of the crew does not feel well and you are more tired than expected. At that point, the route calculation may still be technically correct; what changes is the decision to be made for the voyage as a whole.

This is where the unseen side of captaincy appears. Sometimes a good decision is not about extracting more from the available options, but about simplifying the plan. To do that, you need to know not only the conditions outside the boat, but also those inside it.



NOT EVERY CLEAR-CUT ANSWER IS A RELIABLE ONE

We should also distinguish an integrated perception system on board from the chat assistant we use in daily life. We call both 'artificial intelligence', yet their data, tasks and modes of failure are not the same.

A chat assistant can be useful for explaining terms in a manual or preparing questions for an expert. But a fluent answer does not mean verified information. NIST's generative AI risk framework identifies the confident presentation of false content as one of the core risks.

In navigation, the equivalent is serious: a text containing coordinates should not turn into a navigation plan simply because it looks precise. The suitability of a passage, the safety of an anchorage and current restrictions must also be verified from reliable sources.

The same caution applies to our own judgment. Approaching technology with suspicion while never checking information learned years ago does not make for better reasoning. The goal is not to believe a single source unconditionally, but to compare different pieces of information.

> *A text containing coordinates should not turn into a navigation plan simply because it looks precise.*

REGAINING CONTROL IS A SKILL TO BE LEARNED TOO

> *Technology should be considered part of this whole, not a power that renders other observations unnecessary.*

When a system works smoothly for a long time, it becomes easy to stop monitoring what it is doing. NIST also treats over-reliance on automatic outputs as one of the risks in human-AI interaction.

You do not need to wait for a major failure to think about this on a boat. Do we know what mode is being used, what data it needs and under what conditions it will disengage? When an alert comes in, can the user understand it? If control has to be resumed, is the required procedure familiar?

With every new piece of equipment, these questions must also come aboard. Just because we can operate a feature does not always mean we can use it as intended.

Rule 5 of the International Regulations for Preventing Collisions at Sea requires a proper look-out to be maintained at all times by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions. Technology should be considered part of this whole, not a power that makes the other observations unnecessary.

Today, the products discussed here support certain tasks of captaincy. Their capabilities may change in the future; but a product should be evaluated not by what it may one day do, but by its verified functions today.

For a boat owner, the practical meaning of this becomes clear in the first days of using a new system: the manual is opened, tests are carried out in suitable conditions, alarms and handover procedures are learned. The most important piece of information is not always in the promotional photo taken at the time of purchase. It is often learned a few months later, when it is actually needed.



Long hours on the open sea, the unseen labour of preparation, silent understandings within the crew and the distinctive tension of waiting… In sport fishing, we look not only at the size of the catch, but also at knowledge, competition, responsibility and the relationship forged with the sea.

ON THE TRAIL OF TUNA:

MORE THAN JUST PASSION



If you describe offshore fishing only through the fish that are caught, you leave most of the day outside the story. The waiting, the preparation, the harmony within the crew, the failed forecasts… Yet much of what feeds the passion lies precisely in these hours. It is the place where the excitement of competition meets responsibility at sea.

Someone who has no interest in fishing may first ask what you caught at the end of the day. When the answer is 'nothing,' the second question is easy to predict: 'Then what did you do all day?'

Answering that question may be the beginning of telling the story of fishing. Because two days that end without a catch may still have been lived in completely different ways. One may have ended in poor preparation and a crew that never quite got in sync. Another may have involved good teamwork, comparison of methods and new questions for the next outing.

From the outside, both look the same: there is no fish.

What makes time spent pursuing tuna interesting is that the outcome cannot be fully bought or settled in advance. You can choose your equipment, improve your preparations and work with experienced people. Yet you still cannot order how the day will end. For someone used to scheduling every part of life, this uncertainty may be hard to tolerate at first; in time, it may turn into an experience that is equally hard to give up.



THE DIFFERENCE BETWEEN WAITING AND JUST PASSING TIME:

You should not look at the preparation for a good day of fishing only through the equipment. How long you will stay at sea, how conditions may change, what will be done and how duties will be shared all need to be discussed. Especially in a tournament, when the search for points starts to outweigh these decisions, tension can arise between sporting purpose and seamanship responsibility.

There is also the question of how attention is used. Why are we staying in the same place? Why was the method changed? Does the knowledge from the previous trip really fit today's situation? Once the waiting fills up with these questions, it stops being empty time.

Keeping records can also help here. Instead of remembering only successful catches, noting down the outings that produced no result places personal experience in a more honest frame. An institutional example appears in the licensed bluefin tuna tag-and-release programme in the United Kingdom: boat owners are asked for trip and catch data, and the information is used to monitor the season. This is not a description of a practice in Turkey, but an example of how a sporting activity can be connected to record-keeping.

Sometimes the most interesting line in a fishing log is not the size of the fish caught. A note explaining why you waited in the wrong place for hours can be more instructive for the next trip.





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ONE PERSON HOLDS THE ROD

The person fighting the fish is naturally at the centre of attention. But it is hard to reduce the contribution of a good crew to that single moment. The order of the preparation, the management of the boat, making sure roles do not interfere with one another and preventing unnecessary panic are all parts of the same effort.

Even so, teamwork does not mean everyone can intervene whenever they want. IGFA rules describe in detail the limits of assistance to the angler during the fight: except for the permitted exceptions, another person's intervention with the rod, reel or line may invalidate a record claim. The specific regulations of each tournament must also be read separately.

These details matter greatly to the sport. What is being evaluated is not only the size of the result, but also the conditions under which it was achieved. For the same reason, not every possible method of catching a fish can be expected to be considered equivalent from a sporting point of view.

The success of people who work well together on board is not measured only by how smoothly they talk. It becomes more valuable when everyone already knows what they will do once excitement rises. When something goes wrong, the crew reveals something else about itself: is the first reaction to blame someone, or to talk about what can be changed?



RESPONSIBILITY DOES NOT END WHEN THE FIGHT DOES:

Telling the story of recreational fishing with enthusiasm does not require leaving aside the discussion of its effects on living creatures. Especially in catch-and-release, it is not correct to assume that everything ends smoothly the moment the fish swims away.

A 2022 study in which ten bluefin tuna off the coast of Ireland were tracked with sensors found changes in their post-release swimming behaviour lasting for hours. A small sample cannot justify sweeping conclusions for all catches, yet the study still shows that the story of the fish leaving our sight does not end there.

The practical responsibility that follows from this is that contact with the fish and the release process should be handled by competent people in ways suited to the species' needs, and that the desire to capture images should not cause unnecessary delay. The fact that an activity is called 'sport' does not make its effects disappear by itself.

Turkey also has a separate regulatory framework for bluefin tuna fishing. The Ministry's 2026 implementation instruction lays down the registration and reporting process for bluefin tuna caught for amateur-sporting purposes and states that these fish may not be traded. Current fishing conditions should be verified from the relevant communiqué and the competent authorities.

None of this should be seen as a tasteless afterthought added onto the excitement of fishing. It is what creates the conditions in which that passion can continue.

At the end of the day, there may still be long conversations on board. A missed opportunity, a good decision, a preparation that needs to change… Even if no fish was caught, if there is not much left to talk about, the answer to the question 'What did you do all day?' has, slowly, begun to emerge.

CAN ARTIFICIAL INTELLIGENCE TAKE OVER AS CAPTAIN?



BOATS CAN NOW SENSE THEIR SURROUNDINGS, SUGGEST ROUTES AND ASSIST WITH CERTAIN MANOEUVRES. BUT STEERING A BOAT IS NOT THE SAME AS TAKING RESPONSIBILITY FOR A VOYAGE. LET'S TAKE A CLOSER LOOK AT WHAT SMART SYSTEMS CAN ACTUALLY DO TODAY, WHERE THEY STILL FALL SHORT AND HOW ALL THIS TECHNOLOGY IS CHANGING THE PRACTICE OF SEAMANSHIP.

Watching a modern motor yacht dock at a marina can be a good starting point for understanding how much boating has changed over the past decade.

As the yacht approaches the quay, the captain is no longer making constant adjustments to the wheel. Instead, small movements of a joystick guide the boat, while the system maintains its heading and compensates for wind pressure against the hull. Release the joystick, and the yacht can hold its position. To an observer, a manoeuvre once thought to require years of experience may look remarkably effortless.

Volvo Penta's Assisted Docking system is a current example of this approach. The manufacturer describes it as semi-automated. The captain still decides where the yacht moves and at what speed, while the system helps execute those commands more precisely and counteract the effects of wind and current.

The captain, then, has not disappeared. Part of the job has simply been taken over by an electronic system.

This is also a useful starting point for understanding the innovations now discussed under the heading of "artificial intelligence" in boating. Automation, artificial intelligence and autonomy are often presented as interchangeable concepts, yet there are important differences between them.



NOT EVERY SMART SYSTEM IS ARTIFICIAL INTELLIGENCE

Autopilots have been aboard boats for years.

They maintain a set heading, continuously adjust the rudder and significantly reduce the captain's workload on long passages. Dynamic positioning systems use GPS and motion sensor data to hold a vessel in position. Electronic charts can suggest routes based on information such as a boat's draught and air draught.

It would be misleading to call all these technologies artificial intelligence.

One area where AI is becoming more visible at sea is environmental perception. Simply collecting sensor data is not enough; the system must also interpret what it sees.

SEA.AI is a good example.

By analysing images from optical and thermal cameras, the system attempts to detect small boats, buoys, people overboard and various floating objects. It is designed to provide an additional lookout for smaller targets that radar or AIS may not always detect easily.

The real innovation here is not the camera itself. It is the software's ability to interpret the images it captures.

These systems are also evolving in response to very specific challenges. One of SEA.AI's software updates released in 2026 focused on reducing false alarms caused by breaking wave crests in rough seas being mistaken for actual objects.

Distinguishing what the human eye instantly recognises as a wave is considerably harder for a machine than it might seem.

This brings us to an important distinction: an electronic system may detect a target nearby, but deciding what action to take is an entirely different matter.

BOATS CAN NOW “SEE” THEIR SURROUNDINGS

Keeping watch at sea is one of the oldest duties of a captain.

Scanning the horizon. Watching the lights. Spotting moving objects. Anyone who has spent time at sea knows how exhausting this can be at night, in rain or during long passages.

Now electronic systems are joining the watch.

SEA.AI’s Sentry and Watchkeeper systems analyse images captured by thermal and colour cameras using AI-powered image processing to detect and classify surrounding objects. The technology aims to provide an extra pair of eyes for targets that radar or AIS may not always detect easily, including small boats, buoys, floating debris and people in the water.

The advance here is not simply better camera quality.

It is the software attempting to understand what it sees.

And these systems are still learning. SEA.AI’s 4.3 software update, released on 11 September 2026, introduced improvements to reduce false alarms caused by breaking wave crests being mistaken for real objects and to track multiple closely spaced targets more consistently. Version 4.4, released in October 2026, added features to make reviewing detection records easier.

