

Deniz Endüstri®

Maritime Magazine

Posidonia / June 2026 / Special Issue

ISSN: 1308-2280



Tamer KIRAN

“Türkiye Is No Longer
a Regional Maritime
Nation, But a Global
Maritime Power”

Mustafa SÜNGÜ

Norse Shipyard: Where
Norwegian Engineering
Meets Turkish Production
Power

Enes DEMİRCİ

“A Seafarer’s Role is to
Manage the Vessel Not to
Manage Data Entry.”

Ozan Hikmet ARICAN
When Sea Routes Fail:
Catastrophic Maritime
Incidents, Conflict Zones...

Umur UĞURLU
Boards, Seas, and Civiliza-
tions: How Ancient Ga-
mes Reveal the Future of
Global Maritime Trade

Yaren Cemre GÜLCEK
The Human Algorithm: Why
Emotional Intelligence is the
Ultimate Maritime Asset in an
Automated Age

Sabri Çağrı SEZGİN
Maritime Superstitions
and Practices



INJEGOV

ADVANCED MECHANICAL SERVICES & SPARES



SPECIALIZED ENGINE PART RECONDITIONING & MECHANICAL WORKSHOP

Laser Cladding

Piston Crown Reconditioning

Chrome Plating of piston crowns

Exhaust Valve & Seat Reconditioning

Aluminum Piston Welding

Piston Rod Reconditioning

Cylinder Cover Reconditioning

Digital Annealing

Main & Auxiliary Engine Overhauling

Heavy Duty Machining and Bohrwerk

Fuel Pump Overhauling & Timming



+30 210 4323600
+90 216 5072594



info@injegov.gr
general@injegov.com



Vipa Schistou, Block 3, Street No 2 18863 Perama Piraeus Greece
Aydintepe Mah. Akyildiz Cik 05, Tuzla-Istanbul/Türkiye 34947

WWW.INJEGOV.COM



Qualified Seafarer Management

WWW.QSMGLOBAL.NET

- **Global Standards & Compliance**
- **24/7 Communication & Support**
- **Tailored Crew Solutions**
- **Sustainable Rotation Pools**

**Strong Fleet, Safe Passage
Crew Is the Key to Success**



Your Trusted Partner in Crew Management & Maritime Excellence

A Legacy of Engineering Excellence: **LCM ROTA Marine**.

Geleceğin
ROTA
of the future

Leveraging over three decades of specialized expertise in marine infrastructure, LCM ROTA delivers precision-led solutions in dredging, land reclamation, and complex marine construction. LCM ROTA continues to shape the global coastline, providing comprehensive marine engineering wherever the sea meets the land.



ISTANBUL MAIDEN'S TOWER

Land Reclamation Project

*Dredging
Marine Filling
Marine Construction
Quay And Pier Structures
Steel Pile Driving
Sheet Pile Driving*

LCM ROTA
Denizcilik

Cami Mah. Cumhuriyet Cad.
No:66-1 Tuzla/Istanbul - Türkiye
+90 555 802 49 22
+90 216 446 00 75

info@lcmrotadenizcilik.com
www.lcmrotadenizcilik.com
www.lcmrota.com



lcmrotadenizcilik
In @ YouTube f

Marine Construction Solutions



Scan to View
Online Catalog



TRABZON SHIPYARD

**Crafting Excellence in
Shipbuilding and Repair**

A FULL SERVICE - NEW BUILDING - FLOATING DOCK
REPAIR & MAINTENANCE - YACHT BUILDING

Proudly based in Trabzon-Türkiye, at the heart of the Black Sea.
🌐 www.trabzonshipyard.com 📧 info@trabzonshipyard.com

**30+
YEARS
IN MARITIME
INDUSTRY**

INDEX

- 10 INJEGOV SA Appointed Certified Service Partner by HD Hyundai Marine Solution Tech
World's Largest Methanol-Fuelled Containership Enters Service
- 12 Revolution in Maritime Industry: No Chemicals, No Contact
Hapag-Lloyd and Kuehne+Nagel Launch Biofuel Shipping Partnership
- 14 "Trust, Speed and a Global Solution Network Must Be Delivered Together in Shipping"
- 18 A New Balance in Global Maritime: Türkiye's Signature in Human Capital - QSM Global
- 27 Ozan Hikmet ARICAN
When Sea Routes Fail: Catastrophic Maritime Incidents, Conflict Zones, and Global Trade Disruption
- 30 AKSISFIRE: Engineering Power Driving the Future of Fire Safety in Maritime Industry
- 32 Umur UĞURLU
Boards, Seas, and Civilizations: How Ancient Games Reveal the Future of Global Maritime Trade
- 34 "Long-Term Success in Shipping Depends on Making Quality Sustainable"
- 36 Atty. Cem CONGAR
War Risk Is No Longer Exceptional: The New Normal for Shipowners
- 45 Sabri Çağrı SEZGİN
Maritime Superstitions and Practices



- 07 Tamer KIRAN
"Türkiye Is No Longer a Regional Maritime Nation, But a Global Maritime Power"



- 16 Mustafa SÜNGÜ
Norse Shipyard: Where Norwegian Engineering Meets Turkish Production Power



- 21 Enes DEMİRCİ
"A Seafarer's Role is to Manage the Vessel Not to Manage Data Entry."



- 41 Yaren Cemre GÜLCEK
The Human Algorithm: Why Emotional Intelligence is the Ultimate Maritime Asset in an Automated Age

Deniz Endüstri®



NETA AJANS
Ferit DURUDENİZ
Publisher / Executive Editor

EDITORIAL COORDINATOR
Seyhan YORULMAZ

EDITORIAL BOARD
Alican YILDIRIM
İstanbul Technical University
Environmental Engineer

Hakan AYDOĞMUŞ
İstanbul Technical University
Marine Engineer

Hayrettin ŞAHİN
İstanbul Technical University
Naval Architect and Marine Engineer

NEWS CENTER
Akin GÜMÜŞ
editör@denizendustri.com.tr

GRAPHIC - DESIGN
Bora NEBİOĞLU

ADVERTISING / PUBLIC RELATIONS
Gökhan AKSOY
reklam@denizendustri.com.tr

ADMINISTRATION CENTER
Aydintepe Mah. Dr. Sadık Ahmet Cad.
Tevhid Sk. No: 18-3
Tuzla - İstanbul / TÜRKİYE
Tel: +90 541 857 21 41

TYPE OF PUBLICATION
Local Term

PRESS KÜLTÜR BASIM
ISSN: 1308 - 2280

All articles published in our journal are self options of our writer. Our journal is not responsible about these articles. All publications caveat advertiser. Not possible quote without providing reference.



ADVANCED FIRE PROTECTION FOR MARINE & OFFSHORE INDUSTRIES

AKSISFIRE delivers advanced fire protection systems designed for the demanding conditions of marine and offshore environments.

Backed by more than 30 years of engineering expertise, over 1000 ships protected, and more than 2500 systems delivered worldwide, AKSISFIRE combines technical precision, innovation, regulatory compliance, and operational reliability to provide trusted fire protection solutions for the global maritime industry.

Our expertise covers fixed internal and external fire protection systems, including AKSIS FK5112, Fire Detection Systems (FDS), and Low-Pressure Water-Mist technologies.



www.aksisfire.com



SHAPING THE GLOBAL MARITIME INDUSTRY!

With a 650-year maritime heritage in the shipbuilding industry, Turkish shipyards continue to strengthen their global presence with commercial vessels, mega yachts, military projects, and eco-friendly shipbuilding initiatives.



With our high-quality standards and reliability, we take pride in being a trusted harbor in the maritime industry.



GISBİR

TURKISH SHIPBUILDERS' ASSOCIATION

INTERVIEW

TAMER KIRAN

Chairman, Turkish Chamber of Shipping



“Türkiye Is No Longer a Regional Maritime Nation, But a Global Maritime Power”

Tamer Kiran, Chairman of the Turkish Chamber of Shipping, emphasized that the Turkish maritime industry has evolved into a globally competitive ecosystem spanning shipowning, shipbuilding, repair, retrofit, and green transition. Highlighting Türkiye’s geopolitical strength, technical capability, and transformation capacity, Kiran shared his insights with Deniz Endüstri on the sector’s growing international influence and its strategic vision for the future.

How do you assess the position of the Turkish maritime sector at a global exhibition such as Posidonia?

The strong representation of Türkiye at one of the world’s leading maritime exhibitions, such as Posidonia, is a clear indication of the level our sector has reached on the international stage.

Türkiye is no longer merely a regional maritime country; it has become a global

player across a wide spectrum, from shipowning and shipbuilding to maintenance-repair and port operations.

Turkish maritime sector with its strategic geographical location, strong entrepreneurial culture, and young and dynamic fleet, has become a significant actor in global seaborne trade.

Events such as Posidonia are also of great

importance as they provide visibility for this strength, facilitate new partnerships, and reinforce the international brand value of our sector.

How would you describe the current position of the Turkish shipowning, shipbuilding, and maintenance-repair sectors to international readers?

Over the past 15–20 years, the Turkish shipowning, shipbuilding, and maintenance-



İSTANBUL & MARMARA, AEGEAN, MEDITERRANEAN, BLACK SEA REGIONS CHAMBER OF SHIPPING

nance-repair sectors have evolved from a regional production structure into a flexible maritime ecosystem that competes globally in niche segments.

Turkish shipowners have developed a structure that is highly adaptable to market fluctuations, particularly by focusing on coaster shipping, chemical tankers, and regional trade, while remaining active in the second-hand market and maintaining strong risk management capabilities.

Our shipyards, rather than engaging in standard mass production, have specialised in high value-added segments such as chemical tankers, tugboats, specialised vessels, and hybrid/electric ferries.

In the field of maintenance and repair, Türkiye has become one of the key hubs in the Mediterranean and the Black Sea, thanks to fast turnaround times, competitive costs, and high technical capability. Overall, our sector today stands as a strong maritime hub competing on a global scale with its fast, flexible, and solution-oriented structure.

Recent geopolitical developments (Red Sea, Strait of Hormuz, energy corridors, etc.) have significantly affected maritime trade. How do you evaluate these developments from the perspective of the Turkish maritime sector?

Security concerns in the Red Sea, tensions around the Strait of Hormuz, and uncertainties in energy corridors have once again demonstrated how sensitive global maritime trade is to geopolitical dynamics.

These developments are creating a very broad sphere of impact, ranging from freight markets to insurance costs, from route planning to supply chains.

At this point, Türkiye stands out as a significant alternative hub due to its geopolitical position as well as its logistical capabilities. Through the Middle Corridor,

“Rather than standard mass production, Turkish shipyards have specialised in high value-added segments such as chemical tankers, tugboats, specialised vessels, and hybrid/electric ferries.”

our port infrastructure, and our regional connectivity strength, Türkiye has further strengthened its potential to become a reliable trade and logistics base during times of crisis.

Pressure for green transition and decarbonization is steadily increasing. How do you assess the Turkish maritime sector's capacity to adapt to this process?

The Turkish maritime sector is at a critical transformation stage in the green transition and decarbonization process, with strong potential but requiring faster progress.

In recent years, the sector's capacity to comply with international regulations has increased significantly. Energy efficiency and carbon intensity focused regulations of the International Maritime Organization (IMO), including the Energy Efficiency Existing Ship Index (EEXI), the Carbon Intensity Indicator (CII), and the Ship Energy Efficiency Management Plan (SEEMP), together with the European Union's Emissions Trading System (EU ETS) and FuelEU Maritime initiatives, have made environmental performance a direct element of commercial competitiveness. Especially for vessels operating at EU ports, carbon costs have become part of operational decision-making.

Türkiye has substantial capacity in shipbuilding, maintenance-repair, and technical transformation. Turkish shipyards have gained serious experience in hybrid systems, energy-efficient designs, retrofitting projects, and the construction of new vessels compatible with alternative fuels. This development has created an important opportunity both for the transformation of the Turkish fleet and for providing green solutions to regional markets.

However, the sector faces important structural challenges. The most critical issue is financing. Low-carbon vessels, alternative fuel systems, port electrification, and digitalization investments require high levels of capital, and cost pressures are increasing, especially for small and medium-sized shipowners. In addition, the infrastructure for alternative fuels such as green methanol, hydrogen, ammonia, and shore power is still at a developing stage. Human resources also need to adapt to new technologies and carbon management processes.

As a result, the Turkish maritime sector is undergoing a transformation process that enables rapid compliance with regulations in the short term and faces cost pressures in the medium term, and will be shaped in the long term by its capacity to access financing. With the right incentives, appropriate financial instruments, and strong infrastructure investments, Türkiye has the potential to become not only a compliant actor but also a regional hub producing green maritime solutions.

What is the level of preparedness of the Turkish fleet and shipyards regarding alternative fuels such as LNG, methanol, and ammonia?

In terms of alternative fuels, the Turkish maritime sector is undergoing a controlled but determined transition process.

Our shipyards have gained significant experience in LNG-fueled and hybrid vessel construction and have developed



technical capabilities in areas such as dual-fuel systems, electrification, and energy management. They are largely ready for the transition to methanol fuel, while efforts in ammonia and hydrogen are mostly at the R&D and design stage.

Turkish shipowners, on the other hand, are taking a more cautious approach to this transformation, predominantly preferring LNG-compatible dual-fuel and “fuel-ready” designs in new orders. Therefore, rather than a rapid transition toward alternative fuels, the Turkish fleet is following a balanced transition strategy that progresses through newbuilding projects.