This tells us something important about the technology.

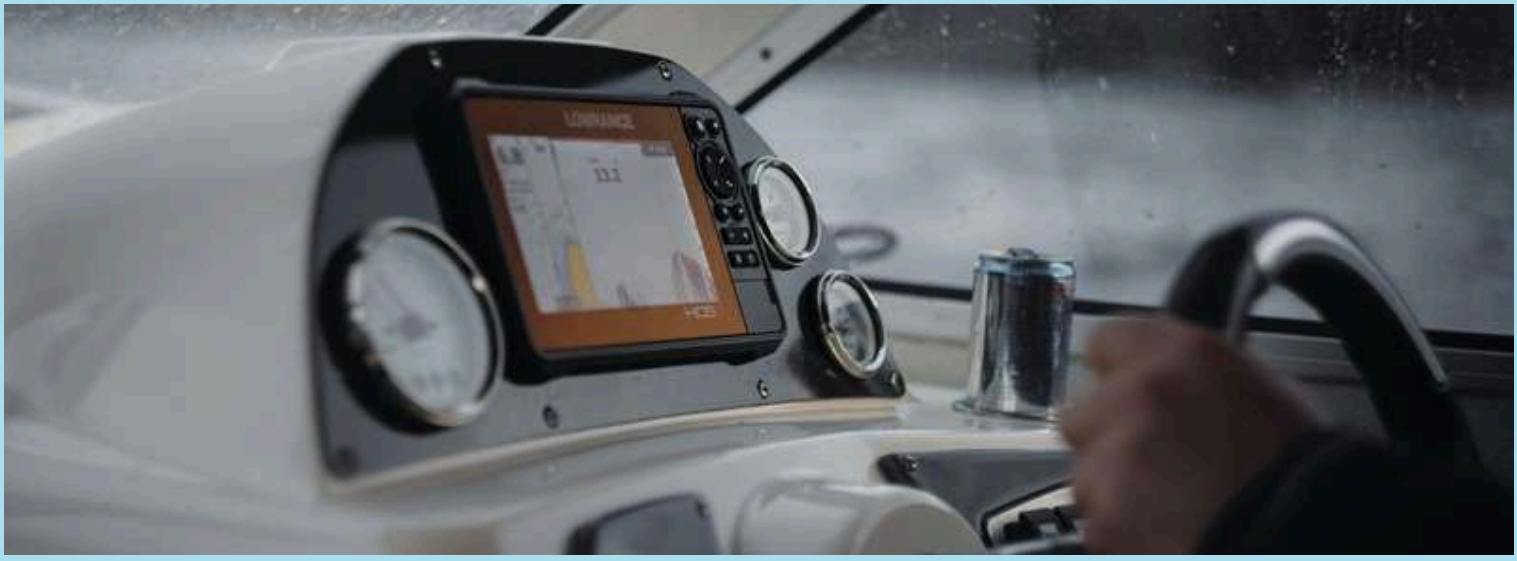
The human eye can easily dismiss something as “just a wave”.

A machine, however, needs numerous examples, sensor data and accurate classification to distinguish a wave from a partially submerged object.

When developers announce that their system has become better at avoiding false detections of wave crests, it does not mean the technology has failed. Quite the opposite. It shows how artificial intelligence progresses in the real world: first identifying an error, then learning to make the distinction more accurately.

But this learning process places another responsibility on the captain.

A detection on the screen is not a decision in itself.



SO THE MACHINE HAS SPOTTED THE DANGER. WHAT HAPPENS NEXT?

Electronic navigation offers a similar sense of reassurance.

You select your starting point, enter your destination and within seconds, a neat route appears on the screen.

Systems such as Garmin Auto Guidance+ can generate a suggested route using the boat's draught, height and chart data. They can avoid narrow passages and account for known obstacles.

When used properly, they are extremely useful.

But as manufacturers themselves emphasise in their warnings, these routes are planning aids. They do not replace responsibility for navigation.

Because electronic charts know some things, but not others.

They know the depth.

They know the boat's height.

They know the coastline.

But they do not know how much sleep the captain has had.

They do not know if someone aboard is feeling unwell.

They cannot judge whether the expected arrival time will put too much strain on the crew.

A passage that looks perfectly suitable on paper may not be right for the people aboard that day.

That is why route planning is not simply about finding the best line between two points. It means considering the entire voyage.

Sometimes the longer route is the better choice.

Sometimes the planned destination must change.

And sometimes the boat should not leave at all.



WHAT HAPPENS WHEN TECHNOLOGY MAKES SOMETHING EASIER?

One of the most interesting aspects of automation is how it gradually changes human behaviour.

When a system works correctly a few times, we begin to trust it more. When it works reliably dozens of times, we may feel less need to check what it is doing.

This is not unique to boating. It has been discussed for years in aviation and other highly automated industries.

A similar question is becoming increasingly important at sea.

If a captain relies on an assisted docking system for most manoeuvres, how confidently can they perform the same manoeuvre when the system suddenly fails?

If someone spends almost every long passage on autopilot, how well can they feel the boat's behaviour when forced to steer manually for hours in difficult conditions?

If someone becomes accustomed to electronic route suggestions, how quickly can they plan an alternative when the system stops working?

These questions do not suggest that technology should be avoided.

On the contrary, they encourage us to consider how it should be used.

The healthiest approach to automation is probably not to replace human skills, but to support them.

Even when a system is working, we need to understand what it is doing, maintain our manual skills through regular practice and, whenever possible, treat system failure as more than a theoretical possibility.

Because at sea, problems often do not begin when a system fails. They become serious when the person relying on it can no longer remember well enough what to do without it.



THE PERSUASIVE SIDE OF ARTIFICIAL INTELLIGENCE

Over the past few years, another technology has entered the maritime world: generative artificial intelligence.
This is different from a camera aboard a boat recognising a buoy.
Chatbots and similar systems can answer questions on everything from route research and weather interpretation to maintenance issues and harbour recommendations.
One of their greatest strengths is their use of language.
They understand questions well.
They organise information.
They can explain complex subjects in just a few paragraphs.
But this very ability creates another risk: incorrect information can also be presented with remarkable confidence.
A coordinate given in an authoritative tone is not necessarily accurate.
Recommending a bay as a suitable anchorage does not mean its current restrictions have actually been checked.
A fluent weather assessment does not guarantee that the underlying data is up to date.
This is why verifying sources remains essential in seamanship.
Electronic charts, current weather reports, Notices to Mariners, harbour announcements and manufacturers' documentation remain the primary references.
Artificial intelligence can make these sources easier to access, explain and compare.
But when critical decisions are involved, it should never take precedence over the original sources.



HOW IS THE CAPTAIN'S ROLE CHANGING?

In commercial shipping, this debate has reached a much more advanced stage.
The Maritime Autonomous Surface Ships Code, adopted by the IMO in 2026, establishes an international framework for commercial vessels operated remotely or using high levels of automation.
The regulations were not designed specifically for pleasure yachts. However, they address an important issue: how human responsibility can be maintained regardless of how automated a vessel becomes.
In other words, the maritime world is no longer asking only, "Can the machine do this?"
It is also asking, "When the machine does this, who is responsible?"
This distinction will become increasingly relevant to yachting.
As boats become capable of performing more tasks independently, the captain's role may shift rather than diminish.
In the past, there was more emphasis on physical control.
Holding the helm, listening to the engine, watching the compass, reading the chart.
None of these skills has disappeared. But new responsibilities have been added.
Knowing which sensors supply data to the system.
Understanding why an alarm has been triggered.
Knowing how to switch from automatic to manual control.
Questioning the data behind an algorithm's recommendation.
Being able to understand why the information on a screen differs from what is actually happening at sea.
The captain of the future will not need to know less.
They will probably need to combine knowledge and skills from several different fields.




TEOS
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CAN CAPTAINCY REALLY BE HANDED OVER?

Today, it is clear that technology can perform many of the tasks traditionally handled by a captain.
A boat can maintain its course.
Hold its position.
Detect certain objects around it.
Compensate for wind while docking.
Suggest routes.
Make corrective manoeuvres when approaching an obstacle.
In a few years, this list will be much longer.
A pleasure yacht leaving a marina and travelling to another harbour largely on its own is no longer science fiction.
But being a captain involves more than getting a boat from one point to another.
Many important decisions during a voyage are made not at the limits of technology, but at the limits of human ability and prevailing conditions.
The boat may be capable of continuing.
The crew may not be.
The weather may be acceptable for sailing.
Conditions at the destination may not be.
The system may indicate that it is safe to proceed.
The captain may choose to change course.
Perhaps in the coming years, we will sail with systems that handle boats more precisely than we can. In some manoeuvres, human intervention may even seem crude compared with the system's response.
In that case, the value of captaincy may lie less in how skilfully we turn the wheel and more in how accurately we assess the information available to us.
Technology helps us see our surroundings more clearly.
It calculates routes faster.
It detects some mistakes before we do.
All this has considerable potential to make boating safer.
But whether the same technology makes us better captains depends on how we use it.
The helm may gradually pass into the hands of machines.
It is still too early to say that responsibility can be transferred at the same pace.

IT'S EVENT TIME IN IZMIR!

NOVEMBER 2026



CONCERT

Simge Concert

1 November 2026

Gündoğdu Square



FESTIVAL

Wildact Airport

5–8 November 2026

Old Urla Birgi Airport



CONCERT

Mabel Matiz

7 November 2026

Bornova Aşık Veysel Open-Air Theatre



CHILDREN / MUSICAL

Ho Ho Ho! The Musical

8 November 2026

İstinyeArt %100 Performance Arena



THEATRE

Romeo & Juliet

11 November 2026

Urla Hakan Çeken Culture Center



CONCERT

Ceylan Ertem – Biriktirdiklerim & Sezen Aksu Tribute

13 November 2026

SoldOut Performance Hall



CHILDREN

Miniyo Children's Songs Concert

14 November 2026

Karşıyaka Ahmet Piriştina Culture Center



CONCERT

Floydian Night (A Tribute to Pink Floyd)

14 November 2026

Skaff PSM Alsancak

IT'S EVENT TIME IN IZMIR!

DECEMBER 2026



CONCERT / SYMPHONIC

Rammstein Symphonic Experience

1 December 2026

Ahmed Adnan Saygun Art Center



CONCERT

Cathedra Christmas Concerts

3 December 2026

St. John Anglican Church



CONCERT

Gökhan Türkmen

4 December 2026

SoldOut Performance Hall



CONCERT

Birsen Tezer

4 December 2026

Ooze Venue



CONCERT

Blackbriar

5 December 2026

SoldOut Performance Hall



ORCHESTRA

Ne Prosto Orchestra

7 December 2026

Ahmed Adnan Saygun Art Center



CONCERT

Soner Sarıkabadayı

8 December 2026

Bostanlı Suat Taşer Theatre



CONCERT

Cem Adrian

10 December 2026

Ahmed Adnan Saygun Art Center

CANNES, GENOA, BODRUM

WHAT DOES THE 2026 BOAT SHOW SEASON TELL US?