Türkiye’s shipbuilding and maintenance-repair capacity has been drawing significant attention in recent years. How do you interpret the growth in this field?

The regulations enacted by the International Maritime Organization (IMO)—parti-

cularly the IMO 2020 sulfur limit and the Ballast Water Management Convention—have increased the necessity for mandatory conversions such as scrubbers (exhaust gas cleaning systems), Ballast Water Treatment Systems (BWTS), and energy efficiency/emission reduction retrofits. This has significantly boosted the global demand for maintenance, repair, and retrofitting while positioning Turkish shipyards as key hubs meeting this demand.

Thanks to its geographical and strategic location, Türkiye serves as a natural maintenance stop for transit vessels. Compared to Europe, it offers more competitive labor and operational costs while providing the same quality at more affordable prices; this cost advantage, combined with technical capability and specialization, has transformed it into a high-quality maintenance and repair hub.

Flexible and rapid operational capabili-

es, short lead times, and geopolitical and commercial developments, along with changes in trade flows in the region after the Russia-Ukraine war and capacity constraints in European shipyards, have accelerated Türkiye’s emergence as an alternative maintenance and repair center.

Today, Türkiye has become a preferred maintenance, repair, and retrofit hub not only regionally but on a global scale. This growth is no coincidence; it is the natural result of decades of accumulated knowledge, private sector dynamism, and engineering capabilities.

The role of the Turkish Chamber of Shipping in international collaborations and organizations is steadily increasing. In this context, what are your goals for the upcoming period?

As the Turkish Chamber of Shipping, our fundamental goal is to further enhance the international representation of the Turkish maritime sector. We aim to be more visible and influential not only on a national scale but also in global decision-making mechanisms.

Strengthening our relationships with international maritime organizations and carrying our industry’s challenges and expectations to global platforms are among our top priorities. Simultaneously, we aim to establish stronger collaborations with foreign investors and international shipowners.

Today, maritime is not just about trade; it is also a matter of energy security, sustainability, and global competition. We will continue to work to ensure that Türkiye becomes an even stronger actor in this equation. ■

INJEGOV SA Appointed Certified Service Partner by HD Hyundai Marine Solution Tech

INJEGOV is a certified service partner within the Global Service Network of HD Hyundai Marine Solution Tech, providing technical support for Hyundai-built marine engines worldwide. Our engineering teams support vessels operating Hyundai two-stroke engines and HiMSEN four-stroke engines, delivering onboard and workshop reconditioning services.

INJEGOV's engineering teams support vessels operating Hyundai two-stroke engines and HiMSEN four-stroke engines, delivering onboard and workshop reconditioning services.

INJEGOV SA's mechanical engineers from INJEGOV Greece and INJEGOV Turkey attended official specialized training at HD Hyundai Marine Solution Tech headquarters, in Busan, South Korea, receiving official training on the latest OEM service methodologies, technical procedures, and quality standards.

Antonis Kalampokas Managing Director, INJEGOV Turkey, Being appointed as a HMST Certified Service Partner strengthens INJEGOV Turkey's role with



in the regional and international marine service landscape. It reflects the trust placed in our infrastructure, our technical processes, and our people. Through our facilities in Turkey and our onboard service capabilities worldwide, we are committed to supporting Hyundai 2-Stroke and HiMSEN 4-Stroke engine operators with solutions that are fully aligned with the manufacturer's service framework and focused on long-term operational integrity. Turkey is the busiest shiprepair area in Europe and our strong presence here allows us to assist shipyards and owners in Hyundai made engines maintenance."

Alexandros Kalampokas Managing Director, INJEGOV SA, "Our recognition

as a Certified Service Partner within the Global Service Network of HD Hyundai Marine Solution Tech marks an important milestone for INJEGOV in Greece. This designation confirms the technical maturity of our workshops, the expertise of our engineers, and our long-standing alignment with manufacturer standards.

We see this not only as an achievement, but as a responsibility to continue delivering services that meet the performance, reliability, and quality levels expected by the engine designer and by the global shipping community. It further reinforces our commitment to supporting shipowners and technical managers with dependable, OEM-aligned service solutions across the region."

World's Largest Methanol-Fuelled Containership Enters Service

Hong Kong-based carrier OOCL has named the 24,168 teu MV OOCL Wisdom, now recognised as the world's largest methanol dual-fuel containership, at Nantong COSCO KHI Ship Engineering (NACKS) in China. The vessel is the first of seven ultra-large methanol-powered containerships being built for OOCL under COSCO Shipping's broader alternative-fuel fleet programme.

Measuring nearly 400 metres in length with a deadweight capacity of 225,000 dwt, MV OOCL Wisdom is among the largest containerships ever constructed. Its main engine, auxiliary engines, and boilers are all designed for methanol dual-fuel operation. The ship is expected to operate on the Asia-Europe trade route following sea trials, with a service speed of up to 22.7 knots.



The vessel is part of a 2022 order for 12 methanol dual-fuel ultra-large containerships. Seven ships are being built for OOCL at NACKS, while five sister vessels for COSCO Shipping are under construction at Dalian COSCO KHI Ship Engineering. Deliveries are scheduled through 2028. MV OOCL Wisdom also features advanced digital management

systems, including real-time ship-to-shore data exchange, automated speed and trim optimisation, and hull fatigue monitoring.

According to DNV data, around 70 methanol dual-fuel containerships are currently in service worldwide, with approximately 180 more on order, reflecting the industry's growing focus on lower-emission shipping solutions.

Fire Resistant Ship Doors

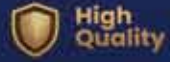
As the
Tufan Gemi Ship Door family,
we manufacture A60, A15
and B15 class fire-resistant
ship doors for the
maritime industry.



**Superior
Protection**



**Expert
Service**



**High
Quality**



**Tufan
Gemi Donatım**
LTD.ŞTİ

With our expert team,
we provide maintenance,
repair and reliable
solutions for
ship doors.

**Your Ship's
Safety
Shield**



Premium Fire Doors

A60 Door

A15 Door

B15 Door

And More



**Trust in
Every Voyage**



Maintenance

Sheet Cladding

Lock Replacement

Repair



**Built for
Toughest Seas**



Phone
+90 541 252 05 34



Address
Aydintepe Dist., 100. Yıl Ave.
Tevhid St. No:7, Tuzla / Istanbul



Email
info@tufangemi.com

www.tufangemi.com



Revolution in Maritime Industry: No Chemicals, No Contact

Microorganisms, algae and shell-forming marine organisms accumulating on surfaces exposed to seawater are known as “biofouling,” a major challenge for the maritime industry.

Besides being difficult and labor-intensive to remove, biofouling can increase fuel consumption on large vessels by up to 40 percent, creating significant operational and economic burdens for shipowners and operators. The problem also affects onboard piping systems and seawater-contact equipment, where cleaning often requires extensive manpower and direct intervention.

Turkish engineers have now developed an innovative technology designed to prevent biofouling before it forms. The solution aims to reduce reliance on toxic anti-fouling paints and minimize labor-intensive cleaning operations, while supporting environmental sustainability and lowering operating costs.

Ankara-based INFINIA Advanced Elektronik, located at Bilkent Cyberpark, has adapted technologies originally developed for the defense industry to civilian maritime applications. Drawing on its expertise in unmanned marine vehicles and drone



systems, the company introduced “KeepClean,” an ultrasonic solution designed to improve fuel efficiency, extend vessel lifespan, and reduce environmental impact.

Traditionally, chemical anti-fouling coatings have been widely used to combat biological contamination on submerged hull surfaces. However, environmentally friendly ultrasonic sound-wave technology is now emerging as a sustainable alternative.

The “KeepClean” system combines

ultrasonic sensors, artificial intelligence, and robotic technologies. Installed on a vessel’s hull or industrial piping system, the compact device emits ultrasonic sound waves at frequencies inaudible to humans, preventing marine organisms from attaching to surfaces.

By stopping fouling at the source, the system reduces the need for frequent cleaning, improves fuel efficiency, and helps limit chemical pollution in marine environments.

Hapag-Lloyd and Kuehne+Nagel Launch Biofuel Shipping Partnership

Hapag-Lloyd and Kuehne+Nagel have launched their first joint low-emission ocean freight programme using sustainable marine biofuels on container shipments between Asia and Europe.

Under the agreement, Kuehne+Nagel will use Hapag-Lloyd’s “Ship Green” solution on the East Asia–North Europe trade between April and December 2026. The pilot programme will cover approximately 3,300 teu and is expected to cut nearly 3,000 tonnes of CO₂ equivalent emissions on a well-to-wake basis.

To support the initiative, Hapag-Lloyd plans to consume around 1,000 tonnes of RED III-compliant sustainable marine biofuel produced from waste and residue-based feedstocks. The programme uses



a “book-and-claim” model, allowing customers to purchase certified emissions reductions even if the biofuel is not physically used on the vessel transporting their cargo.

The cooperation reflects growing pressure

on shipping and logistics companies to reduce supply-chain emissions before large-scale adoption of future fuels such as green methanol and ammonia becomes commercially viable. Biofuel blends are currently viewed as one of the most practical short-term decarbonisation options, requiring no major engine modifications or new vessel designs.

Both companies have set long-term net-zero targets. Hapag-Lloyd aims to achieve net-zero fleet operations by 2045, while Kuehne+Nagel targets net-zero emissions across its supply chain by 2050. The agreement also highlights the increasing use of biofuel partnerships across the liner shipping sector as environmental regulations and customer demand for lower-emission transport continue to grow.

BUILT ON
ENGINEERING

DRIVEN BY
COMPLEXITY

16 PROJECTS
DELIVERED **IN 2** YEARS

37,800 ^{m²} INTEGRATED
FACILITY

CONVERSION

NEW BUILDING

REPAIR



info@norse.com.tr



www.norse.com.tr



Kocaeli / Türkiye

“Trust, Speed and a Global Solution Network Must Be Delivered Together in Shipping”

Ms.Reina Dzhemilova stated that **operational continuity in the maritime industry can only be ensured not merely through technical service, but through speed, coordination and a reliable global organizational structure, emphasizing: “We do not simply provide services to our clients; we act as a solution partner that guarantees the continuity of their operations.”**

Expanded with the “Any Ship Any Location” Vision

Reina Marine-Ship Service company’s General Manager Ms.Reina Dzhemilova said the company was established with the objective of providing fast, reliable and comprehensive operational support to vessels trading worldwide.

She further stated that the company adopts a sustainable quality approach particularly in technical operations involving main engines and auxiliary systems, navigation equipment, hull and steel works, environmental systems and class preparation services.

“We Have Built a Structure Managed Through Global Networks”

Highlighting that the company does not limit its operations to a specific geography, Ms.Dzhemilova said Reina Marine carries out operations across different ports and international trade routes.

She explained that through international business partners and field organizations, the company is capable of managing technical service and supply processes in various parts of the world, adding:

“International shipping is no longer managed solely through certain port hubs, but through integrated global networks. For us, the strategic factor is not only geographical location, but the ability to deliver solutions with the same quality standard across different regions of the world.”

Ms.Dzhemilova underlined that being able to provide services in major trade corridors, particularly across Europe,



Asia and the Middle East, is of critical importance for customers’ operational continuity.

“The Biggest Challenge Is Variable Operational Conditions”

Referring to the company’s “Any Ship Any Location” motto, Ms.Dzhemilova stated that such an approach requires a high level of operational flexibility, noting that port procedures, regulations and operational practices vary significantly from country to country.

She also noted that the company’s broad service structure requires a strong supply chain and field organization, stressing that different disciplines such as technical maintenance, logistics, safety and electronic systems must be seamlessly integrated within the same operation.

Crisis Management Based on “Rapid Diagnosis and Accurate Resources”

Providing information on the company’s crisis management model in emergency vessel maintenance and technical failure processes, Ms.Dzhemilova stated that operations are managed through the principles of “rapid diagnosis, accurate re-

sources and uninterrupted coordination.” Ms.Dzhemilova added that the company works with expert teams in main engines, auxiliary systems, electrical and electronic equipment, navigation systems and safety operations, while global supply networks play a critical role in these processes.

“Our Customers Want Solutions from a Single Point”

Ms.Dzhemilova stated that customers generally prefer the company not for a single service, but because they can manage all operational processes through one center. She noted that the company receives particularly strong demand in emergency technical services and worldwide spare parts supply.

Emphasizing that maritime operations are always a race against time, she said fast accessibility and the ability to generate global solutions distinguish the company in the market.

“We never promise our customers anything we cannot deliver,” Ms.Dzhemilova said, adding that the company provides the most suitable operational solution by maintaining the balance between quality, cost and time.

“Trust Is the Foundation of Being Preferred Again”

Stating that trust and speed are decisive factors in the maritime industry, Ms.Dzhemilova said the primary reason customers continue working with the company is its service approach that takes ownership of the entire operation.

She noted that transparent communication, realistic commitments and a 24/7 accessible operational structure form the basis of long-term business partnerships, concluding:

“Our customers do not simply want to work with a service provider; they want a solution partner that manages their risks and secures their operational continuity. That is exactly the approach we follow.”

Global Presence Local Action



 	 	 	 	 
Istanbul	Yalova	Rotterdam	Houston	New Orleans

 	 	 	 	 	 
Philadelphia	Portland	Singapore	Naples	Shanghai	Nantes

www.delmarsafety.com

    /DelmarSafety



Delmarsafety

Norse Shipyard: Where Norwegian Engineering Meets Turkish Production Power

Norse Shipyard is becoming well known for its sustainable maritime projects, conversion projects, and next-generation vessel technologies. The company combines Norwegian engineering knowledge with Turkey's strong production capability and creates a different model in the international market. General Manager Mustafa Süngü shared the company's growth vision, sustainability approach, and future goals for maritime technologies.

In recent years, the maritime industry has changed not only because of new shipbuilding capacity, but also because of engineering flexibility, sustainability, energy efficiency, and operational adaptability. Environmental regulations in Europe are increasing, the need for conversion projects in the fishing and offshore sectors is growing, and alternative fuel technologies are becoming more important. Because of this, shipyards now need to go beyond traditional production methods.

Norse Shipyard is one of the companies attracting attention during this transformation period. With its Norwegian-Turkish partnership model, the company aims to stand out especially in niche and technology-focused projects.

According to Mustafa Süngü, one of the company's biggest advantages is bringing together two strong maritime cultures in one organization.

"We combine the strengths of two different maritime cultures"

Mustafa Süngü says that Norway's engineering expertise in fishing vessels, live fish carriers, ferries, and sustainable maritime solutions complements Turkey's strong production infrastructure and flexible shipbuilding capability.

He explains that this structure creates advantages not only technically, but also in operations and project management.

"Norway's high engineering standards and Turkey's production capability support each other. This business model helps us better understand customer expectations,



develop designs according to international standards, and create solution-oriented production processes," says Süngü. He also highlights that teams from different disciplines working together create a continuously improving production culture within the company.

Today, Norse Shipyard focuses not only on building ships, but also on creating added value in operational efficiency, energy optimization, sustainability, and user experience.

Conversion projects are becoming a new area of expertise

Conversion projects have recently become a strategic area in the global maritime industry, and Norse Shipyard is attracting attention with its projects in this field.

The NB20 project, where a PSV was converted into a live fish carrier, and the NB22 project, where a fishing patrol vessel was converted into a yacht, show the shipyard's ability to manage projects with different technical requirements under the same organization.

Süngü says that although Norse Shipyard is a young shipyard, its team includes experts with international project experience. Because of this, the company can quickly adapt to projects of different scales and concepts.

"Thanks to our flexible production structure, engineering capability, and strong team coordination, we can offer effective solutions in different sectors. We aim to be not only a producer for our customers, but also a long-term business partner that creates solutions at every stage of the project," says Süngü. He also emphasizes that conversion projects require serious engineering adaptation.

Integrating next-generation systems into existing vessels, creating optimum solutions within operational limits, and focusing on energy-efficient modernization are becoming increasingly important areas of expertise for shipyards.

"We do not see growth only as increasing capacity"

According to Mustafa Süngü, the main difference between Norse Shipyard and its competitors is its focus on building long-term trust relationships, not only delivering projects.

He says growth does not only mean increasing physical capacity.

"One of our most important goals is building sustainable business partnerships. We evaluate our customers' needs not only for the current project, but also for their long-term operational processes," he explains.



Süngü also states that fast decision-making is especially important in technically customized projects. He believes that accessible management, fast communication, and a solution-oriented approach create an important difference in customer relations.

He adds that achieving a sustainable position in the industry is possible not only through completed projects, but also through ongoing trust-based relationships. This approach is at the center of the company's growth strategy.

Realistic planning is important for balancing quality, speed, and cost

One of the most critical topics in the global shipbuilding industry is balancing quality, delivery time, and cost. Especially in special projects, managing these three factors together requires strong coordination.

According to Mustafa Süngü, the basis of this process is realistic planning during the quotation stage.

"For us, quality, on-time delivery, and a customer-focused approach start during the quotation stage. We prepare realistic offers by making detailed technical and operational evaluations for each project. The important thing is not only winning the project, but also fulfilling our promises sustainably," says Süngü. He explains that close coordination between engineering, procurement, planning, and production teams is very important.

He says customer expectations are usually shaped around quality, speed, and cost. However, he also points out that it is not

possible to maximize all three at the same time, and therefore correct process management becomes the key factor.

Sustainability is at the center of the shipyard

Reducing carbon emissions and energy transformation are no longer only regulatory issues in the maritime industry. They are also important competitive factors.

Norse Shipyard places sustainability at the center of both its production processes and project development approach.

Solar panels installed on the production hall provide part of the company's energy needs from renewable sources. However, according to Süngü, sustainability is not limited to facility management alone.

He explains that conversion projects are directly connected with sustainability because adapting existing vessels to new operational needs optimizes resource use and extends the economic life of the vessels.

Süngü also says that these projects provide valuable technical experience, allowing the company to directly experience the transition from old-generation systems to new-generation technologies.

From hydrogen ferry projects to award-winning trawlers

Among Norse Shipyard's projects, sustainable technology projects stand out. One of the most important is the NB14 M/F HYDRA project, known as the world's first liquid hydrogen-powered ferry.

Süngü says this project was an important

milestone for the shipyard's technical capability and strengthened its vision for environmentally friendly maritime technologies.

Another important project is the NB18 Ecofive Factory Stern Trawler, which stands out with its innovative structure and environmentally friendly approach. The project required highly precise engineering during hull production and workmanship stages and received the "Ship of the Year" award at Nor-Shipping.

Süngü also states that with the NB21 and NB29 next-generation trawler projects, the company gained important experience in modern fishing technologies, energy efficiency, and operational optimization.

Focus on future maritime technologies

Alternative fuel systems, energy efficiency, conversion projects, and operational optimization will continue to be key topics in the shipbuilding industry in the coming years.

According to Mustafa Süngü, one of Norse Shipyard's main goals is to be at the center of this transformation process.

The company aims to strengthen its international position not only through production capacity, but also through engineering adaptation, sustainability, and technology-focused project management.

High value-added projects developed in niche segments show that this model, which combines Norwegian engineering with Turkish production power, will become even more visible in the future.

A New Balance in Global Maritime: Türkiye's Signature in Human Capital – QSM Global

Human resource management and operational excellence have become two of the most critical competitive factors in today's maritime industry. Competition is no longer defined solely by fleets, but increasingly by the quality of the people managing and operating them.

Positioned as a Türkiye-based player in this field, QSM Global has rapidly established a structure that is attracting international attention. Founded by a team with strong hands-on industry experience, the company differentiates itself by combining a sustainable crew management approach with operational discipline.

The foundations of QSM Global were built upon the extensive maritime industry experience of co-founder Ebru Kasap. Having held senior executive positions at globally active maritime companies, Kasap possesses a broad operational perspective in crew management across the tanker, container, dry bulk, and offshore segments. This multidimensional expertise enables the company to establish a strategic balance between different vessel types and operational requirements. Her national and international experience is further strengthened by strong practical capabilities directly reflected in field operations.

Co-founder Captain Orhan Kasap reinforces the company's operational backbone with more than 20 years of seagoing experience. Having spent the last decade of his maritime career serving as a chemical tanker master, Kasap contributes directly to QSM Global's service philosophy through the extensive field expertise he gained in a segment that demands a high level of operational precision. This practical experience allows the company to develop a management model that goes beyond theoretical approaches and responds directly to real operational needs.

In addition to his professional experience, Captain Kasap also stands out through his active role in civil society organizations. He currently serves as Chairman of the Board of the Black Sea Technical University



Maritime Transportation and Management Graduates Association. This role provides a strong point of contact for closely monitoring the industry's current needs and structural challenges directly from the field. At the same time, it enables him to contribute to shaping the sector's future human capital vision, particularly in supporting the development of young seafarers.

The company's service portfolio includes crew management, seafarer recruitment, operational support, auditing, and consultancy services. QSM Global positions itself not merely as a manpower supplier, but as a reliable long-term solution partner offering a systematic and sustainable operational approach. This structure provides a significant advantage, particularly in the tanker segment, where operational sensitivity is of paramount importance.

Operating with the vision of integrating Türkiye's strong maritime workforce into the international market, QSM Global

combines local expertise with global standards. The disciplined structure, adaptability, and operational resilience of Turkish seafarers stand out among the company's most significant competitive advantages.

As geopolitical developments reshape global trade routes and regional risks continue to increase, Istanbul is becoming an even more strategic hub for the maritime industry. In particular, the extensive global network established through Istanbul Airport enables Turkish seafarers to access destinations worldwide on a 24/7 basis. This connectivity enhances operational efficiency by providing speed, flexibility, and cost control in crew change operations.

The company's sustainable crew management philosophy is built on the balance of continuity, training, welfare, and performance. QSM Global positions seafarers not merely as operational components, but as strategic assets at the core of the system. This approach aims to create a more stable and efficient operational structure for both employers and seafarers alike.

Today, QSM Global has evolved beyond being solely a Türkiye-based initiative and is pursuing a reliable and measured growth strategy focused on expanding international partnerships. Positioned as a people-oriented, field-driven, and sustainable solution partner capable of responding to the rapidly changing needs of the maritime industry, the company is preparing to establish a stronger presence on the global stage.



Gali



INJEGOV

**Authorized Exclusive Service Point
and Official Distributor in Türkiye**

CONTACT



+90 216 50 72 594

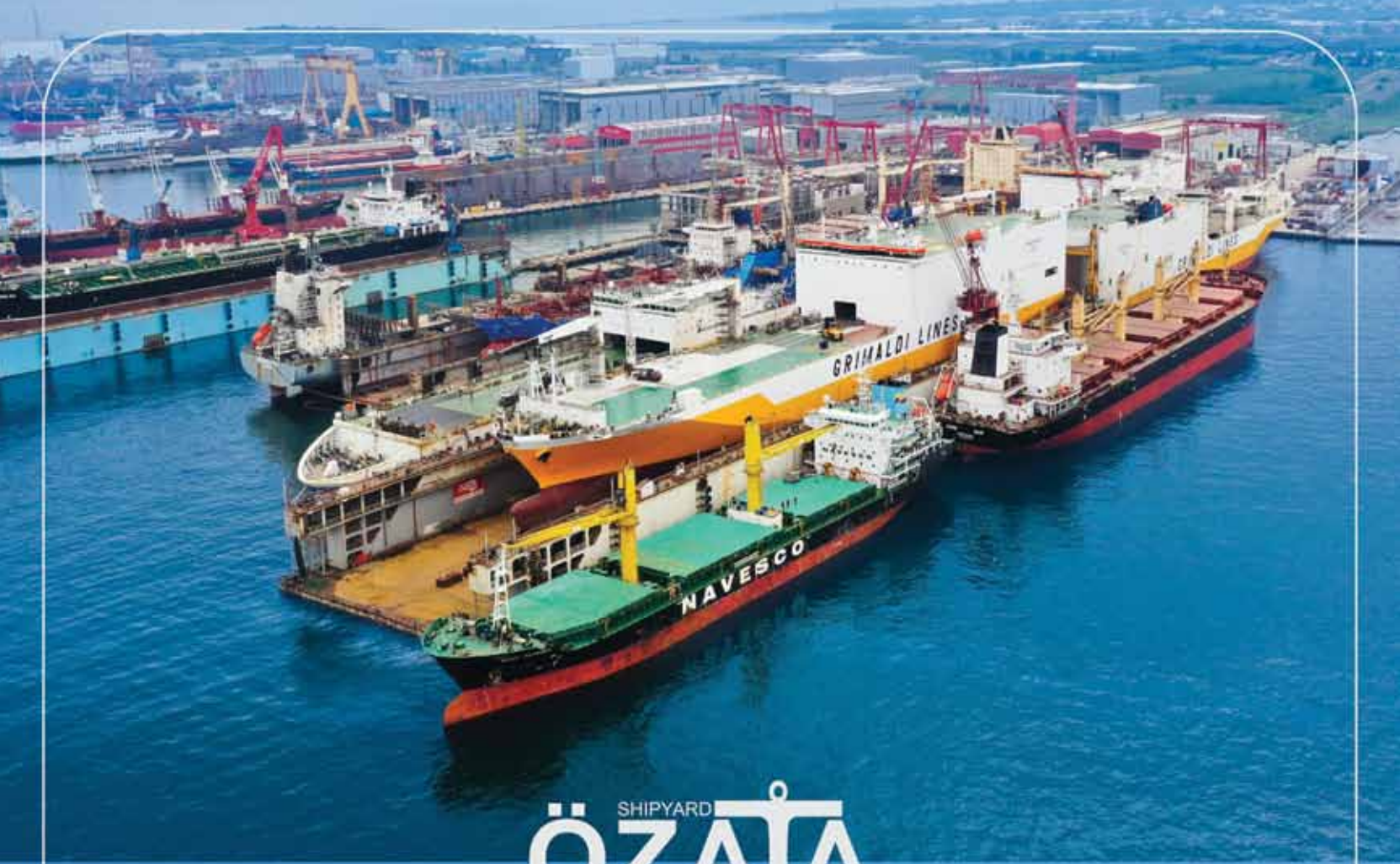


general@injegov.com



Aydintepe Mah. Akyildiz Cik 05, Tuzla - Istanbul / Türkiye 34947

INJEGOV.COM



INTERVIEW

ENES DEMİRCİ

CEO



“A Seafarer’s Role is to Manage the Vessel Not to Manage Data Entry.”