A boat show can easily be seen as a grand showcase of new models. Yet the real story often lies not in the size of the yachts or the number of visitors, but in how onboard living spaces are designed, which changing habits manufacturers are responding to, which technologies are becoming less visible and what kinds of yachts marinas will need to accommodate in the coming years. Looking at Cannes, Genoa and Bodrum side by side in 2026, we see three events of different scales seeking answers to three distinct questions facing the same industry.



Boat shows can easily leave your head spinning. You move from one pontoon to another, explore dozens of boats within a few hours and encounter remarkably similar saloons, aft platforms, cockpits and cabins in the same size categories. By evening, what usually remains in your memory is a handful of impressive models, a few clever ideas and some very tired feet.

Yet the real value of these shows becomes apparent when you take a step back. For example, when you stop asking which yacht was bigger and start asking where the manufacturer used that extra space. In the cabin, the galley or the aft platform? As engine power increases, how is noise controlled? Do the boat's electronic systems demand more from the user, or are they designed to reduce the workload? Which categories are growing among sailing yachts, motor yachts and multihulls? Does a yacht feel new because of its design, or because of the lifestyle it offers aboard?

The 2026 season was particularly rich in answers to these questions. Held from 8 to 13 September, the Cannes Yachting Festival welcomed approximately 56,600 visitors, 680 exhibitors and 700 boats. Its Innovation Route programme also highlighted technological developments, from navigation equipment and sustainable products to innovative vessels and corporate responsibility initiatives.

Less than three weeks later, the 66th Salone Nautico Internazionale opened in Genoa. Between 1 and 6 October, the show attracted 138,273 visitors, bringing together exhibitors from 45 countries, more than 1,000 boats and 215 new products. Over 4,600 sea trials took place during the event.

From 14 to 18 October, Bodrum Boat Show returned to Bodrum Harbour for its second edition. Despite being a relatively young event, it is rooted in a well-established maritime region. Türkiye's leading boatbuilders, brokers, charter companies, equipment brands, marinas, technical services and the Aegean's active yachting community are already part of the same ecosystem. According to the organisers, the inaugural edition attracted 25,000 visitors, 200 exhibitors, 250 boats and more than 500 brands. The 2026 edition was organised with a target of over 200 boats and more than 500 brands.
It is easy to compare these figures. But judging Cannes, Genoa and Bodrum by size alone would be misleading. After all, the three shows serve different purposes.

CANNES AND GENOA: TWO DIFFERENT PERSPECTIVES ON THE SAME SEA

Cannes Yachting Festival is now one of the most prominent opening events on the international yachting calendar. As a showcase for new-season models, world premieres and major brands, it offers valuable insights into yacht-buying behaviour.
Looking closely at what a major manufacturer sacrifices to make room for something else in its latest model can sometimes reveal more than a market research report.
Take the transformation of aft decks in recent years. Swim platforms are expanding, fold-down bulwarks are opening up the sides, and the boundary between cockpit and sea is becoming less pronounced. Indoor and outdoor spaces connect more naturally. On some yachts, the galley has moved from the back corner of the saloon to become the heart of the living area.
None of these changes is purely aesthetic.
The way boats are used is changing. More time is spent at anchor. People increasingly see their yachts not simply as a means of travelling between destinations, but as living spaces where much of the day unfolds. Design is therefore focusing less on the hours spent underway and more on the life that begins after arrival.



Cannes' strength lies in the opportunity to observe these changes across numerous brands at once. When different manufacturers independently begin adopting the same solutions, it becomes possible to question whether they represent more than a passing design trend.

The sheer scale of the show also demands discipline. With 700 boats on display, trying to see everything often makes it harder to notice what really matters. Cannes is therefore a show that requires advance preparation. Rather than simply touring three similarly sized yachts, it is far more productive to compare why each offers a different answer to the same owner's needs.

In Genoa, the perspective shifts slightly.
The Genoa Boat Show dates back to 1962. Its first edition occupied an area of around 30,000 square metres; today, the event represents a much larger industrial ecosystem, both ashore and afloat.

This long history shapes the show's character. Genoa is a place to visit not only to see boats, but also to understand the industry behind them.

Engines, electronic systems, energy solutions, components, deck equipment, materials, accessories and service technologies are as prominent as the boats themselves.
The 2026 figures are particularly revealing. The number of multihulls at the show increased by 28% compared with the previous year, while the average length of the three largest yachts across different segments rose by 14.1%.

These two figures alone are not enough to predict the future. But they certainly belong in a marina manager's notebook.

Because increasing yacht sizes are not just a concern for manufacturers.
Sooner or later, those yachts will arrive at marinas.





If the number of catamarans is increasing, wider berths will be needed. If larger yachts are gaining market share, calculations may change across everything from pontoon capacity and electrical infrastructure to manoeuvring space and travel lift requirements.

Genoa's more than 4,600 sea trials are also significant. There is a considerable difference between viewing a yacht at the pontoon and handling it at sea. Visibility, noise, vibration, helm response, acceleration and how the hull behaves in waves cannot be fully understood from a brochure.

Rather than treating Cannes and Genoa as rivals, it therefore makes more sense to consider them together.

Cannes raises one question: What does the new generation of yacht owners want?

Genoa adds another: How is the industry meeting that demand?




TEOS
MARİNA



WHERE ARE YACHT OWNERS' EXPECTATIONS HEADING IN 2026?

We need to be careful when using the term "new yacht owner". It is easy to look at a few boat shows and declare that an entirely new type of customer has emerged, but that would be too definitive.

What is changing is the relative importance of expectations.

For example, ease of use is becoming more important than the amount of technology aboard.

There was a time when large screens, numerous control panels and visible electronic equipment demonstrated a yacht's technological sophistication. Now, many advanced systems are moving in the opposite direction: the technology does more while the user does less.

Joystick docking assistance, automatic position holding, advanced energy management, integrated displays, remote monitoring and sensor networks are all part of this shift.

The meaning of luxury is changing alongside it.

Luxury is not simply about using expensive materials; it is about making something complex feel effortless.

Quietness is part of that experience, too.

A quieter generator, less vibration from the air conditioning system or enough battery capacity to spend extended periods at anchor without running the engine may not seem as impressive as a spacious saloon at first glance. But after three days aboard, they may have a greater impact on quality of life.

Changes in energy systems are particularly worth watching from a marina perspective.

As the number of electrical devices aboard increases, expectations of marina power supply are also changing. Higher power demands, more reliable shore power, charging solutions and energy management may soon become standard expectations rather than optional services.

The same applies to digital systems.

Yacht owners no longer want to know the condition of their boats only when they are at the marina. As remote monitoring of batteries, bilges, temperature, shore power and security systems becomes more widespread, the relationship between yachts and marinas will inevitably become more digital.

Technology displayed at a boat show therefore does not stop at the marina entrance.

The yacht brings its expectations ashore.

In interior design, however, a somewhat different shift is taking place. Yachts that expand communal living spaces rather than turning every available corner into a cabin are attracting attention. This reflects not just design preferences, but changing patterns of use.

Where a yacht owner might once have asked, “How many people can sleep aboard?”, today the question “Where will six people sit, eat, swim and relax throughout the day?” is becoming more important.

Cabin numbers still matter.

But owners who prefer a few extra square metres of everyday living space over a rarely used cabin are becoming increasingly visible.

The growth of multihulls can also be viewed from this perspective. Genoa’s reported 28% increase in the number of multihulls exhibited in 2026 shows that interest in this category is becoming more visible at boat shows.

For marinas, however, the growing popularity of catamarans presents a different challenge.

A catamaran does not require the same berthing space as a monohull of equal length.

A manufacturer’s sales success can therefore become a marina operator’s capacity planning challenge a few years later.

This connection is easily overlooked when boat shows are viewed purely from a sales perspective.



If the water suddenly turns milky and cloudy, we stop and think. If seagulls gather in one spot, we become curious. If the wind shifts earlier than forecast, we reconsider our route. If the anchor chain makes an unfamiliar sound, we sleep a little lighter. And when a dockhand says, “It’ll get a bit rough around the headland this afternoon,” we sometimes listen more carefully than we would to the best weather app.

Because knowledge at sea is about more than data.

There are also those little phrases gathered over years of experience:

“Don’t come in too close here; the shallows extend further out.”

“This bay is sheltered from northeasterlies, but gets a southwesterly at night.”

“Boats don’t like getting too close to that rock.”

“Leave in the morning and the sea will be like glass.”

“Expect a bit of chop around the headland on your way back.”

You won’t find these words on a chart. But sometimes they are just as valuable.

And that is part of the beauty of seamanship. The most advanced technology and the oldest instincts meet on the same deck. One hand on the chartplotter, one eye on the horizon, an ear tuned to the wind, the weather forecast in mind, and somewhere inside, a quiet sense of “What if?” That uncertainty is not a bad thing. In fact, it is one of the healthiest instincts in good seamanship. Because being too certain at sea is often where trouble begins.

That is why keeping a proper lookout remains a fundamental responsibility under international maritime regulations. Rule 5 of the IMO’s collision prevention regulations emphasises that every vessel must maintain a proper lookout at all times, by sight, hearing and all available means appropriate to the prevailing conditions. In simple terms, the rule tells us something very straightforward: Watch your screen, but remember to look up.



BODRUM CHARTS ITS OWN COURSE

It would be misleading to compare Bodrum Boat Show with Cannes and Genoa on the same scale.

One is an event with more than sixty years of history, while the other is an international show approaching half a century. Bodrum, meanwhile, held only its second edition in 2026.

Rather than turning this difference into a list of disadvantages, it is more useful to consider what kind of identity the event could establish.

Because behind Bodrum's young boat show lies a much older maritime tradition.

Wooden boatbuilding, gulets, tirhandils, the Blue Cruise tradition, charter companies, shipyards, maintenance and refit businesses, marinas and the busy yachting traffic along the Aegean coast are already firmly established.

The boat show builds on this foundation.

For Bodrum, therefore, the most promising direction may not be to create a smaller version of Cannes.

Bodrum needs a reason of its own.

Why should an international yacht owner visit Bodrum Boat Show?

Why should a broker add Bodrum to their calendar?

Why should a marina manager spend several days here?

Why should an international journalist travel to Türkiye after Cannes and Genoa?

If the answers depend solely on the number of boats, competing will be difficult.

But if a visit to Bodrum offers an opportunity to explore Turkish boatbuilding, refit facilities, the charter market, marinas, traditional yacht culture and active Aegean yachting together, the proposition becomes far more distinctive.

The exhibitor profile of Bodrum Boat Show already provides the foundations for this: a broad spectrum covering everything from megayachts and motor yachts to sailing yachts and catamarans, as well as gulets, tirhandils, engines, equipment, charter services, brokerage, insurance and marina operations.