Although the maritime industry forms the backbone of global trade, operational processes are still often fragmented, disconnected, and heavily reliant on manual workflows. Enes Demirci, General Manager of NOZZLE, emphasizes that this scattered structure is no longer sustainable. In his view, the challenge is not merely about digitalizing processes, but about bringing maintenance, operations, procurement, and compliance together within a single unified platform. We spoke with Enes Demirci about the present and future of digital transformation in the maritime industry.

What was the most critical need you identified in the maritime industry while developing Nozzle, and how did that need guide the direction of the software?

The maritime industry carries approximately 90% of global trade — yet when you examine its operational reality, what you find is a highly fragmented landscape. Even on modern vessels, ISM processes still rely on manual forms, maintainan-

ce records are spread across separate systems, procurement depends on email chains, and inventory is managed through spreadsheets. This fragmentation creates not only inefficiency, but also significant operational risk.

One pattern we consistently observed across vessels is that operational personnel constantly switch between different systems throughout the day — from plan-

ned maintenance and vessel operations to procurement and reporting. This creates a critical challenge: multiple versions of the “truth” for the same vessel. Regulatory, operational, and technical teams often work from different data sets, leading to gaps between reported compliance and actual operational conditions.

We identified the core problem clearly: maritime operations lack a single source of



truth. NOZZLE was developed to solve this challenge by integrating technical management, procurement and inventory, operations, crew management, and HSEQ compliance into one unified platform. When a maintenance task is completed, records are updated in real time, related procurement workflows can be triggered automatically, and full traceability is maintained.

NOZZLE is not simply about digitization — it is about creating a fully integrated operational ecosystem.

What specific operational challenges are eliminated by consolidating vessel management processes within a single platform?

“A seafarer’s role is to manage the vessel — not to manage data entry.”

In many ship management companies today, processes that appear digital still rely heavily on Excel, Word, and email. Maintenance records, crew tracking, procurement workflows, and ISM documentation are often managed separately across disconnected files and systems. The result is a structure that appears digital on the surface, but remains fragmented in practice.

The defining issue is that these systems do not communicate with each other. As a result, data is repeatedly entered, critical information may be missed, and compliance creates a significant administrative burden.

The most critical issue is that onboard personnel spend too much time collecting and entering data instead of focusing on

their actual responsibilities. As regulations, reporting requirements, and inspections become more demanding, operational complexity continues to grow without the right tools in place.

When building NOZZLE, our goal was simple: reduce the workload of mariners, not increase it. Today, across more than 500 vessels, the most common feedback we receive is clear — crews no longer re-enter the same data. This reduces errors, simplifies processes, and creates significant operational efficiency.

The real transformation begins when data flows automatically across the entire system. A maintenance record can trigger inventory checks, initiate procurement workflows when needed, and instantly support HSEQ and reporting processes.

NOZZLE does more than store records — it manages operations proactively. Instead of reacting to problems after they occur, companies can take preventive action in advance.

Ultimately, NOZZLE simplifies the work of seafarers, not the systems.

What kind of operational flexibility does Nozzle’s modular architecture provide to its users?

“There is no single product — every client builds their own NOZZLE.”

When designing NOZZLE, we recognized a fundamental reality: there is no single standard structure in maritime operations. Our platform integrates core modules

such as Crew, PMS, Procurement, HSEQ, ISM, Finance, and Document Management, while also supporting industry-specific requirements including TMSA, SIRE, CDI, RightShip, vessel performance monitoring, and carbon tracking.

However, the key point is not the number of modules, but the flexibility of the system. Companies using the same platform often have very different operational priorities, from compliance management to cost control and procurement optimization.

Rather than imposing a fixed structure, we build the system together with our clients. We work closely with operations teams, continuously gather feedback, and recognize that every company’s needs differ depending on vessel type, trading area, and fleet structure.

Our approach is simple: companies start with the modules they need and expand as they grow. A small fleet may begin with Maintenance, Crew, and ISM, while larger organizations can operate with full integration from day one.

Internally, we describe this as a “LEGO logic” — a modular platform that adapts and grows alongside the organization.

What is the strategic rationale behind offering both cloud-based and on-premise deployment options?

“Infrastructure is not a preference — it is a strategy. We support both.”

The maritime industry may appear

uniform, but in reality it is highly diverse. Some companies have fully adopted cloud technologies, while others prefer to keep operations within their own infrastructure due to data security, compliance, or internal IT policies. Larger shipowners often prioritize full control over their data, while more agile organizations prefer the flexibility and speed of cloud-based operations.

We position ourselves between these two approaches by supporting both cloud and on-premise deployment models. NOZZLE operates on Microsoft Azure in a fully scalable cloud environment, while also supporting deployment within a client's own infrastructure.

What matters most is consistency: regardless of the deployment model, clients receive the same user experience, performance standards, modules, and integrations.

This approach requires strong technical architecture, but it provides two major advantages: supporting companies with different regulatory and IT requirements, and allowing clients to continue using the same system throughout their transformation journey.

Ultimately, what matters is not where the system is hosted, but how effectively the client operates.

How do modules such as planned maintenance and inventory management contribute to vessel safety and operational efficiency?

A technical failure on a vessel is more than an equipment issue — it can lead to voyage delays, additional costs, and serious safety risks. Most of these failures are preventable, yet maintenance, inventory, and procurement processes often operate separately. This disconnect leads to delayed maintenance, missing critical parts, and unnecessary repeat orders for the same components.

In NOZZLE, maintenance and inventory management operate as a single connected workflow. When a maintenance interval is reached, the system automatically checks stock levels, initiates procurement if required, and keeps the entire process fully traceable.

This integration reduces maintenance



backlogs, minimizes unplanned breakdowns, and optimizes inventory costs. More importantly, the system does not simply display tasks — it actively initiates processes, creating a safer, more predictable, and more efficient operational structure.

What advantages does software-driven management of international maritime compliance processes offer to shipping companies?

“The key to a successful inspection is being able to demonstrate what you have done — and how.”

The foundation of maritime compliance is the ISM framework, supported by regulations such as MARPOL, ISPS, MLC, TMSA, and SIRE. Today, the challenge is no longer just documenting procedures, but proving they are consistently implemented onboard.

At NOZZLE, we did not simply digitize compliance processes — we transformed them into an integrated and traceable operational system.

Inspection findings are recorded within the system, action items are assigned, and root cause analyses can be performed when necessary. If a deficiency is linked to a procedural issue, the related ISM revisi-

on process is initiated automatically.

During inspections, crew status, document validity, and active procedures can all be viewed through a single unified interface.

Safety meetings, risk assessments, and drill records are maintained within the same system, creating both regulatory compliance and a strong institutional knowledge base.

As a result, inspections no longer rely on memory alone — personnel can access real-time information directly from the system. This makes inspections more controlled, reduces operational stress, and helps findings be resolved more efficiently.

How does real-time data and analytics capability transform decision-making in fleet management?

Traditionally, fleet managers relied on monthly reports and spreadsheet-based analysis to make decisions using historical data. Over time, dashboards and business intelligence tools improved visibility and reporting.

Today, the next step is clear: data is no longer only displayed — it is interpreted and transformed into actionable insights.

When you open a dashboard in NOZZLE, you can view — in real time — the maintenance status of vessels across the fleet, crew compliance, open procurement requests, and fuel consumption. With NOZZLE Copilot, users no longer review data passively — they can directly ask questions such as which vessel has rising maintenance costs, which equipment fails most frequently, or whether fuel consumption patterns are abnormal.

This marks a major shift: Excel displays data, business intelligence tools analyze it, and NOZZLE Copilot interprets it and drives action.

One example is that, fuel accounts for nearly 50–60% of vessel operating costs. By identifying anomalies early and providing interpretive guidance, the system helps companies achieve significant operational savings across entire fleets.

How do services such as 24/7 support, remote access, and a help portal make a meaningful difference in a sector like

maritime, which operates without interruption?

“A mariner’s role is to manage the vessel — not to manage technology.”

The maritime industry operates continuously, and critical situations cannot be postponed. Yet vessel crews are not software operators — their focus must remain on safety, operations, and voyage continuity.

Our approach is built around this reality. We use technology not to increase the workload of mariners, but to simplify their work. For this reason, system usability and sustainability are core operational priorities for NOZZLE.

Today, we provide continuous support through a team of 30 dedicated professionals. Our objective, however, is not to create a dependency on our support team — it is to be available when needed. At the same time, we enable users to operate independently through a comprehensive help portal and knowledge base, ensuring the system is both learnable and accessible.

As a result, crew members are not burdened with navigating technology, operational continuity is maintained, and the focus on core operations is preserved.

The most important measure of a software solution’s value is ultimately how sustainable and usable it proves to be in the field.

In short, we do not add to the mariner’s burden — we reduce it.

You serve a broad client portfolio ranging from small-scale fleets to large international operators. How do you adapt to such varied requirements?

Scale changes everything in maritime. The needs of a small family-owned fleet are very different from those of a global operator managing hundreds of vessels, yet both share the same goal: operational efficiency and compliance.

Smaller fleets typically prioritize rapid deployment, ease of use, and low ownership costs, which we support through our SaaS model. Larger organizations, however, require deeper customization, advanced reporting, and integration

with existing systems. In these cases, the priority is not simply using the system, but adapting it to their operational structure.

We address these different operational realities through a single architectural approach. The same platform adapts to any scale through flexible configurations — a design decision established from the beginning.

From one unified codebase, smaller companies can operate a simple structure, while larger organizations can deeply customize the same system. NOZZLE remains a single adaptive platform, not a fragmented product.

In your view, what will be the most significant inflection point in the digital transformation of the maritime sector over the next 5 to 10 years — and how is Nozzle positioning itself within that transformation?

“The defining transformation of the next decade will be systems that can make decisions.”

The maritime industry first learned to collect data, then to analyze it. The next phase will be systems capable of making decisions within defined risk boundaries.

In our view, systems should make decisions only where risk can be measured and controlled. By combining historical data, operational logic, and risk analysis, the system can identify required actions and autonomously initiate low-risk processes.

The next evolution goes even further: systems will not only initiate actions, but also verify whether tasks have been completed correctly through visual inspection, procedural validation, and compliance checks.

In short, maritime systems are evolving from passive tools into intelligent operational platforms.

Another major transformation will come from how data is used. Companies will increasingly rely not only on their own data, but also on broader industry insights, benchmarking, and predictive trends.

Before fully autonomous vessels become

reality, autonomous decision-making systems will emerge first. And the core challenge here is not the technology itself. It is knowing when to transfer decision-making authority to the system. At NOZZLE, we position ourselves precisely at the point of correctly defining that boundary.

Ultimately, the future will depend not on how much data systems collect, but on how accurately and effectively they can act on it.

Finally, what is your most important piece of advice to companies in the maritime sector regarding digitalization?

In maritime, digitalization is too often perceived as a large-scale project. Organizations begin with the ambition to transform everything at once — and this ambition may result in a process that gets deferred for years.

The reality, however, is this: digitalization is not a transformation that happens all at once. It is a journey that progresses step by step. The most important advice, therefore, is this: start small — but start right.

You can begin with a single module — ISM and document management, for instance. Onboard the team, use the system, and begin building data. Because the most frequently overlooked point is this: the first output of digitalization is not efficiency — it is data. And that data becomes your most valuable asset over time.

Companies that begin their digitalization journey early do not simply improve their current processes — they are building the infrastructure of the future. Because artificial intelligence, analytics, and decision-support systems will feature ever more prominently in the years ahead. But for these systems to function, they require one fundamental input: data.

That data does not accumulate overnight. It is built over years. A small step taken today can therefore translate into a significant competitive advantage within a year. In short, starting your digitalization journey today means building the decision-making power of tomorrow. ■

SEAPOWER Energy Solutions

Shore Power Converter for Yachts, Shipyards

Shaft Converter for Ships

Mobile Modular Container System

Alternative Marine Power System (AMP)

Energy Storage System



mt CONVERTER **mt** UPS **mt** TRANSFORMER **mt** RECTIFIER

COLDIRONING
ALTERNATIVE MARINE POWER SYSTEM (AMP)

SHAFT CONVERTER

GREEN PORT
SEAPOWER

Economical Operations Efficient Power Distribution

Fuel savings and operational cost reduction
from optimised propulsion machinery and
reduced Auxiliary Generator operation

SEAPOWER ELEKTRİK SİSTEMLERİ SANAYİ VE TİCARET A.Ş.

Factory: Hersek Mahallesi Halil İnalcık 4. Sok. No:5 Altınova - Yalova - TÜRKİYE T: +90 (226) 531 07 32

Istanbul Office: Aydıntepe Mahallesi Sahil Bulvarı No:191/39 Tuzla - İstanbul - TÜRKİYE T: +90 (216) 494 62 07



**ECONOMICAL OPERATION
FUEL SAVINGS**
Operational Cost Reduction

www.seapower.com.tr



*“Welding Trust With
Total Quality”*



Ceksan



www.ceksan.com.tr



OZAN HİKMET ARICAN
Assoc. Prof. Dr. Captain

When Sea Routes Fail: Catastrophic Maritime Incidents, Conflict Zones, and Global Trade Disruption

Global shipping is often described as the invisible engine of international trade. More than 80% of world merchandise trade by volume is transported by sea, making maritime transportation one of the most essential pillars of the global economy. Despite its efficiency and scale, the maritime system remains highly vulnerable to disruption. A single catastrophic marine casualty or conflict in a strategic sea lane can trigger ripple effects far beyond the shipping industry, affecting supply chains, commodity prices, insurance markets, and geopolitical stability.

In recent years, the maritime sector has witnessed several events that exposed the fragility of global shipping networks. Groundings, collisions, oil spills, infrastructure failures, and armed conflicts in maritime chokepoints have collectively demonstrated that shipping disruptions are no longer isolated operational incidents; they are systemic global risks (Arican, 2025).

From the blockage of the Suez Canal by the Ever Given to attacks on merchant vessels in the Red Sea and operational instability in the Black Sea, maritime disruptions have increasingly become matters of economic security.

Maritime Casualties as Global Economic Events

Traditionally, marine casualties were viewed primarily through a safety or environmental lens. Ship collisions,

groundings, and machinery failures were investigated to improve navigational safety, prevent pollution, and enhance operational procedures. However, the scale of modern maritime trade has transformed major accidents into global economic events.

One of the most striking examples is the Ever Given grounding in March 2021. The ultra-large container vessel became grounded in the Suez Canal during adverse weather conditions, effectively blocking one of the world's most critical trade arteries for nearly a week. The consequences were immediate and severe.

Hundreds of vessels accumulated at both entrances of the canal, including container ships, crude oil tankers, LNG carriers, and bulk carriers. Delayed cargoes disrupted manufacturing schedules, retail inventories, and commodity flows across Europe, Asia, and the Middle East.

The incident demonstrated a fundamental reality: efficiency-driven supply chains are highly dependent on uninterrupted maritime flow.

A disruption lasting only a few days generated billions of dollars in estimated economic losses, increased freight uncertainty, and reignited discussions regarding route dependency and chokepoint vulnerability.

Similarly, the 2024 collapse of the MV Dali Baltimore bridge collision after the

containership Dali struck critical infrastructure highlighted another dimension of catastrophic maritime risk.

Although the incident occurred within a port approach rather than an international chokepoint, its implications extended well beyond local operations. The closure of the Port of Baltimore affected automotive shipments, bulk cargo operations, and regional logistics networks. It also raised urgent questions regarding aging port infrastructure, vessel emergency preparedness, and navigational risk management in constrained waterways.

These incidents reveal that maritime casualties can disrupt not only sea routes but also landside logistics ecosystems.

Environmental Disasters and Regulatory Consequences

Some catastrophic maritime incidents generate consequences that extend beyond operational disruption into environmental, legal, and reputational domains.

The Exxon Valdez oil spill remains one of the most influential maritime environmental disasters in history. The tanker grounding in Alaska released millions of gallons of crude oil into ecologically sensitive waters, causing long-term environmental damage and public outrage.

The disaster triggered regulatory reforms, including stricter tanker construction requirements and the accelerated adoption of double-hull standards.



Environmental disasters create a dual burden for shipping. First, they generate direct financial liabilities through cleanup costs, compensation claims, and legal penalties. Second, they accelerate regulatory tightening. In modern shipping, a major pollution event no longer affects only one company or vessel owner. It can reshape technical standards, operational procedures, and compliance expectations across the industry.

As environmental awareness and ESG expectations continue to grow, catastrophic pollution incidents increasingly influence investor sentiment, insurer risk models, and stakeholder confidence.

Conflict Zones and Maritime Security Risks

If accidents reveal operational fragility, maritime conflict zones expose geopolitical fragility.

Recent attacks against merchant vessels in the Red Sea have significantly altered global trade patterns. The Red Sea crisis introduced a new layer of security uncertainty to one of the world's most strategically important maritime corridors.

Commercial ships transiting near the Bab-el-Mandeb Strait and toward the Suez Canal faced missile, drone, and armed attack risks. For shipowners and charterers, the operational calculation changed dramatically.

The shortest route was no longer the safest route.

As a result, many operators diverted vessels around the Cape of Good Hope, adding thousands of nautical miles to voyages between Asia and Europe.

This rerouting generated several consequences:

- increased bunker consumption,
- longer transit times,
- reduced effective fleet capacity,
- schedule unreliability,
- higher freight rates.

War risk insurance premiums surged, and underwriters became increasingly cautious regarding transit approvals. The maritime industry effectively absorbed geopolitical risk through operational inefficiency. A similar dynamic has been observed in the Black Sea following the Russo-Ukrainian War.

The conflict severely disrupted grain exports, increased mine-related navigational risks, and created uncertainty surrounding safe passage arrangements. Given the Black Sea's importance for agricultural exports, especially wheat and corn, shipping instability directly affected food security and commodity pricing in import-dependent regions.

This highlights an important truth: maritime conflict is no longer merely a regional issue. It is a global economic transmission mechanism.

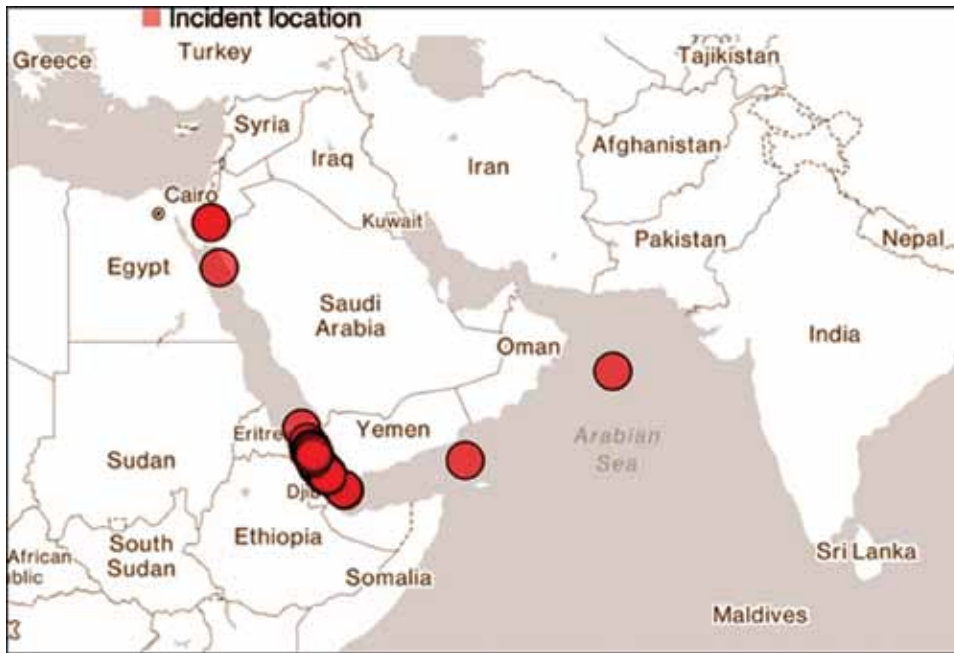
Strategic Maritime Chokepoints Under Pressure

Several maritime corridors are disproportionately important to global trade.

These include:

- Suez Canal
- Panama Canal
- Strait of Hormuz
- Bab-el-Mandeb Strait
- Strait of Malacca

Disruptions in these locations create outsized consequences because they function as maritime bottlenecks. A grounding, collision, infrastructure failure,



drought, or military escalation in these areas can rapidly constrain trade flows. For example, reduced transit capacity in the Panama Canal due to drought conditions demonstrated that even climate-related factors can create chokepoint instability. Therefore, the concept of maritime disruption must be broadened beyond collision or grounding events. Modern shipping faces a multidimensional threat environment including:

- navigational accidents,
- cyber threats,
- armed conflict,
- climate constraints,
- infrastructure fragility.

Insurance, Freight, and Commercial Volatility

One of the most immediate consequences of catastrophic maritime events is commercial volatility. Marine insurance markets respond rapidly to elevated uncertainty.

After major casualties or conflict escalation, shipowners may face:

- increased hull and machinery premiums,
- higher P&I exposure,
- war risk surcharges,
- more restrictive underwriting conditions.

These costs are ultimately embedded

into freight markets. Freight rates often surge not only due to physical disruption, but because uncertainty itself has economic value. A delayed vessel, rerouted voyage, or temporarily inaccessible port reduces system efficiency. When enough inefficiencies accumulate, global shipping capacity tightens.

This was clearly visible after both the Ever Given incident and Red Sea disruptions.

Container freight rates rose significantly as longer voyage durations reduced available vessel supply. In effect, catastrophic events can create artificial scarcity within shipping networks.

Crew Safety and Human Factors

Beyond economic and strategic considerations, catastrophic maritime incidents also carry human consequences. Crew members operating in conflict-prone waters face elevated psychological and physical risk. Extended rerouting increases voyage duration, fatigue exposure, and operational stress.

In casualty scenarios, crews are often the first exposed to danger yet the least visible in public narratives. Maritime resilience therefore cannot be discussed solely in terms of infrastructure and trade.

Human factors remain central.

A fatigued crew operating under

commercial pressure in congested or high-risk waters increases the probability of operational error. Thus, the relationship between safety, security, and human performance is becoming increasingly interconnected.

Strategic Lessons for the Future

The growing frequency and visibility of catastrophic maritime disruptions offer several lessons for the shipping industry. First, resilience must complement efficiency. Shipping networks optimized exclusively for cost minimization are highly vulnerable to disruption. Second, route diversification is increasingly strategic. Operators must develop realistic contingency planning for chokepoint failure scenarios. Third, maritime security is now inseparable from commercial planning. Voyage planning increasingly requires geopolitical awareness, intelligence monitoring, and dynamic risk assessment. Fourth, infrastructure and regulatory preparedness must evolve.

Ports, canals, and maritime authorities must reassess crisis response capabilities in light of larger vessels, denser traffic, and emerging threats.

Catastrophic maritime incidents and conflicts in strategic sea lanes are no longer isolated operational concerns. They are systemic disruptions with consequences extending across trade, energy, food security, logistics, and geopolitics. From vessel groundings and infrastructure collisions to armed attacks in critical waterways, recent events have exposed the fragility of global maritime dependence on a limited number of strategic routes. In an era defined by interconnected risk, the future of shipping will depend not only on larger vessels, faster operations, or greener fuels, but on the industry's ability to anticipate disruption and adapt to uncertainty.

When sea routes fail, the consequences are never confined to the sea. They are felt across the entire architecture of global commerce. ■

AKSISFIRE: Engineering Power Driving the Future of Fire Safety in Maritime Industry

AKSISFIRE's engineering philosophy represents far more than the manufacturing of fire suppression systems. By integrating design, production, and commissioning processes under a single structure, the company delivers holistic solutions to the increasingly complex safety requirements of the maritime industry.

With more than 30 years of experience and solutions actively operating on over 1,000 vessels worldwide, AKSISFIRE develops fire safety systems for a broad range of applications, from tankers and passenger vessels to special projects and hybrid platforms. According to Görkem Berk Kunal, R&D Manager at AKSISFIRE, fire safety in shipping is no longer solely about "extinguishing fires"; it is now being reshaped around environmental sustainability, human safety, digital integration, and operational continuity.

The Era of "Integrated Safety" in Maritime Industry

AKSISFIRE's key differentiator is its fully integrated workflow: from design and in-house production to commissioning. This approach bridges the gap between theory and practice, ensuring flawless system operation in real-world conditions.

Our advantages are: - in-house production ensures strict quality control, traceability, and full compliance with international maritime standards; - direct interaction between engineers and production speeds up problem resolution and reduces delivery times, which is critical for shipbuilding; - the turnkey safety concept minimizes delays and improves overall project efficiency through prompt response to any challenges.

Customized Safety Scenarios for Every Vessel Type

AKSISFIRE provides tailor-made fire safety solutions by conducting specialized risk analyses for every vessel type, from tankers to passenger ships. While tankers prioritize flammable vapor control via foam and inert gas systems, passenger



vessels focus on human safety through non-toxic watermist technologies. Furthermore, technical areas with dense electronics utilize clean agent systems to protect sensitive equipment from residue damage, ensuring total operational continuity.

Watermist and Clean Agent Systems: The New Standard in Modern Shipping

One of the most significant transformations in the maritime industry in recent years has been the transition from conventional carbon dioxide systems to environmentally friendly technologies centered on human safety. According to AKSISFIRE, watermist and FK-5112-based clean agent systems have become among the most preferred solutions onboard modern vessels.

The primary advantage of these systems is their safe application in occupied spaces. While traditional CO2 systems may pose fatal risks in certain environments, next-generation clean agent technologies enable rapid intervention without endangering human health.

Regulations and the Complexity of Global Operations

One of the greatest challenges for companies operating in the international maritime sector is the technical complexity created by varying regional regulations. Although SOLAS and IMO standards establish the global framework, regional requirements such as European Union regulations practices often add further layers of complexity to projects. To address rapidly evolving regulations

— including PFOS-based extinguishing agent bans, and new environmental standards — AKSISFIRE has established a strong R&D and regulatory compliance infrastructure.

Digitalization is Redefining Fire Safety

According to AKSISFIRE, one of the most decisive trends shaping the future of the industry will be artificial intelligence, IoT, and remote monitoring technologies. Fire safety is no longer limited to physical equipment; it is evolving into a data-driven, proactive, and predictive system architecture.

Through its integrated detection and alarm infrastructures, AKSISFIRE is actively contributing to this transformation. The company emphasizes that fire safety systems will become the digital backbone of next-generation autonomous and smart vessel concepts.