Future growth need not be measured solely by attracting more brands and boats.

There is another element behind the strength of international boat shows: professional networking.

In 2026, Genoa separately reported 580 B2B meetings with international buyers from 35 countries.

Figures like these reveal a great deal.

Visitor numbers tell us how busy a show is; the number of qualified business meetings begins to show how effectively it serves the industry.

Over time, expanding scheduled meetings for international brokers, charter companies, marina operators, investors, distributors, journalists and professional buyers could naturally strengthen Bodrum's international position.


TEOS
MARİNA

There is no need to rush.

A boat show cannot be expected to achieve all this in only its second year.

What matters is the direction in which it grows.

Bodrum also has another advantage that other boat shows cannot easily replicate: maritime life continues long after the event ends.

While Bodrum Boat Show 2026 closed on 18 October, The Bodrum Cup took place from 19 to 24 October, bringing together 90 boats and approximately 1,000 sailors.

Rather than seeing this simply as a coincidence of dates, it is worth considering the wider potential.

International visitors can spend several days exploring yachts and equipment at the show before moving straight into an active sailing event.

Bodrum then becomes more than just a city that hosts a boat show.

It becomes a destination where several different aspects of maritime life can be experienced within the same week.

In the long term, this could prove even more valuable than the boat show itself.



WHAT SHOULD MARINAS LEARN FROM THESE BOAT SHOWS?

A marina manager who attends a boat show simply to visit other marinas' stands may miss the most valuable part of the event.

Because the future of marinas is largely shaped by the boats being built today.

A yacht you see at Cannes or Genoa in 2026 may be berthed at your pontoon in just a few years.

New models can therefore serve as an early warning system for marina operators.

If catamaran numbers are rising, the number of berths suitable for these hull types becomes important. If yachts are getting larger, draught, pontoon loads, manoeuvring space and boatyard lifting capacity need reassessment. If electrical equipment is increasing, shore power quality and capacity become more critical.

If electric tenders and land vehicles are becoming common, charging infrastructure must expand.

If digital monitoring becomes standard aboard newer yachts, marina customers may also expect to monitor services from their phones.

As yachts become more complex, the expertise required from technical services also changes.

Defining a marina simply as a place to berth a boat is becoming increasingly difficult.

Berthing, security, electricity, water and basic maintenance remain at the heart of the business. But technical expertise, energy management, digital services, effective customer communication, winter storage, refit facilities, transport and lifestyle experiences are becoming equally important.

The emerging yacht owner profile seen at boat shows is therefore particularly valuable to marina operators.

What matters to someone buying a new yacht? What comforts do they become accustomed to aboard? Which technologies do they now consider standard? How much do they want to handle themselves, and how much do they expect from professional services?

Sometimes the most valuable outcome of a boat show is not a new customer's business card, but the answers to these questions.

For the same reason, simply looking at the most expensive yachts is not enough for a marina manager.

Solutions repeatedly appearing on mid-sized boats often reveal the market's true direction more clearly.

If three different manufacturers in the 45-foot category respond to the same usage pattern, there is a change worth watching.

If different brands are developing electrical systems in the same direction, new infrastructure requirements may be approaching.

If the multihull segment grows for several consecutive years, the discussion about berthing capacity is no longer theoretical.

Viewed this way, a boat show becomes more than an exhibition.

It becomes part of a marina's five-year investment plan.

This is where the real value of considering Cannes, Genoa and Bodrum together in the 2026 season becomes clear.

Cannes offers a strong indication of what international buyers are looking for.

Genoa reveals more clearly how manufacturing, technology and industry are responding to that demand.

Bodrum has the opportunity to show how these changes can take shape in Türkiye and the Eastern Mediterranean through their own maritime culture, boatbuilding industry, charter market and marina network.

None of these events is an alternative to the others.

Rather, they represent different layers of the same industry.

A yacht owner may discover what their next boat could look like in Cannes.

In Genoa, they can gain a closer understanding of the technology behind it.

And in Bodrum, they can see how that yacht fits into the authentic Aegean lifestyle.

For a marina manager, the questions are slightly different at each event:

What is being exhibited today?

What will be sold tomorrow?

And what will the yacht arriving at my pontoon in a few years expect from me?

Perhaps this is precisely what makes boat shows so important.

They cannot predict the future with certainty.

But they often reveal, a little earlier than anywhere else, the future the industry is preparing for.



HOW DO WE READ THE WIND?

A guide for children to understanding the weather at sea

We cannot see the wind, but we notice its effects right away. Its traces appear in the flutter of flags, the ripples on the water, the filling of a sail and the movement of clouds. For sailors, wind tells them not only about the weather, but also how the day may unfold.

1 WHAT DOES A FLAG TELL US?

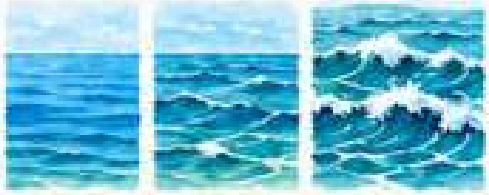
If a flag hangs downward, the weather is calm. If the fabric opens out fully or even makes a sound, the wind may be getting stronger. Sailors often spot one of their first clues in the flag.



Calm weather | Light wind | Strong wind

2 WHY DOES THE SURFACE OF THE WATER CHANGE?

As the wind increases, small wrinkles appear on the surface of the water. Then little waves form, and foam may begin to appear. Even the colour of the water can look different depending on the light and the direction of the waves.



Calm water | Light ripples | Stronger waves

3 WATCH THE CLOUDS

On some days clouds move quickly; on others they seem to stay almost in place. The direction and speed of clouds give clues about movement in the air. Still, the best observation comes from looking at the sky and the sea together.



Slow-moving clouds (usually calm weather)

Fast-moving clouds (may be a sign that the wind is increasing)

High, thin clouds (the weather may change)

4 WHY DOES THE SAIL FILL?

The wind creates different pressure on the two sides of the sail. This difference helps move the boat. Sailboats do not simply face the wind; they make progress by using it correctly.



5 A SMALL EXPERIMENT

Make a wind arrow from paper or a windsock from thin strips. Hang it in a safe place on your balcony or in your garden. Then observe which way it turns during the day.



What can you observe today?

- ☐ The direction of the flag
- ☐ The speed of the clouds
- ☐ Wave lines
- ☐ The flight of seagulls
- ☐ The position of sails

Mini Sea Note

In the same bay, a wind that is light in the morning may grow stronger in the afternoon. That is why sailors read the weather again and again throughout the day.

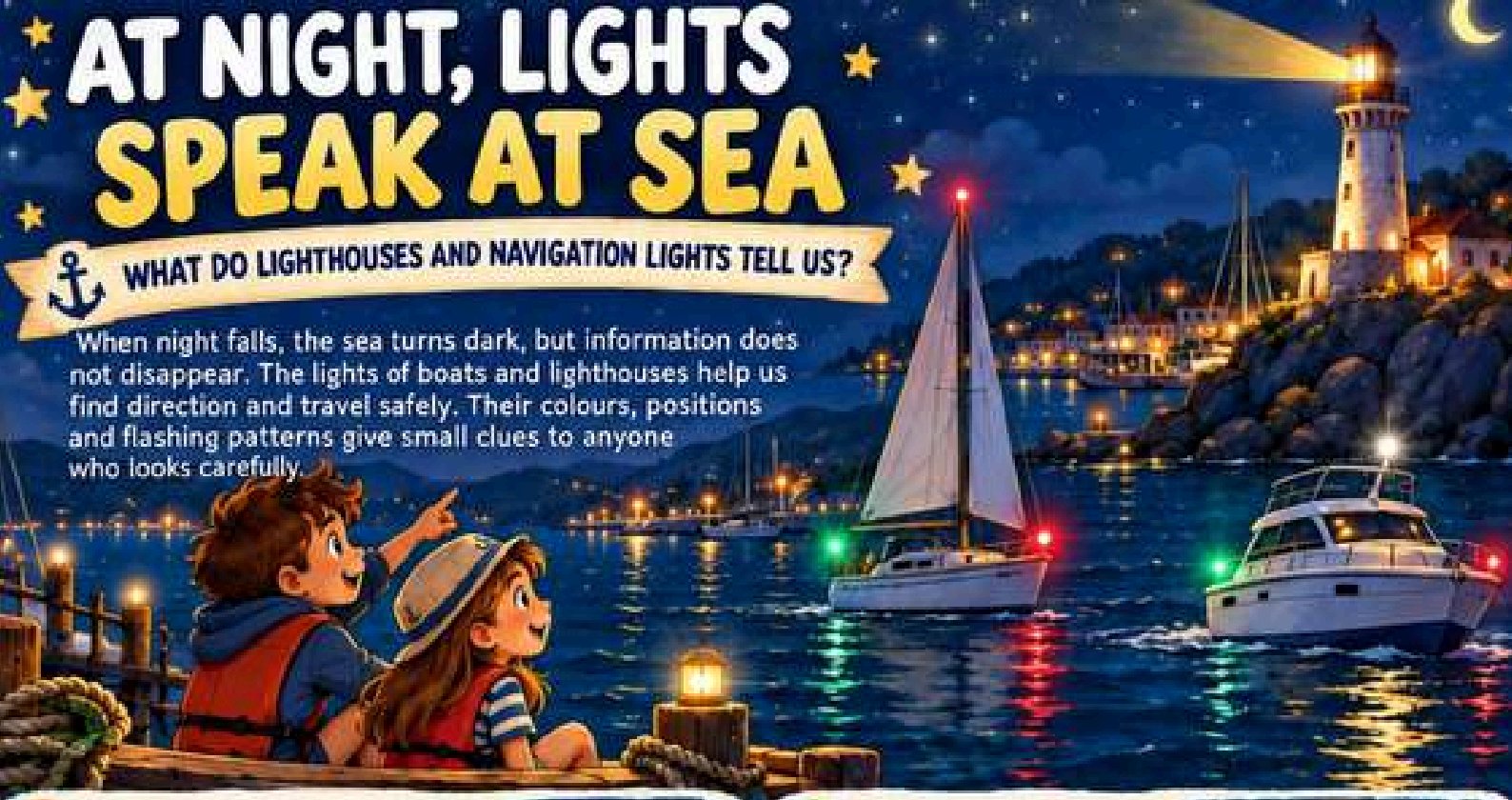
TRY IT YOURSELF

Draw the three wind signs you observed in your notebook and write which one told you the most.

AT NIGHT, LIGHTS SPEAK AT SEA

WHAT DO LIGHTHOUSES AND NAVIGATION LIGHTS TELL US?

When night falls, the sea turns dark, but information does not disappear. The lights of boats and lighthouses help us find direction and travel safely. Their colours, positions and flashing patterns give small clues to anyone who looks carefully.



1 WHAT IS A LIGHTHOUSE FOR?

Lighthouses help coasts, entrances and important points become visible. Seen from a distance, they work like signs and support sailors in finding their direction.