A Sustainable and Human-Centered Safety Philosophy

One of the company's key focus areas is environmentally responsible fire suppression technologies.

These systems not only provide environmental advantages, but also offer safe use for human health.

AKSISFIRE aims to build the future of maritime safety on systems that are environmentally conscious and centered on human protection. The company's vision clearly demonstrates that fire safety is no longer merely an equipment investment, but a strategic element defining the operational sustainability of modern vessels.

From Security to Shipyard: One Partner, Total Control



SUPERVISION

ESKO Marine delivers integrated **drydock** and **project management** solutions through direct partnerships with leading shipyards in **Yalova** and **Tuzla**. Supported by strong infrastructure and skilled teams, each yard handles over +30 vessels annually for **Special Survey, Interim Survey, and repair works**.

In line with owner and manager requirements, we assign dedicated **Technical, Deck, and Electrical Superintendents**, along with **Project Coordinators**, acting on behalf of the owner. This ensures seamless coordination between shipowner representatives, shipyards, class societies, and local suppliers.

Our track record includes over **30 drydocking projects**, **80+ site manager assignments**, and **120+ retrofit supervision projects**, including EGCS, BWTS, and energy efficiency upgrades. With ESKO Marine, you gain a trusted partner delivering efficiency, transparency, and technical excellence.

SHIPPING AGENCY

As your trusted partner in Turkish ports and straits, we act as a strategic extension of your operations, ensuring seamless coordination and reliable service at every stage. Our **Full Shipping Agency Services** manage port calls in full compliance with local regulations, while our **Protective Agency solutions** safeguard owners' interests and minimize risks. With strong expertise in the **Istanbul and Canakkale Straits**, we ensure efficient transits and prevent costly delays. We provide comprehensive **Husbandry Services**, including **crew changes, medical assistance, and supplies, all supervised by experienced boarding officers**. Our **Survey & Inspection Services** combine drone technology with diving and underwater repair solutions. From dry docking to logistics and customs, our "one-stop-shop" approach ensures efficient and optimized operations.

MARITIME SECURITY & ARMED GUARD SERVICES INDIAN OCEAN & WEST AFRICA

"Your Concerns, Our Mission."

Eskomarine is one of the leading maritime security providers in the Maritime Security Services Market, with more than **15 years of experience** in the field. We continuously strive to deliver the most **efficient and cost-effective** solutions for your High-Risk Area (HRA) transit requirements, ensuring maximum safety and operational support for your fleet.

We currently control **more than +8 Floating Armories in the Indian Ocean**, enabling us to recommend the most suitable deployment locations based on your vessel's route. This approach helps to **minimize deviation and reduce fuel consumption**, ensuring optimal operational efficiency. In addition, we provide **complimentary 24/7 digital monitoring and route advisory services**, continuously tracking vessels and ETA updates to optimize service duration and ensure smooth operations.



ESKO MARINETECH

ESKO Marinetech is an engineering and manufacturing initiative established to deliver integrated solutions for deck equipment, hydraulic systems, and safety-critical marine applications. Combining ESKO Marine's field experience with Üretimark's production and design capabilities, we support shipowners, shipyards, and managers with tailor-made solutions for rescue boat davits, free fall lifeboat davits, cranes, hydraulic power units, control systems, offshore equipment, and retrofit projects.

Our approach covers the full project cycle, from engineering and production to installation, commissioning, maintenance, and emergency technical support. In line with SOLAS requirements and class society standards, our equipment projects are developed with a focus on operational reliability, compliance, and long-term serviceability. ESKO Marinetech aims to be more than a supplier: a responsive engineering partner for newbuilding, conversion, drydock, and modernization projects worldwide.



Capt. UMUR UGURLU

Oceangoing Master, Seaway Logistics Professional
umurugurlu@umurugurlu.com

Boards, Seas, and Civilizations: How Ancient Games Reveal the Future of Global Maritime Trade

Three Games, Three Civilizations

To understand the current upheaval in global maritime trade, one must first understand the civilizations that are shaping it — not through economic charts or naval tonnage alone, but through the games they invented. Games are mirrors. They reveal how a civilization thinks, plans, and defines victory.

The West plays Chess. In chess, the goal is singular and absolute: capture the king. Once the king falls, the game ends. This logic has guided Western foreign policy for centuries. In Iraq, the removal of Saddam Hussein was the checkmate. In Libya, the fall of Gaddafi ended the game. In Venezuela, the isolation of Maduro was the target. Capture the king; declare victory; exit the board. It is a strategy of decisive, visible endpoints.

Iran plays Backgammon - Nard, as the Persians call it, a game that Iranian civilization is widely credited with inventing over 5,000 years ago. In backgammon, there is no king. The board is a field of movement, probability, and patience. When Ayatollah Khamenei was killed on February 28, 2026, Western analysts expected paralysis. Instead, the Islamic Revolutionary Guard Corps (IRGC) closed the Strait of Hormuz within hours. The game did not end. The dice simply shifted. Iran's strategic culture has no single point of failure — it operates through networks, proxies, and distributed resilience.

China plays Go - the oldest and most complex strategy game in the world, born in China approximately 4,000 years ago. In Go, the objective is not to destroy the opponent's pieces but to surround them, to encircle territory silently and patiently.



A master of Go can see dozens of moves ahead, but even grandmasters are often surprised when they realize they have been encircled long before the decisive moment arrives. China's commercial and maritime expansion follows precisely this logic: not confrontation, but encirclement through infrastructure, investment, and institutional presence.

These three civilizational strategies are now colliding in the world's most important maritime corridors.

On February 28, 2026, the United States and Israel launched a coordinated military campaign against Iran, assassinating Supreme Leader Ali Khamenei and striking key IRGC installations. The chess move was made: the king had been removed. But the game did not end. Within days, Iranian forces — operating through their resilient, decentralized military structure — declared the Strait of Hormuz closed to vessels affiliated with the US, Israel, and their Western allies. What followed was the largest maritime disruption in modern history. The Strait,

which before the conflict carried approximately 25% of the world's seaborne oil and 20% of its liquefied natural gas, ground to a virtual halt. Tanker traffic that had averaged over 153 vessel transits per day collapsed to just 13 per day within the first week of the conflict. War-risk insurance premiums surged by more than 1,000% in some cases. Brent crude oil prices broke \$100 per barrel for the first time in four years, reaching a peak of \$126 per barrel by mid-March 2026 — the largest single-month oil price increase ever recorded. Major carriers, including Maersk and Hapag-Lloyd, suspended all transits and rerouted vessels around the Cape of Good Hope, adding weeks to delivery times and billions to freight costs. Nearly 2,000 ships and 20,000 seafarers were trapped inside the Persian Gulf.

The backgammon player had rolled again. The board had not been cleared — it had been transformed.

China's Go Strategy: Silent Encirclement on the High Seas
Long before the first bomb fell on

Tehran in 2026, China had already been placing its stones across the maritime board. Through President Xi Jinping's Belt and Road Initiative (BRI), Beijing has established ownership or operational stakes in ports spanning Burma, Sri Lanka, Pakistan, Djibouti, Egypt, Greece, Italy, Spain, Morocco, and dozens of other countries. The 21st Century Maritime Silk Road is not a shipping lane — it is a strategic web, carefully woven over two decades. Even as the Iran conflict erupted, China publicly called for deepening the “Belt and Road International Port Alliance” and improving cooperation along maritime corridors. The Go master does not pause mid-game for a crisis; he uses the crisis to place more stones. China's position in the current conflict is a masterclass in Go-style pragmatism. Beijing neither endorsed Iranian military action nor condemned it. Instead, it negotiated quietly. By early March 2026, Iran announced that Chinese-flagged vessels would be permitted to transit the Strait — a privilege denied to Western carriers. Chinese ships began broadcasting “CHINA OWNER” on their transponders as a safe-passage signa. China simultaneously dispatched its 48th naval fleet — including the missile destroyer Tangshan and the frigate Daqing — from its Djibouti base toward the Strait, participating in the joint “Maritime Security Belt 2026” exercises alongside Russia and Iran.

This dual approach — securing energy supply while maintaining plausible neutrality — is the essence of the Go strategy. China is not trying to win the Middle East conflict. It is positioning its pieces so that regardless of how the conflict resolves, Chinese trade flows, port networks, and diplomatic relationships remain intact. China currently imports approximately 13% of its crude from Iran and depends on the Gulf for roughly 30% of its total oil supply. The Strait's closure is painful for Beijing, but it also creates an opportunity: as Western shipping retreats, Chinese carriers quietly expand their footprint in

the remaining corridors. The player who keeps pieces on the board when others are retreating gains territory.

On the other hand Russia does not lead the maritime game in 2026 — but it plays a significant supporting role as part of a broader struggle between Western maritime dominance and BRICS-aligned alternatives, calling for a “full-fledged strategic maritime dimension” within the bloc. Russian naval vessels participated in joint exercises in the Strait of Hormuz and the Gulf of Oman alongside Chinese and Iranian forces. Russia's strategic interest is not in Iranian victory or defeat, but in the prolongation of Western distraction. Every week that US carrier strike groups remain anchored in the Persian Gulf is a week that reduces Western naval attention to the Baltic, the Black Sea, and the Arctic corridors through which Russian energy and trade flow. In this sense, Russia's maritime strategy is also a form of Go: not direct confrontation, but the exploitation of opponent distraction to expand one's own territorial presence.

The rerouting of global shipping away from the Gulf and the Red Sea — already underway since the Houthis attacks of 2023–2025 — will accelerate. The Cape of Good Hope has re-emerged as a primary east–west corridor, with daily diversion traffic reaching record levels. This adds an estimated 10–14 days to transit times for Asia–Europe routes, permanently restructuring freight costs and insurance pricing. Carriers will not quickly return to the riskier corridors, even after a ceasefire. The crisis has demonstrated the fragility of the world's energy supply chains and the inadequacy of Western maritime insurance mechanisms in conflict zones. And most consequentially, China's privileged access to Iranian-controlled waters — even if temporary — has revealed the strategic depth of its maritime diplomacy. While Western carriers were barred, Chinese vessels moved. This is not a minor commercial advan-

tage; it is a demonstration of geopolitical positioning with decades of implications. It confirms that the BRI port network is not merely commercial infrastructure — it is a strategic asset that functions precisely when conventional shipping collapses.

Over the longer horizon, the crisis may accelerate the bifurcation of global maritime trade into two parallel systems: a Western-aligned network centered on military chokepoints, US Navy escort capabilities, and dollar-denominated freight contracts; and a BRICS-aligned network built around Chinese port investments, yuan-denominated trade settlements, and diplomatic access agreements like the one China has quietly secured with Iran.

The United States made its chess move. It removed the king. But the game on the ocean is not chess. It never was. Iran, playing backgammon, continues to roll the dice — distributed, resilient, and unmatched in its ability to inflict asymmetric costs on a superior military power. The Strait of Hormuz is not a single square on a chessboard; it is a field of probability that Iran has spent decades learning to navigate. China, playing Go, watched patiently as its rivals exhausted themselves on a board it had already begun to surround. Its ships sail through closed straits. Its ports anchor across six continents. Its naval exercises signal partnership to those who feel encircled by the West. By the time the chess player looks up from the board, the Go player may have already claimed the sea.

The future of global maritime trade will be shaped not by who wins the war in the Persian Gulf, but by who controls the ports, the insurance frameworks, the trade corridors, and the diplomatic relationships that determine which ships sail safely — and which fly “CHINA OWNER” on their transponders when no one else can pass.

It seems the ocean is a Go board.

Wishing Calm Seas to All Mariners ■

Sources & References

Wikipedia: 2026 Strait of Hormuz Crisis | Congressional Research Service (CRS) R45281 | CSIS Analysis, March 2026 | UNCTAD Report, March 2026 | Windward Maritime Intelligence | Supply Chain Dive / Vespucci Maritime (TPM26) | Lloyd's List | Modern Diplomacy | South China Morning Post | Christian Science Monitor | Hudson Institute | SpecialEurasia.com | NBC News |

“Long-Term Success in Shipping Depends on Making Quality Sustainable”

Founded in 1993 and operating in the shipbuilding sector for more than three decades, Tufan Gemi Donatım has become one of the key solution partners of the Turkish shipbuilding industry through its expertise in accommodation outfitting systems. Building on its long-standing experience in panel systems, insulation, ventilation, flooring applications, and furniture manufacturing, the company has recently expanded its capabilities into fire-resistant door systems while continuing to strengthen its product portfolio and technical infrastructure through new investments.

Speaking about the company's latest developments, General Manager Metin Kılıçarslan emphasized that Tufan Gemi Donatım aims to carry its 33 years of industry experience into the future through a strong focus on safety, durability, and sustainable quality standards.

Kılıçarslan stated that a major investment completed in 2025 significantly increased the company's capacity in the manufacturing, maintenance, and installation of A60, A0, and B15 class airtight and fire-resistant doors.

“Door Systems Play a Critical Role in Vessel Safety”

Highlighting the growing importance of safety standards in the maritime industry, Kılıçarslan noted that the performance of A and B class fire-resistant doors has become increasingly critical for operational safety onboard vessels.

He underlined that, beyond fire resistance, airtight performance is equally important in door systems, warning that the loss of movement tolerance or sealing capability over time may create serious operational and safety risks.

According to Kılıçarslan, Tufan Gemi



Donatım's decades-long experience in panel and insulation systems has provided a strong technical foundation for its door system solutions. He added that the company aims to combine aesthetics and durability through evolving production technologies and engineering capabilities.

“Technology Has Significantly Improved Workforce Efficiency”

Kılıçarslan also pointed to the major technological transformation reshaping shipbuilding and outfitting operations, particularly over the last two decades. He stated that advancements in automation systems and machinery technologies have substantially improved operational efficiency and production quality.

Recalling that transporting panels to upper decks once required days of manual labor, Kılıçarslan explained that modern equipment now enables the same operations to be completed in a much shorter time frame. He stressed that technological progress contributes not only to speed, but also to occupational safety and overall

operational quality.

Kılıçarslan added that the Turkish maritime industry must continue investing in technology in order to remain competitive in global markets.

“Sustainability Has Become a Way of Life”

Addressing the growing importance of sustainability and inspection mechanisms within the maritime industry, Kılıçarslan said that environmental and operational standards are now directly shaping the future of the sector.

He emphasized that sustainability should no longer be viewed as a limited corporate objective, but rather as a broader way of life integrated into every aspect of operations. Kılıçarslan also noted that increasingly strict inspection procedures in the maritime industry are contributing positively to this transformation.

In this context, he highlighted the important role played by personnel involved in coastal safety and inspection processes, describing their efforts as highly valuable for the sector as a whole.

“Trust and Reputation Mean Everything in This Industry”

Reflecting on the company's 33-year journey, Kılıçarslan stated that trust and reputation remain the most valuable assets in the maritime industry.

Although the industry may appear large from the outside, he noted that the professional community is closely interconnected, making quality, consistency, and reliability essential for long-term success.

Kılıçarslan concluded by emphasizing that producing high-quality work naturally leads to commercial success, while customer satisfaction and technical reliability continue to stand among the industry's most important fundamentals.



**EXPERT
SHIP SERVICE**

**YOU ARE
SAFE WITH US!**

📍 Tuzla - Istanbul

☎ +90 216 457 33 41

☎ +90 505 590 09 02

✉ info@reinamarine-shipservice.com





Atty. CEM CONGAR

Founding President of the Turkish Young Maritime Lawyers' Association

War Risk Is No Longer Exceptional: The New Normal for Shipowners

For much of modern shipping history, war risk was treated as an exceptional peril: serious, certainly, but geographically limited and commercially episodic. It appeared in negotiations when a vessel was ordered to a recognised conflict zone, when underwriters issued a circular, or when a charterparty rider required amendment before fixture. That world has changed. Today, war risk is no longer a remote clause buried in the back of a standard form. It has become a recurring commercial, operational and legal reality for shipowners trading through the Red Sea, the Strait of Hormuz, the Black Sea and the Eastern Mediterranean.

This development matters because war risk does not affect only the safety of the ship. It alters the economics of the

voyage, the availability and cost of insurance, the validity of charterers' orders, the legal status of ports and berths, and the allocation of delay, deviation and additional premiums. A voyage that appears commercially sound at the time of fixture may become materially different once an additional war risk premium, a longer route around the Cape of Good Hope, increased bunker consumption, crew risk allowances, armed security costs and potential off-hire arguments are added to the calculation. For shipowners, the modern question is no longer simply whether a region is dangerous. The sharper question is: who bears the legal and financial consequences of that danger?

The answer will usually be found in the interaction between the charterparty,

the insurance programme and the factual risk assessment available at the time of decision. English law remains central to this analysis because many international charterparties, bills of lading and marine insurance disputes are governed by English law or resolved in London arbitration. The authorities show a consistent theme: the law recognises genuine danger, but it does not reward vague anxiety, commercial opportunism or poorly documented decision-making. War risk must be assessed with precision.

The New Geography of Maritime War Risk

The Red Sea has become one of the clearest examples of war risk entering mainstream voyage planning. For decades, the Suez Canal route was primarily a



commercial calculation involving distance, canal dues, time savings and bunker efficiency. Once attacks on merchant shipping and naval-security concerns became part of the operational landscape, the decision changed character. Avoiding the Red Sea by routing around the Cape may reduce exposure to hostile action, but it creates its own consequences: longer voyages, higher fuel costs, delayed delivery, disrupted liner schedules and disputes over whether the resulting time and expense are for owners' or charterers' account.

The **Strait of Hormuz** presents a different but equally serious profile. It is a strategic chokepoint for energy trade and is vulnerable to state interference, seizure, naval confrontation, mines, drones and retaliatory escalation. The legal risk is not limited to physical attack. A vessel may be detained, delayed, sanctioned, investigated or prevented from trading because of cargo, ownership, flag, financing or counterparties. In this context, a shipowner's war risk assessment must include not only navigational safety but also sanctions compliance and insurance recoverability.

The **Black Sea** remains a particularly complex theatre because war-related risks may include mines, missile strikes, port restrictions, drone activity, military exclusion areas and rapidly changing export corridors. A port may be physically capable of receiving a ship yet legally unsafe if the vessel cannot reach it, remain there and depart without exposure to danger that cannot be avoided by ordinary seamanship. The **Eastern Mediterranean**, by contrast, may present a more uneven picture: some trades continue without interruption, while others become sensitive due to regional escalation, naval activity, cargo identity, sanctions exposure or proximity to conflict.

For owners, the lesson is that modern war risk is not confined to one sea lane or one form of peril. It is multi-regional, fast-moving and legally layered. The same event may trigger a war risk clause, an insurance notice obligation, a safe port objection, a sanctions review, a deviation dispute and a disagreement over hire or



demurrage. That is why war risk must be treated as a legal workflow, not merely an operational warning.

War Risk Premiums and the Economics of the Voyage

War risk premiums have become a core cost of modern voyage economics. They are no longer occasional surcharges to be discussed only in extreme cases. In certain trades, they may determine whether a fixture remains profitable at all. The difficulty is that premiums may change after the charterparty is concluded but before the vessel enters the relevant area. Underwriters may impose additional premium requirements, amend breach areas, restrict cover or require specific risk-mitigation measures. If the charterparty does not clearly allocate those costs, a commercial disagreement can quickly become a legal dispute.

The starting point is contractual wording. Some charterparties provide that charterers must reimburse owners for additional war risk premiums incurred as a result of charterers' orders. Others are narrower, referring only to hull war risk additional premiums, leaving uncertainty over P&I war cover, loss of hire, kidnap and ransom, crew bonuses or security costs. Owners should not assume that every cost connected with war risk is automatically recoverable. Charterers, equally, should not assume that owners have priced unlimited geopolitical exposure into the freight or hire.

English law will examine the bargain actually made. If the clause requires reimbursement of "all additional war risk premiums", the owner's position is stronger, provided the premium is properly evidenced and causally connected to the charterers' orders. If the clause is narrow or ambiguous, recovery may be more difficult. Supporting documentation from brokers or underwriters is therefore essential. A vague debit note or internal calculation may not be enough in a contested arbitration.

The Supreme Court decision in *Herculito Maritime Ltd v Gunvor International BV (The Polar)* [2024] UKSC 2 is a timely reminder that insurance and premium-allocation provisions must be read carefully. The case arose from a piracy incident and considered the relationship between charterparty terms, bills of lading, general average and insurance arrangements. One practical lesson is clear: the presence of insurance provisions does not automatically create a complete code for all consequences of the insured peril. Clear words are required if parties intend to shift or exclude liabilities that would otherwise arise.

P&I, Hull and Machinery, and War Exclusions

A common mistake is to speak of "war risk insurance" as though it were a single product. In reality, a shipowner's insurance programme is layered. Ordinary Hull and Machinery insurance generally responds

to physical loss of or damage to the vessel caused by insured marine perils, but war perils are commonly excluded and insured separately under hull war risk cover. P&I insurance protects against third-party liabilities such as cargo claims, crew injury, pollution, collision liabilities and wreck removal, but standard P&I rules typically contain war exclusions, subject to separate or excess war risk arrangements.

This distinction matters because a war-related incident may produce several types of loss at once. A missile strike may damage the hull, injure crew, delay cargo, cause pollution, trigger salvage, give rise to general average and create charterparty disputes. Different parts of the loss may fall under different insurance layers, and some may not be insured at all. Physical damage is one thing; loss of profit, missed employment, increased bunkers, reputational harm and delay claims are another.

Sanctions add another layer of difficulty. A claim may appear covered as a matter of policy wording, but payment may be restricted if insurers, banks or clubs are prevented from dealing with a sanctioned entity, cargo, port, trade or payment route. A vessel may complete a voyage without physical incident and still expose the owner to serious legal consequences if the trade is sanctions-sensitive. For that reason, war risk due diligence must include ownership, cargo, charterer, sub-charterer, receiver, port, payment chain and insurance analysis.

Detention is particularly problematic. A vessel may be held by authorities, blocked by military measures or trapped by closure of a waterway without suffering physical damage. The commercial consequences can be severe, but insurance recovery and charterparty allocation depend on precise wording. In *The Saldana* [2010] EWHC 1340 (Comm), a vessel seized by Somali pirates remained on hire under the relevant NYPE off-hire clause because the wording did not bring the seizure within the off-hire events relied upon. The case is a useful warning: if parties intend capture, seizure, detention, piracy or war-related delay to place the vessel off hire, they should say so expressly.

Rerouting, Employment Orders and Deviation

Rerouting is often presented as a practical safety decision, but legally it is much more than that. Under a time charter, charterers generally control the commercial employment of the vessel, including port nominations and, in many circumstances, routing instructions. Under a voyage charter, the owner has undertaken to perform a particular voyage, and deviation from the contractual route may expose the owner to claims unless justified by contract, necessity or recognised legal liberty. Bills of lading may further complicate the position if cargo interests allege delay or unauthorised deviation.

The House of Lords decision in *The Hill Harmony* [2001] 1 AC 638 remains important. Although it concerned weather routing rather than war risk, it clarified the distinction between navigation and employment under a time charter. Charterers' routing instructions may be legitimate employment orders, provided they do not interfere with the master's responsibility for safety and navigation. In war risk cases, this principle becomes delicate. A charterer may argue that the vessel must proceed by the usual commercial route. The owner may respond that the route exposes the ship, crew or cargo to a real war risk and that the charterparty permits refusal or alternative routing.

The Commercial Court decision in *The Triton Lark* [2012] EWHC 70 (Comm) is especially relevant. The case concerned the CONWARTIME 1993 clause and piracy risk in the Gulf of Aden. Teare J held that the phrase "may be exposed to War Risks" required more than a bare possibility; it required a real likelihood of exposure. This is a practical and balanced test. Owners do not have to wait until their own vessel is attacked, but they must rely on more than speculation or general nervousness. Intelligence reports, naval advisories, insurer notices, previous incidents, cargo sensitivity and vessel-specific factors may all be relevant.

The Court of Appeal's decision in *The Product Star* (No 2) [1993] 1 Lloyd's

Rep 397 also remains significant. Where a contract gives owners discretion to refuse an order on war risk grounds, that discretion must be exercised honestly and rationally, not arbitrarily or capriciously. This protects both sides. Owners cannot use war risk as a convenient excuse to escape an unattractive fixture. Charterers cannot dismiss a properly evidenced safety concern merely because performance has become commercially inconvenient.

Safe Port and Safe Berth in a Hostile Environment

The safe port and safe berth undertaking is one of the most important legal tools in modern war risk disputes. Under English law, a port is not safe unless the particular vessel can reach it, use it and depart from it without being exposed to danger which cannot be avoided by good navigation and seamanship, in the absence of an abnormal occurrence. This classic formulation comes from *The Eastern City* [1958] 2 Lloyd's Rep 127 and remains the foundation of the doctrine.

The concept of safety is not limited to physical characteristics such as depth, berth structure, tugs, swell or navigational hazards. A port may be unsafe because of political violence, war, blockade, mines, missile attacks, seizure risk, civil unrest or hostile state action. A terminal may have excellent infrastructure but still be unsafe if vessels calling there face a real and foreseeable risk of attack or detention. In this sense, modern war risk has expanded the practical importance of safe port warranties.

However, charterers are not insurers against every later event. The timing of nomination and the foreseeability of danger are critical. In *The Evia* (No 2) [1983] 1 AC 736, the vessel was ordered to Basrah before the outbreak of the Iran-Iraq war and later became trapped. The House of Lords held that the port had been prospectively safe when nominated and that the outbreak of war was an abnormal occurrence. The case does not mean that war can never render a port unsafe. It means that the court will examine whether the relevant danger was foreseeable, suffi-

ently connected with the port, and present at the time of nomination.

The Supreme Court decision in *The Ocean Victory* [2017] UKSC 35, although concerning weather conditions at Kashima rather than war, further illustrates the importance of abnormal occurrence. A combination of rare conditions may fall outside the safe port warranty. By analogy, a sudden and unforeseeable attack may be treated differently from a persistent, known and escalating pattern of hostile action. In modern conflict zones, the more regular and foreseeable the violence becomes, the harder it may be for charterers to characterise it as abnormal.

Owners raising a safe port objection must therefore be specific. It is not enough to say that a region is dangerous. The owner should identify the precise danger, the particular vessel's exposure, the relevant port or berth, the timing of the nomination, the available intelligence and the contractual basis for refusal. A well-documented objection is far stronger than a general expression of concern.