2 RED AND GREEN LIGHT

Navigation lights on boats provide important information. Put simply, one side of a boat has a red light and the other side has a green light. This can help us understand the direction of a boat approaching at night.



3 WHAT DOES A WHITE LIGHT TELL US?

In some situations, a white light increases a boat's visibility and helps show its position. Not every light seen at sea at night means the same thing, so sailors look at the colour and the position of the light together.



4 THE RHYTHM OF LIGHTS

Some lights stay on steadily, while others flash at certain intervals. These differences can help sailors recognise the area they are in.



Fixed light
It stays on continuously.

Regular flashing light
It flashes at regular intervals.

Group flashing light
It flashes briefly in groups, then pauses.

5 SAFE OBSERVATION

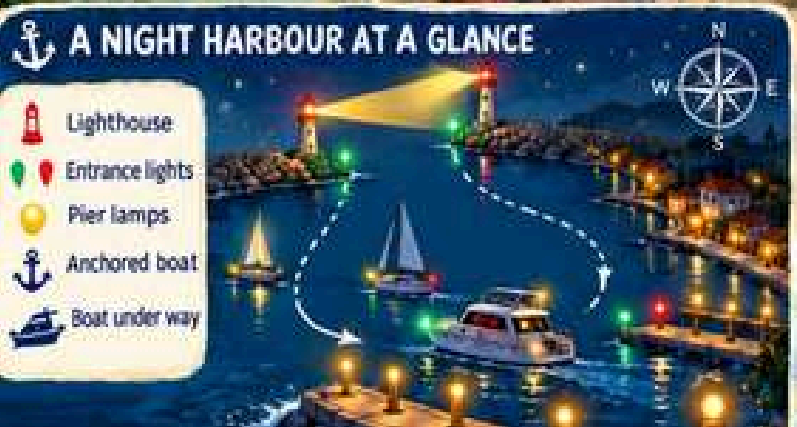
When observing the sea at night, stay with adults. Learning about lights is fun, but safety always comes first. It is important not to run on the pier and to watch out for the water.



MINI MATCHING

Red light →	a clue about a boat's direction
Green light →	
Lighthouse light →	shore marker
White light →	visibility support

A NIGHT HARBOUR AT A GLANCE



NIGHT SEA QUIZ

1. Why are lighthouses important?
2. At night, is looking only at the colour of a light enough?
3. Why should we be careful on the pier at night?



LITTLE CAPTAIN'S NOTE

Lights at sea are silent, but they tell us a lot. For an observant eye, night can be like a map too.

THE LONG JOURNEY OF CARETTA CARETTA

The life cycle of a sea turtle

The life of a sea turtle begins on the beach, but its journey is much longer. It grows in the open sea for years, passes along different coasts and, when the time comes, returns to suitable beaches to lay its eggs. Here are the main stages of this quiet yet extraordinary cycle.

CLEANER SEAS SAFER TOMORROWS

1 HATCHING

Female turtles leave their eggs in safe areas on the beach. After a while, the hatchlings break out of their shells and try to reach the sea.

DID YOU KNOW?

Caretta caretta is one of the best-known sea turtles of the Mediterranean. Its life journey needs safe areas both at sea and along the coast.

2 THE FIRST BIG DASH

For hatchlings, reaching the sea is the first difficult test of life. They must move quickly among gulls, crabs and hot sand.



3 GROWING IN THE OPEN SEA

The hatchlings that reach the sea live for a long time in open waters. Over time, they grow stronger, feed and learn to find their way. Seagrass meadows and coastal ecosystems are very valuable for them.

4 RETURN

Years later, an adult Caretta caretta may return to suitable coasts to lay eggs again. Finding its way back to the same areas is related to these animals' remarkable navigation abilities.

5 HOW CAN WE HELP?

Not leaving litter in nesting areas, not using strong lights on the beach at night, not disturbing sea animals and keeping the coasts clean all make a big difference for turtles.



FIND THE WAY

Add a mini maze that helps the baby turtle reach the sea from the nest.



LITTLE NATURE QUOTE

To protect a beach is to protect not only the sand, but also the lives that will begin there.

OUR WORDS





IS BOAT OWNERSHIP ESSENTIAL TO SAILING?

Yachting publications in the UK are now discussing the concept of “pay-as-you-go sailing”, as club memberships, shared-use schemes and ways to sail regularly without owning a boat become more widespread. In Türkiye, however, getting out on the water still largely revolves around two options: buying a boat or chartering one. Yet between these two lies a broad range of possibilities that is only now beginning to emerge.



TEOS
MARİNA

For anyone looking to own a boat in Türkiye, the initial purchase price is no longer the only obstacle. Berthing fees, annual marina costs, insurance, maintenance, winter storage, engine and equipment expenses account for a substantial share of the total cost. How many days the boat actually gets used each year is another calculation altogether.

For boat owners with demanding careers, spending the entire year at sea is simply not possible. Taking weather conditions, work schedules, family commitments and maintenance periods into account, a boat often spends far more time in the marina than it does underway.

Despite this, entering the world of yachting in Türkiye is still largely associated with ownership. For those unwilling or not yet ready to buy a boat, chartering remains the most visible alternative. A week-long Blue Cruise, a short charter or a holiday aboard a skippered yacht provides access to the sea, but does not offer the same experience as using a boat regularly.



The debate around “pay-as-you-go sailing”, explored in the October 2026 issue of Yachting Monthly, becomes particularly interesting here. In the UK, the discussion is no longer simply about boat prices. It is about changing patterns of access to sailing and how yacht clubs and the industry should adapt.

Looking for an exact equivalent in Türkiye would be misleading. Many sailing clubs here are well established in training, sporting activities and racing, but the British-style model, where adult sailors regularly book cruising yachts from a club fleet, is not yet widespread.

Yet the gap between these options is not entirely empty.

DO YOU REALLY NEED TO OWN THE ENTIRE BOAT?

Shared ownership models emerging in Türkiye in recent years offer some early examples of this approach.

OrtakTekne operates a model in which a boat is formally purchased by a limited number of individuals, usage periods are shared, and operating matters such as maintenance, marina fees and insurance are centrally managed. According to the company's figures, its fleet comprised more than 35 boats and over 200 active users as of 2026. Someone purchasing a one-sixth share receives eight weeks of use annually and covers the same proportion of annual expenses.

SeaClub similarly offers a six-person shared ownership model. Users own a share of the boat while splitting marina fees, maintenance, insurance and operating costs with the other owners.
There is an important difference between these arrangements and chartering. The user is not merely a temporary renter but a shareholder in the boat. At the same time, they do not bear its entire financial burden alone.
This is precisely where things become interesting for Türkiye.
For many years, a considerable gap existed between buying and chartering a boat. On one side were the freedom and costs of full ownership; on the other, short-term rentals lasting a few days or weeks. Shared ownership creates a third option between these two extremes.

It is not difficult to see who might benefit.
For someone who can spend six to eight weeks aboard each year, wants a boat of a certain standard but considers it unnecessary to shoulder twelve months of fixed costs alone, sharing may be a rational choice. When maintenance, cleaning, technical inspections and marina operations are professionally managed, some of the most time-consuming aspects of ownership also disappear.

Yet this model has not become mainstream in Turkish yachting.
Ownership culture plays a part. For many people, a boat is more than a means of getting out on the water; it is a personal space. Being able to use it whenever they wish, leave belongings aboard and plan passages without coordinating with others are significant advantages of ownership.
Shared ownership, by contrast, requires scheduling, usage rules and joint decision-making. Its success depends less on the quality of the boat than on the quality of its management. Everything from maintenance decisions and allocating usage weeks to handling damage and selling shares must be clearly agreed upon from the outset.
Simply dividing the costs by six is therefore not enough. What users are also buying is a properly managed ownership system.

THE MISSING MIDDLE GROUND IN TÜRKİYE

The most interesting issue extends beyond shared ownership.
Türkiye has growing interest in recreational boating, sailing schools, a strong charter industry, marinas and an expanding second-hand boat market. Yet options for people who complete their training but do not wish to buy a boat to get out on the water regularly remain fragmented.

Someone can complete basic and advanced sailing courses, then join racing crews, sail aboard friends' boats or charter a yacht. However, structured access to a cruising yacht for, say, two weekends a month, without having to cover its maintenance and berthing costs, is far more limited.
This gap matters not only to users, but also to the industry.

Because not everyone who cannot afford to buy a boat needs to leave the world of boating.

Someone might use a shared boat for several years before buying their own. Another may prefer shared ownership throughout their life. Someone else might begin with training and gradually move between chartering and shared use.
All these people remain part of the marina economy.

They visit marinas, use restaurants and shops, buy equipment, engage with technical services, take courses, discover different boats and gradually become more experienced sailors.

For this reason, measuring the growth of yachting in Türkiye solely through increased boat sales may overlook an important dimension. Increasing the number of people with regular access to the sea is also a form of industry growth.

Marinas have a potential role to play here.

Suitable berthing and operational solutions for shared fleets, training boats based at marinas, membership fleets available for regular use or partnerships helping sailors progress from training to independent boating could expand this currently limited middle ground in Türkiye.

This also offers marinas a distinct advantage: the opportunity to build relationships with people long before they own a boat.
Someone taking sailing lessons or using a shared boat today may become a marina customer in a few years. Even if they never buy a boat, they may remain a regular participant in the marina's economic and social life.

IS SEAMANSHIP ABOUT OWNERSHIP OR EXPERIENCE?

There is no need to underestimate the value of owning a boat.
The relationship someone develops with a boat over years of use creates knowledge that is difficult to acquire otherwise. Subtle changes in engine noise, how the boat behaves in reverse, battery capacity and weaknesses in the equipment all become familiar over time. Maintenance itself is part of seamanship.

Yet the experience gained by regularly handling different boats is equally valuable. Adapting to unfamiliar vessels, understanding different systems and learning to handle various hull types develop a different set of skills.
Boat ownership is therefore becoming less of a defining distinction between good and inexperienced sailors.

For Türkiye, the more interesting question is how people who are not yet ready to buy a boat can remain connected to the sea.
Several options already exist: chartering, training, racing crews and emerging shared ownership models. Yet there is still considerable room to develop alternatives between them.

The pay-as-you-go model discussed in foreign markets may not reach Türkiye in exactly the same form. Nor does it need to. Marina infrastructure, charter culture, boating habits and attitudes towards ownership are different here.
But the underlying principle applies equally to Türkiye: being able to get out on the water regularly is not the same as owning an entire boat.
As the gap between these two narrows, entering the world of yachting will become easier.



ARE YACHT OWNERS PAYING FOR A BERTH OR AN EXPERIENCE?

The first things yacht owners consider when choosing a marina have not changed much. How sheltered the harbour is, the security of its mooring system, water and electricity infrastructure, technical services, boatyard capacity and ease of access remain central to the decision. But when comparing marinas with similar technical standards, other details begin to matter.



Today, yacht owners consider not only where their boat will be berthed, but also what everyday life around that berth will be like. The assistance they receive on arrival, how quickly procedures are handled, whether they can reach the right person when a technical issue arises, communal areas, cleanliness, security, parking, dining, transport and access to information all form part of the same assessment.

This shift is particularly noticeable in destinations where berthing fees are high. Yacht owners no longer assess what they pay solely by their boat's length and the duration of their stay. They also consider how consistent, accessible and effortless the service is.
This is one reason why customer experience has become a greater focus in the marina industry in recent years. Good infrastructure is essential, but the real difference lies in how easily customers can manage their everyday needs at the marina.

Radio communication as a yacht approaches the harbour is part of this. So is having the mooring crew ready on time. Avoiding unnecessary repetition at reception, ensuring technical requests do not have to be explained to several different people, delivering parcels to the right boat and helping guests quickly find reliable information about transport or daily necessities are all links in the same chain.

Individually, none of these services is extraordinary. But customer experience is rarely built on exceptional gestures. More often, it comes from getting the small things right, consistently and reliably.

For yacht owners arriving at a foreign harbour, this matters even more. They may not know the town, which technical services to trust, fuel station opening hours, nearby supermarkets, transfer options or where to find everyday essentials ashore. A good marina does not have to arrange everything on their behalf, but it can make finding the right information and the right people much easier.

This is also where the real value of expanding digital marina services becomes apparent. Online reservations, payments, berthing information, technical service requests and monitoring electricity and water consumption are meaningful only when they genuinely save customers time. Technology should not dominate the marina experience; it should simplify it.

THE TRUE TEST OF SERVICE COMES WHEN SOMETHING GOES WRONG

It is easy to associate the marina experience with restaurants, landscaping or social facilities. Yet a yacht owner's real opinion of a marina is often formed when something goes wrong.

When an engine fails to start, an unexpected electrical fault occurs, a critical component needs replacing before departure or urgent attention is required while the owner is away, the quality of marina services becomes far more apparent.

At such moments, technical service is more than a support function. It is an essential part of the trust placed in a marina.

Good technical organisation involves more than finding the right technician. Requests must be properly recorded, schedules clearly communicated, work explained in understandable terms, costs established in advance wherever possible and progress regularly reported if the yacht owner is away.

One of the most frustrating experiences for a yacht owner is having to explain the same fault repeatedly to different people. Having a single point of contact, keeping proper records of work carried out and maintaining a transparent process can significantly improve the service experience.

This is why technical services and customer relations cannot be treated separately in good marina management.

Yacht owners want peace of mind even when they are away from their boats. They want to know that mooring arrangements are checked, weather conditions are monitored and they will be contacted if anything unusual occurs. That sense of security is often just as valuable as the physical infrastructure.





A MARINA IS NOT A HOTEL, BUT IT HAS ITS OWN SERVICE CULTURE

The language of hospitality is often used when discussing marina services. Terms such as concierge, premium experience and lifestyle are becoming increasingly common in industry communications.

But it is important to remember that a marina is not a hotel.

Yacht owners bring their own living space with them. Their boats have a galley, cabins, bathrooms and a personal sense of order. The marina experience is therefore not simply a hotel experience transferred to the water.

For one yacht owner, a choice of restaurants may matter; another may prefer peace and quiet. Some prioritise technical services, while others value security and clean communal areas. A long-term berth holder and a visiting yachtsman staying for two nights will not expect the same services.

This is precisely where good marina management becomes challenging. There is no single type of customer.

Defining service standards simply as “offering more services” would therefore be misleading. The real challenge is understanding which services different customers actually need.

A marina becomes stronger when it recognises different patterns of use rather than offering everyone the same thing. Long-term berth holders have different expectations from visiting yachtsmen, just as winter storage customers differ from those who cruise frequently throughout the season.

Staff still play a vital role here.

Digital systems can record booking histories, berthing details and technical requests. But recognising a customer’s boat, remembering a previous problem or having a technical team familiar with its maintenance history creates a different kind of value.

For yacht owners who return to the same marina year after year, this familiarity matters. They do not want to explain their boat from scratch on every visit. They do not want to repeat the same request to different people. They want to know whom to contact when a problem arises.

This familiarity is the most natural form of personalised service.





WHERE DOES THE MARINA EXPERIENCE BEGIN AND END?

The marina experience often begins at the pontoon, but it does not end there.

When yacht owners arrive at a marina, they also become part of life ashore. Parking, shops, restaurants, supermarkets, social facilities, waterfront walks, transport and everyday amenities in the surrounding area all become part of the marina experience.

A marina therefore becomes more than a technical facility where boats are berthed. It develops into a small community and living environment.
But balance is essential.

Social life may be vibrant, but lasting customer satisfaction is unlikely without reliable maritime infrastructure. Technical services may be excellent, but if everyday activities are unnecessarily complicated, problems will still arise.

For yacht owners, a good marina is not necessarily the one offering the most of everything.
It is the one where everything they need works properly.
When berthing is secure, electricity and water are reliable, technical support is accessible, staff are competent and communal areas are clean and well maintained, customers feel comfortable.

This is where service standards truly take shape.

Today, competition in marina management is no longer based solely on price, range of services or location. How easy, predictable and trouble-free customers find their time at the marina is becoming an increasingly important factor.

Yacht owners are still paying for a berth.

But what makes that berth valuable is how well everything around it works, and the security it provides.

Perhaps freedom at sea in the 21st century no longer means that nobody knows where we are. It means having control over where, when and how visible we choose to be. Having internet access without feeling obliged to be online constantly; being able to monitor our boat remotely without turning our living space into an area under permanent surveillance; generating data for safety while questioning who uses it, for how long and for what purpose...

The real balance between technology and privacy will probably be found here.

Because today, when we head out to sea, there may be satellites overhead, sensors on deck, phones in our pockets and internet-connected systems aboard. Technically, we are far more visible than ever before. Yet the freedom the sea offers has never been solely about remaining unseen.

Perhaps true freedom was never about being somewhere others could not reach you, but about deciding for yourself when to be available, even when they could.

Once, going to sea meant disappearing for a while.

Today, privacy at sea may be evolving into something far more subtle than simply being able to disappear: preserving a space of your own, even while surrounded by constant connectivity.







WHAT DOES

ASTROLOGY

SAYS FOR NOVEMBER & DECEMBER?



Aries Rising

November and December bring a personal transformation that has been unfolding for some time into sharper focus. With Saturn, Neptune and Chiron in Aries in your 1st house, many aspects of your identity are being redefined, from how you wish to present yourself to how much responsibility you are willing to carry. Saturn and Neptune turning direct in mid-December may help clarify decisions that have progressed slowly for months. As uncertainty about yourself fades, external approval may no longer matter quite as much.

Shared finances and close relationships come into focus during the first half of November. The Scorpio New Moon on 9 November falls in your 8th house, potentially bringing new arrangements involving loans, debts, investments, taxes, inheritance or your partner's income. Mercury turning direct here on 13 November could unblock a delayed payment or financial discussion. A day later, Venus turns direct in your 7th house, easing relationship uncertainties that have persisted since October. You may now speak more openly about the future of a relationship, a former partner or a business partnership.

The Gemini Full Moon on 24 November illuminates your 3rd house, bringing possible conclusions to contracts, education, short journeys, sibling matters or an important conversation. As Mars enters Virgo on 26 November, your daily pace noticeably accelerates. Take care not to neglect your health as your workload increases.

The Sagittarius New Moon on 9 December may open a new chapter in overseas matters, education, travel or legal affairs. Jupiter turning retrograde in your 5th house on 13 December invites you to reassess something involving romance, children or creative projects that has been growing since summer. The Cancer Full Moon on 24 December may bring one of the year's final decisions concerning home and family.


TEOS
MARİNA



Taurus Rising

November and December place particular emphasis on relationships, home and financial security. While Jupiter's journey through Leo in your 4th house supports growth involving home, family, living arrangements and your roots, Uranus in your 2nd house continues to reshape how you earn money and define financial stability. Sticking to familiar income patterns may become increasingly difficult, while alternative working arrangements or new sources of income could demand more serious consideration.

Relationships take centre stage in November. The Scorpio New Moon on 9 November falls directly in your 7th house. An important decision may be made in an existing relationship, a new partnership could begin or a long-discussed matter may become official. With Mercury also turning direct in this area on 13 November, communication difficulties that began in late October should start to ease. Meanwhile, Venus turning direct in your 6th house on 14 November may help restore balance in your workplace, working routines and everyday life.

The Gemini Full Moon on 24 November falls directly in your financial sector. Income, a payment, salary negotiations or a spending decision may finally become clear. With Uranus also retrograde here, building greater financial flexibility rather than making hasty decisions would be wise.

From 26 November, Mars enters your 5th house, bringing fresh energy to romance, leisure, children and creative projects. In December, the Sagittarius New Moon on 9 December may introduce new arrangements involving shared finances, loans, investments or financial responsibilities.

Saturn and Neptune turning direct in your 12th house in mid-December mark a quieter but significant shift. You may be preparing to release a longstanding burden, fear or unresolved issue. The Cancer Full Moon on 24 December brings closure to a conversation, contract, journey or matter involving your immediate surroundings.



Gemini Rising

The rhythm of your life has been changing noticeably in recent months. Uranus is now moving through your sign and your 1st house, bringing more than changes in appearance or behaviour. Over the coming years, your lifestyle, need for independence and relationship with the roles others expect you to fulfil could change significantly. November and December make the first signs of this longer transformation more visible.

The Scorpio New Moon on 9 November falls in your sector of work, daily routines and health. A new working arrangement, team changes, redistribution of responsibilities or adjustments to everyday habits may arise. Mercury turning direct here on 13 November will help stalled matters from late October move forward again. Venus turning direct in your 5th house on 14 November brings a more enjoyable atmosphere to romance and personal life. Someone from your past may reappear, or you may gain a clearer understanding of what you want from an existing relationship.

The Gemini Full Moon on 24 November falls directly in your sign. The final week of the month could therefore be significant for a personal decision, relationship, career change or an issue you have carried for some time. You may become more assertive about something where you previously put yourself second.

Mars entering your 4th house on 26 November brings activity to home and family matters. Moving house, renovations, family responsibilities or working from home could come onto the agenda.

The Sagittarius New Moon on 9 December signals a fresh start in relationships. This could mean a new romance or an existing partnership entering a new phase. Jupiter turning retrograde in your 3rd house on 13 December may slow progress in education, travel, media or communication projects. The Cancer Full Moon on 24 December brings a tangible outcome in financial matters.



Cancer Rising

Balancing your career and personal life becomes increasingly important in November and December. With Saturn and Neptune moving through your 10th house in Aries, your professional direction, responsibilities and public standing are undergoing more significant changes than in recent years. As both planets turn direct in mid-December, a career decision that has been pending since summer may finally move forward. The scope of a role could expand, while some Cancer Risings may begin moving away from a professional identity they no longer feel reflects who they are.

November begins on a more personal note. The Scorpio New Moon on 9 November falls in your 5th house, potentially opening a new chapter in romance, children, creativity, hobbies and activities you enjoy. Mercury turning direct in the same area on 13 November may also bring an old romantic issue or creative project back into discussion. Venus turns direct in your 4th house on 14 November, making it easier to resolve tensions involving home, family or living arrangements that have persisted since October.

The Gemini Full Moon on 24 November falls in your 12th house and may create a need to withdraw for a while. If exhaustion has been building, your body will remind you. A completed project, the end of a chapter or an issue you no longer wish to carry may also be left behind around this time.

From 26 November, Mars enters your 3rd house, accelerating meetings, travel, correspondence and professional activity.

The Sagittarius New Moon on 9 December may bring a fresh start to your working routine. Jupiter turning retrograde in your financial house on 13 December will encourage you to reassess the income and spending patterns that have expanded since summer. The Cancer Full Moon on 24 December places you firmly in the spotlight. As the year draws to a close, you may need to stand by an important personal decision.


TEOS
MARİNA
SECURITY



Leo Rising

Jupiter's journey through your sign since summer has strengthened your desire to expand your horizons. You may have experienced a busy period filled with new opportunities, travel, relationships or personal projects. This expansion continues throughout November, but the pace will slow when Jupiter turns retrograde on 13 December. From then on, rather than seeking more options, it becomes important to recognise which of the opportunities that have entered your life in recent months truly belong to you.

The first half of November brings home and family matters into focus. The Scorpio New Moon on 9 November falls in your 4th house, potentially bringing a move, changes to your home, new family arrangements or a property-related decision. Mercury turning direct in the same area on 13 November makes it easier to conclude previously postponed discussions. Venus turning direct in your 3rd house on 14 November also brings noticeable relief in communication. You may reconnect with someone after a disagreement or revisit an unfinished agreement.

The Gemini Full Moon on 24 November is significant for your social circle and future plans. A friendship may end, a team project could be completed or a long-standing goal may finally be achieved.

Mars enters your financial house on 26 November. You may become more determined to increase your earnings, but the same energy could also lead to higher spending. Keeping your budget under control from early December would be wise.

The Sagittarius New Moon on 9 December brings a particularly lively beginning in romance and creativity. A new relationship, project or happy development involving children is possible. Meanwhile, the Cancer Full Moon on 24 December brings a quieter conclusion, when you may wish to spend time alone, rest and release the burdens of the year.



Virgo Rising

The pace picks up noticeably from late November. Mars enters your sign on 26 November, giving you the drive to tackle tasks you have been putting off for some time. Your energy may rise, making you bolder and more assertive, but impatience could also increase. In relationships especially, be careful not to expect everything to move at your own pace.

The first half of the month focuses on communication, agreements and your immediate surroundings. The Scorpio New Moon on 9 November falls in your 3rd house, potentially bringing a new course, project, contract, short journey or communication-related venture. Mercury turning direct here on 13 November will be particularly helpful in clearing up misunderstandings from late October. Venus turning direct in your 2nd house on 14 November may also bring financial relief. A delayed payment, salary negotiation or purchasing decision could return to the agenda.

The Gemini Full Moon on 24 November falls in your career house. A visible professional achievement, change of responsibilities, completed project or important discussion with management is possible. With Uranus also initiating long-term change in this area, the possibility of taking an unconventional direction in your career is growing.

The Sagittarius New Moon on 9 December offers an opportunity to establish new arrangements at home and within the family. Moving house, working from home, changing family responsibilities or making a property-related decision may come into focus.

Saturn and Neptune turning direct in your 8th house in mid-December will reactivate matters involving shared finances, loans, debts, inheritance and trust in close relationships. Jupiter turning retrograde in your 12th house points to a period of inner growth rather than outward expansion. The Cancer Full Moon on 24 December may bring a development within your social circle to a conclusion.



Libra Rising

Relationships have long been one of the most challenging areas of your life, and November and December continue this theme. With Saturn, Neptune and Chiron moving through your 7th house in Aries, both romantic relationships and business partnerships face further reality checks. Some bonds may grow stronger, while relationships maintained merely out of habit could become increasingly difficult to sustain. Saturn and Neptune turning direct in mid-December may help you take a clearer position on a relationship that has left you uncertain for months.

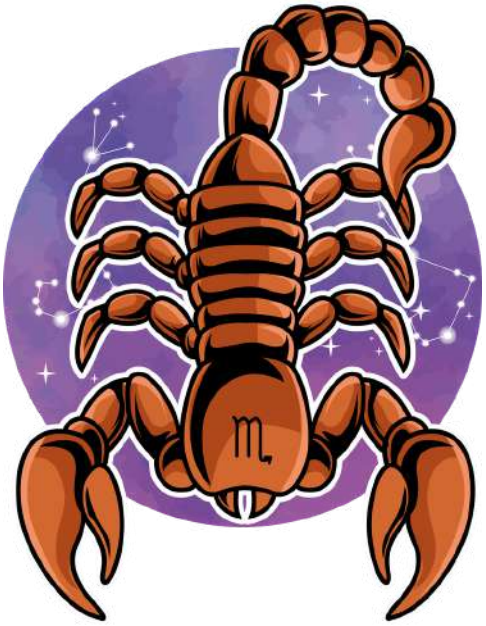
November begins with financial matters. The Scorpio New Moon on 9 November may bring new arrangements involving income, spending and financial security. Mercury turning direct in this area on 13 November makes it easier to resolve a delayed payment or business discussion.

The real relief comes on 14 November, when Venus turns direct in your sign. Uncertainty surrounding your personal desires, appearance or relationships since October may begin to fade. A past relationship could resurface, but this time the important thing is not returning to the past, but understanding more clearly what you want today.

The Gemini Full Moon on 24 November may bring a conclusion to matters involving international affairs, education, legal issues or travel. A journey you have been considering for some time could be confirmed, or an academic process may reach completion.

With Mars entering your 12th house on 26 November, you will need to manage your energy more carefully. Work taking place behind the scenes may increase throughout December.

The Sagittarius New Moon on 9 December brings fresh activity to communication and education. Jupiter turning retrograde in your 11th house on 13 December may prompt you to reassess friendships and future plans. The Cancer Full Moon on 24 December brings a visible career development or an important professional decision.



Scorpio Rising

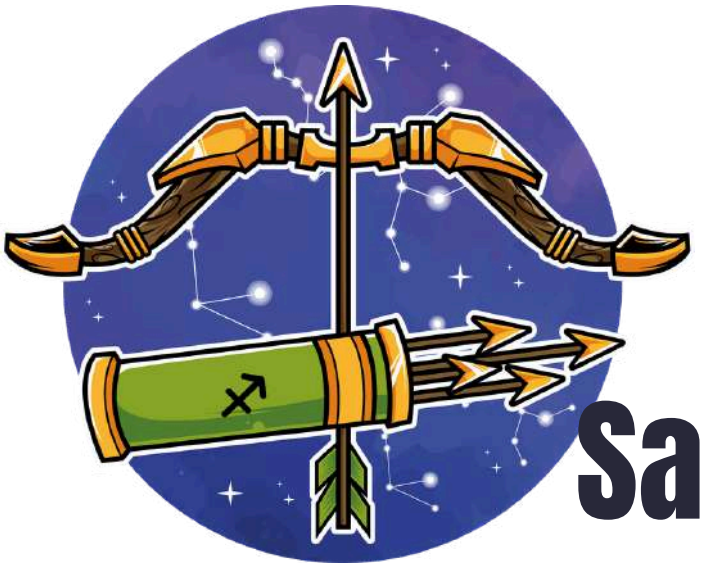
November is your month, and this year it brings a stronger sense of new beginnings than usual. The Scorpio New Moon on 9 November falls directly in your 1st house, offering a fresh start in your appearance, personal goals, lifestyle or approach to relationships. Mercury also turns direct in your sign on 13 November. A matter that left you uncertain, misunderstood or repeatedly revisiting the same issues in late October may finally begin moving forward more smoothly.

Venus turns direct in your 12th house on 14 November. In recent weeks, past relationships, hidden feelings or an unresolved chapter may have occupied your thoughts. From mid-November, you may find it easier to reflect calmly on the emotional impact of these experiences. When Venus enters Scorpio on 4 December, your personal magnetism, social life and individual needs return to the forefront.

The Gemini Full Moon on 24 November falls in your 8th house, potentially bringing closure to matters involving joint accounts, loans, debts, taxes, investments or your partner's income. Emotionally, questions of trust and sharing within a relationship may also be discussed openly.

Mars enters your 11th house on 26 November. Activity increases among friends, teams and professional networks, while certain rivalries may become more apparent.

The Sagittarius New Moon on 9 December falls in your financial sector, offering a useful opportunity to establish a new income stream, negotiate your salary or reorganise your budget. Jupiter turning retrograde in your career house on 13 December will encourage you to reassess the professional growth that has accelerated since summer. Is a bigger title or greater responsibility really what you want? You may find yourself weighing that question. The Cancer Full Moon on 24 December brings one final significant development of the year involving travel, international affairs, education or legal matters.



Sagittarius Rising

November begins on a somewhat introspective note for you, before opening up rapidly in December. With planetary activity in Scorpio affecting your 12th house, unfinished tasks, old issues and mental fatigue may feel more pronounced during the first half of the month. The Scorpio New Moon on 9 November could initiate a private but significant process of closure. Mercury turning direct here on 13 November will help bring greater clarity to something that has been occupying your thoughts for some time.

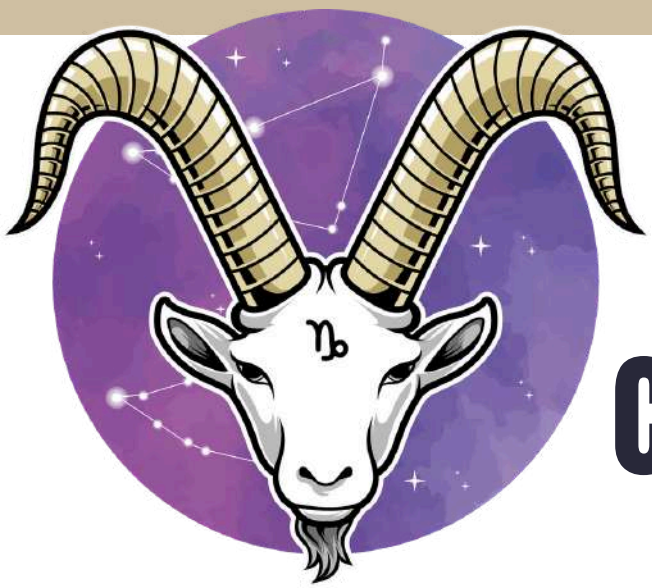
Venus turning direct in your 11th house on 14 November eases tensions within your social circle. An old friendship may be renewed, a problem within a team could be resolved or a future plan you have been considering for some time may begin to seem possible again.

The Gemini Full Moon on 24 November falls in your relationship house. The direction of a relationship, a partnership, a contract or an important decision involving another person may come into focus. With Uranus also in your 7th house, familiar relationship patterns are likely to change over the coming years. People seeking greater freedom, or those who enter your life unexpectedly, may become an important part of this period.

Mars enters your career house on 26 November. Professional demands and visibility increase throughout December, so take care not to become overly confrontational in dealings with management.

The Sagittarius New Moon on 9 December falls directly in your sign. This is a powerful time to make a personal decision that will shape the pace of your new year, change your appearance or launch a project you have been considering for some time.

Jupiter turning retrograde in your 9th house on 13 December may prompt you to revise plans involving travel, overseas matters or education. The Cancer Full Moon on 24 December brings a conclusion to matters involving shared finances, loans, debts or financial arrangements before the year ends.



Capricorn Rising

November brings considerable activity to your social circle, career and future plans. The Scorpio New Moon on 9 November falls in your 11th house, potentially introducing a new team, professional network, friendship or long-term goal. Mercury turning direct here on 13 November may help get group projects and discussions that have stalled in recent weeks back on track. If your work relies heavily on connections, important contacts could be established after mid-November.

Venus turning direct in your career house on 14 November is also significant. Throughout October, you may have felt uncertain about your professional standing, salary or relationships with management. Now you can assess more clearly both how others perceive you and what kind of professional position you actually want.

The Gemini Full Moon on 24 November falls in your sector of work routines and health. A demanding project may be completed, team arrangements could change or you may need to reorganise your daily routine. With Uranus also moving through this area, it would not be surprising if your working methods became more flexible and technology-driven in the coming years.

Mars enters your 9th house on 26 November, bringing increased activity involving travel, education, overseas matters and legal affairs.

With the Sagittarius New Moon falling in your 12th house on 9 December, the month takes on a sense of closure and preparation. Not every plan needs to be revealed immediately.

Saturn and Neptune turning direct in your 4th house in mid-December will set a long-delayed matter involving home, family or living arrangements in motion again. Jupiter turning retrograde in your 8th house may encourage more careful calculations concerning shared finances, investments or debts. The Cancer Full Moon on 24 December brings an important decision involving relationships or partnerships into the open.



Aquarius Rising

Pluto is now in your sign, marking the beginning of one of your greatest personal transformations in the years ahead. This change will not happen overnight, but the way you live, how you navigate power dynamics with others and which identities no longer feel right for you will become increasingly clear. November and December may reveal some tangible results of this transformation, particularly through your career and relationships.

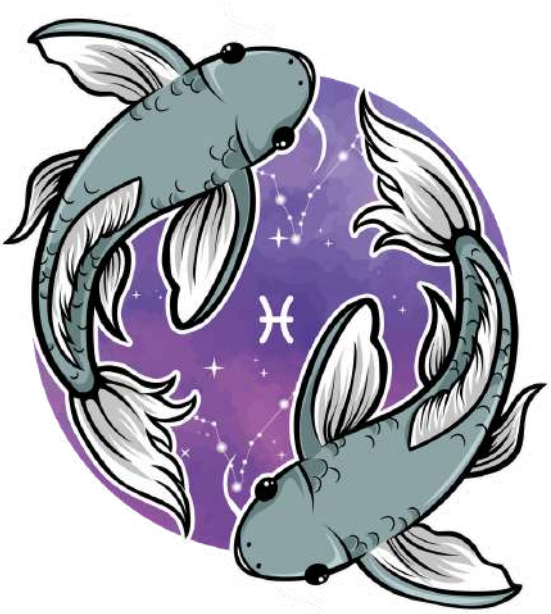
The Scorpio New Moon on 9 November falls in your career house. A new role, project, job change or a period of greater professional visibility may begin. Mercury turning direct in the same area on 13 November could reopen a discussion from late October that reached no conclusion. Conversations with management should also become clearer from mid-month onwards.

Venus turns direct in your 9th house on 14 November. Uncertainty involving overseas matters, travel, academic pursuits or a long-distance relationship may begin to ease. A journey you have been planning for some time could return to your schedule.

The Gemini Full Moon on 24 November falls in your 5th house, bringing a visible outcome involving romance, children or a creative project. With Uranus also here, unexpected developments and surprising encounters in your personal life may become important themes in the coming period.

Mars enters your 8th house on 26 November. A more demanding period may begin regarding shared finances, loans, debts and financial arrangements, so be cautious about making hasty investment decisions.

The Sagittarius New Moon on 9 December brings fresh activity to social networks, teams and future goals. Jupiter turning retrograde in your 7th house on 13 December may prompt you to reassess a relationship or partnership that has developed since summer. The Cancer Full Moon on 24 December brings a tangible outcome involving your working routine or health-related habits.



Pisces Rising

November and December bring important adjustments to financial security, working life and career matters. With Saturn and Neptune moving through your 2nd house in Aries, money is becoming about more than how much you earn; how you value your work and what you consider worthwhile are also changing. Both planets turning direct in mid-December may help you take more concrete steps regarding income, salary or investment decisions that have progressed slowly for months.

During the first half of November, however, your attention turns towards more distant horizons. The Scorpio New Moon on 9 November falls in your 9th house, offering a possible fresh start involving overseas matters, travel, education, publishing or legal proceedings. Mercury turning direct in the same area on 13 November may help resolve delays involving visas, applications, studies or travel arrangements.

Venus turns direct in your shared finances sector on 14 November. If uncertainty surrounding loans, debts, investments, joint accounts or your partner's income has persisted since October, the situation may become clearer. Trust and sharing within close relationships are also part of this process.

The Gemini Full Moon on 24 November falls in your home and family sector. A move, family decision or property-related development may reach a conclusion. With Uranus also here, significant changes to your living arrangements could unfold over the coming years.

Mars enters your 7th house on 26 November, bringing greater activity to relationships and partnerships. Making decisions together may become easier, although disagreements could also escalate quickly.

The Sagittarius New Moon on 9 December opens a new door in your career. A new role, job change or project that increases your visibility may emerge. Jupiter turning retrograde in your work sector on 13 December will encourage you to reorganise the workload that has grown since summer. The Cancer Full Moon on 24 December may bring the year to a happy conclusion in romance, matters involving children or a creative project.



Galley Recipe

ONE-PAN MUSHROOM AND SPINACH GNOCCHI

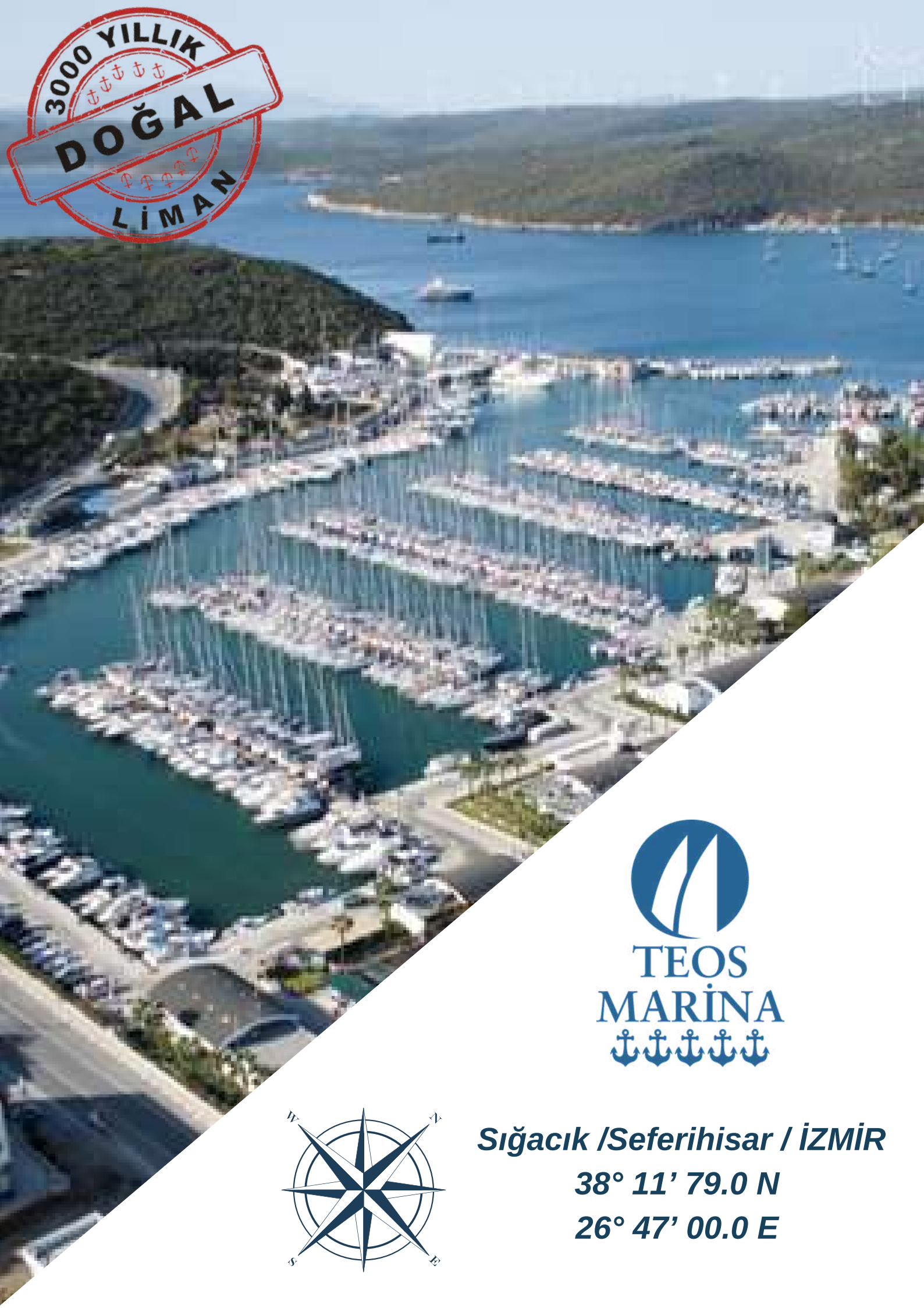
INGREDIENTS

500 g gnocchi
250 g mushrooms
2 handfuls of baby spinach
2 cloves of garlic
3 tbsp olive oil
1 cup hot water or vegetable stock
4 tbsp grated Parmesan
Salt
Black pepper
A few drops of lemon juice

RECIPE

1. Sauté the mushrooms in olive oil over high heat until golden, then add the garlic.
2. Add the gnocchi and hot water to the pan. Cover and cook for 5–6 minutes.
3. Add the spinach and toss for another minute.
4. Finish with Parmesan, salt, black pepper and a few drops of lemon juice. Serve hot.

Enjoy!



TEOS
MARİNA

Sığacık /Seferihisar / İZMİR

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See You in the Next Issue!