Drafting for the New Normal

The most effective response to modern war risk is careful drafting before the fixture is concluded. War risk clauses should no longer be treated as boilerplate. The parties should expressly address whether owners may refuse to proceed to or through war risk areas, whether they may reroute, whether hire continues during rerouting or delay, who pays additional premiums, who pays for extra bunkers, whether crew bonuses and security expenses are recoverable, and what evidence is required to support the decision.

Safe port and safe berth wording sho-



uld also be reviewed carefully. A named port does not always answer the question of risk allocation. If the parties intend charterers to bear the risk of political unsafety, the wording should make that clear. If charterers wish to avoid open-ended liability for unforeseeable escalation, they should draft accordingly. The same applies to off-hire clauses. If war, piracy, seizure, detention, blocking and trapping, or naval restrictions are to place the vessel off hire, they should be expressly included.

Insurance provisions must be aligned with charterparty obligations. It is commercially dangerous for a charterparty to require trading into an area where cover is unavailable, conditional or prohibitively expensive. It is equally dangerous for an owner to assume that additional premiums are recoverable without clear wording. Legal, insurance and operations teams should review exposed voyages together before fixture. Once the vessel is approaching the risk area, negotiation becomes pressure; before fixture, it is risk allocation.

Conclusion

War risk is no longer exceptional. It is part of the ordinary legal and commercial environment in which shipowners operate. The Red Sea, Hormuz, the Black Sea and the Eastern Mediterranean demonstrate that geopolitical danger can affect routing, insurance, hire, freight, safe port obligations, sanctions compliance and the economic foundation of a voyage. English law provides a sophisticated framework, but it requires careful evidence and precise drafting.

The practical lesson is simple. Owners should not rely on broad fear; they should build a documented, vessel-specific and contract-based assessment. Charterers should not assume that employment orders override genuine safety concerns. Insurers should not be treated as a substitute for contractual clarity. In the new normal, war risk is not merely a peril at sea. It is a legal allocation problem. The parties who recognise that before the fixture will be far better protected than those who argue about it after the casualty, detention or deviation has occurred. ■

Cases:

1. Leeds Shipping Co Ltd v Société Française Bunge (The Eastern City) [1958] 2 Lloyd's Rep 127.
2. Kodros Shipping Corp v Empresa Cubana de Fletes (The Evia No 2) [1983] 1 AC 736.
3. The Product Star (No 2) [1993] 1 Lloyd's Rep 397.
4. Whistler International Ltd v Kawasaki Kisen Kaisha Ltd (The Hill Harmony) [2001] 1 AC 638.
5. Masefield AG v Amlin Corporate Member Ltd [2011] EWCA Civ 24.
6. Pacific Basin IHX Ltd v Bulkhandling Handymax AS (The Triton Lark) [2012] EWHC 70 (Comm).
7. The Saldanha [2010] EWHC 1340 (Comm).
8. Gard Marine & Energy Ltd v China National Chartering Co Ltd (The Ocean Victory) [2017] UKSC 35.
9. Herculito Maritime Ltd v Gunvor International BV (The Polar) [2024] UKSC 2.

Poseidon Marine

**Your Safety
at Sea**
Is Our Commitment



Fire Fighting Systems –
Equipment Supply & Service



Authorized Liferaft
Service & Sales



Marine Safety Equipment
Supply & Service



Lifeboat & Davit
Launching Equipment
Service and Maintenance



Crane Load
Testing Services



+90 216 493 44 24
+90 543 588 00 34
+90 533 404 83 85



www.poseidontr.net



info@poseidontr.net



YAREN CEMRE GÜLCEK
Psychologist & Maritime Wellbeing Consultant

The Human Algorithm: Why Emotional Intelligence is the Ultimate Maritime Asset in an Automated Age

The Posidonia Dichotomy: Shiny Hardware vs. Invisible Software

As the maritime world looks toward the landmark innovations of Posidonia 2026, the conversation is naturally dominated by the sheer physicality of our industry. From giant propellers to gleaming engine components and state-of-the-art bridge simulators, the industry's drive to conquer the oceans through engineering and digitalization is undeniable. We are witnessing the birth of the vessel of the future, ships that breathe through dual-fuel engines and navigate via autonomous sensors. However, amidst this celebration of hardware, a critical paradox emerges. As the industry races toward total digitalization and decarbonization, the focus remains overwhelmingly on the machine. We are perfecting the vessel, yet we risk overlooking the operator as a complex psychological entity. As a psychologist observing the industry's trajectory leading into this year's showcase, it is clear that the more sophisticated our hardware becomes, the more the industry's success hinges on the invisible software of the human mind. Emotional Intelligence (EI), psychological safety, and cognitive resilience are no longer soft skills, they are the hard requirements of modern seafaring.

The Automation Paradox: Why More Tech Needs More Human

There is a myth circulating in boardrooms that automation reduces the risk of human error by removing the human from the loop, yet, in reality, automation often creates a Higher-Stakes Loop. This is known in psychology as the Automati-

Layer of Defense	The "Hole" (Weakness)	The EI Solution
Technical / Automation	Sensor failure / Logic errors	Critical thinking & skepticism
Organizational	Pressure to meet schedules	Assertiveness & Leadership
Individual / Crew	Fatigue / Stress	Self-regulation & Resilience

on Paradox. When a system is 99% automated, the human operator spends most of their time in a state of passive monitoring. This leads to cognitive passivity and a degradation of manual skills. The danger arises during the 1% of the time when the system fails or encounters an edge case, a storm the algorithm cannot interpret or a malfunction. In that split second, the human behind the machine must transition from a passive monitor to a high-stakes decision-maker. Without high Emotional Intelligence and situational awareness, the cognitive load of this sudden transition can lead to paralysis or catastrophic error. Therefore, the Human Element is not the weak link in the chain; it is the flexible link that keeps the chain from snapping when technology reaches its limits.

The Science of Safety: The Swiss Cheese Model

To provide a scientific foundation for this argument, we must turn to James Reason's Swiss Cheese Model of accident causation. In this model, safety is represented as a series of barriers (slices of cheese). Each barrier has holes (weaknesses). Usually, these holes do not align, and the system remains safe. However, when technical failure, organizational pressure,

and human fatigue align, the holes create a straight path for a disaster.

Emotional Intelligence acts as the glue that fills these holes. A captain with high EI can sense the subtle signs of burnout in their crew before it leads to a navigational error. They can manage the organizational pressure from the shore-side office without letting it compromise the safety of the vessel. In essence, EI is the ultimate safety valve.

Psychological Safety: The Foundation of Maritime Excellence

One of the most transformative concepts in modern organizational psychology is Psychological Safety. Coined by Harvard's Amy Edmondson, it refers to a climate where people feel comfortable expressing concerns, reporting mistakes, or challenging a decision without fear of humiliation or retribution. In the maritime world, the traditional hierarchy, while necessary for command, can often act as a barrier to psychological safety. If a junior officer notices a discrepancy on the Electronic Chart Display and Information System but is too intimidated by a stern captain to speak up, the vessel is at risk. High EI leadership involves flattening



the hierarchy just enough to ensure that information flows freely. When a crew feels psychologically safe, they become a high-performing unit that catches errors early, shares knowledge, and adapts to crises with agility.

The Shore-Ship Synergy: Bridging the Empathy Gap

Psychological safety must not be confined to the hull of the vessel; it must extend to the shore-side offices that manage the fleet. There is often a significant empathy gap between the high-pressure environment of the bridge and the KPI-driven atmosphere of the shore office. When shore-side managers lack the EI to understand the lived reality of a crew, such as the decision fatigue following a difficult port call or the anxiety of a technical failure, they inadvertently increase the vessel's risk profile through unrealistic demands. True maritime excellence in 2026 requires an integrated "Human Algorithm" where organizational empathy flows in both directions. By fostering a culture where shore-side staff and seafarers operate as a single, emotionally intelligent unit, companies can reduce the "us vs. them" friction that often compromises the psychological resilience of the entire operation.

Cognitive Load and the Resilience of the Seafarer

The modern seafarer is bombarded with more data than ever before. Ema-

ils from headquarters, alarms from the bridge, and the personal stress of being isolated from family create an immense Cognitive Load. When the brain is overloaded, the first thing to go is Executive Function, the ability to plan, focus, and regulate emotions. Furthermore, we must address a modern psychological paradox: as ships become more connected via high-speed satellite internet, seafarers are becoming more socially isolated. In the pre-digital era, the messroom was the heart of social cohesion, a place for decompression and shared experience. Today, the lure of the screen often leads crew members to retreat to their cabins, replacing real-world connection with digital consumption. This digital solitude can weaken the social fabric of the crew, making it harder for colleagues to notice the subtle behavioral shifts that signal the onset of burnout or clinical stress. High-EI leadership in this automated age involves actively cultivating social capital on board, ensuring that despite the availability of the internet, the human mind remains anchored in a supportive community rather than lost in an algorithm.

Resilience is not about "toughing it out"; it is a psychological capacity to recover quickly from stress. By training seafarers in cognitive reframing and stress management techniques, we are essentially upgrading their internal processor. A resilient crew doesn't just survive a storm; they maintain the clarity of mind

required to navigate through it safely. This is the strategic Return on Investment of investing in mental health, it is a direct investment in the reliability of the fleet.

The Sustainable Mind: Psychological Resilience as the Ultimate Fuel

As we look toward the regulatory benchmarks of 2026, the conversation around ESG (Environmental, Social, and Governance) must evolve to include Mental Sustainability. While the industry is obsessed with the durability of dual-fuel engines, we often treat the human mind as a resource with an infinite capacity for stress. However, psychological resilience is a finite asset; it requires maintenance, recovery, and strategic investment. In this sense, a resilient mind is the ultimate sustainable engine of the vessel. A company that prioritizes Emotional Intelligence is not just checking a social box; it is protecting its most vital internal software. By recognizing that the cognitive health of a seafarer is a lead indicator of operational safety, the industry can move toward a model where green shipping is defined as much by the clarity and stability of the operator's mind as it is by the carbon footprint of the hull.

Moving Toward High-Touch Leadership

The message that should resonate long after Posidonia 2026 is clear: The future of shipping is undeniably High-Tech, but it must be anchored by High-Touch leadership. We must stop viewing the human element as a "variable to be managed" and start recognizing it as a "strategic competence to be nurtured". The engineering marvels that define our industry are magnificent, but they remain inert without the vitality of the human spirit. The most critical algorithm on any vessel is not found in its code, but in how the crew interacts, how they regulate stress, and how they lead each other through the unpredictable challenges of the sea. It is time to recognize that in this automated age, Emotional Intelligence is not just a soft skill, it is our most resilient hard asset. Let us invest in our people with the same fervor that we invest in our technology. ■



JUNE
26
2026



Bosphorus ShipBrokers' Dinner 2026

Lütfi Kırdar Congress Center

You are cordially invited to 7th Shipbrokers' Dinner in Istanbul which will be held in Lütfi Kırdar Congress Center on 26th June 2026.

You may contact with
info@gbd.org.tr for further information and book your place.

info@gbd.org.tr
www.gbd.org.tr

Turkish Shipbrokers' Association
Board of Directors

HONORARY



SPONSOR

PLATINUM SPONSOR



GOLD SPONSORS



SILVER SPONSORS



BRONZE SPONSORS



DIGITAL MEDIA SPONSOR

NIMBUS INSURANCE



Posidonia

40,000
ATTENDANCE

2,000
EXHIBITORS

138
COUNTRIES

The Home of Shipping

1-5 June 2026
Athens-Greece

posidonia-events.com



SABRİ ÇAĞRI SEZGİN
Maritime History Researcher

Maritime Superstitions and Practices

For centuries, sailors believed that certain objects could bring them luck. Mystical practices such as carrying lucky charms to ward off bad fortune, wearing amulets against the evil eye, and tattooing their bodies were once highly popular among seafarers. Of course, most of these beliefs had no scientific basis whatsoever; nevertheless, some of these practices did emerge from seemingly reasonable observations and experiences.

Before discussing the common superstitions and practices among sailors, it may be useful to first understand the reasons behind their emergence.

In ancient times, before the existence of navigation and communication tools, it was impossible for a ship sailing on the open sea to predict what it might encounter during a voyage. A sudden violent storm could cause a vessel to lose its course and perhaps even bring the journey to an end. Prolonged voyages often led to epidemics and deaths aboard ships, particularly on transoceanic expeditions where the risks were even greater. Faced with these unpredictable dangers, early sailors sought ways to ensure navigational safety and improve the chances of a successful voyage by developing various beliefs of their own. Whether these practices worked or not, one thing is certain: such beliefs had a significant psychological impact on sailors.

Most superstitions dating back to antiquity were ritualistic practices shaped by spirit worship. For example, offering wine to the god of the sea was believed to ensure a safe voyage and bring good fortune to the crew. Throwing stones into the sea, on the other hand, was thought to disrespect sea spirits and stir up the waves. Similarly, whistling on deck was believed to summon strong winds. Another ancient practice believed to bring luck was the tradition of placing a silver coin beneath the main mast.



Sailors of earlier eras believed their ships were female and therefore considered the presence of women aboard to be bad luck, as the ship might become jealous and sink them in anger. In reality, this belief stemmed from the idea that a woman on deck would distract sailors and provoke jealousy among the crew. The sole exception to this rule was the nude female figureheads placed at the bow, which were identified with the spirit of the ship itself. Ancient sailors believed that the image of a naked woman would calm the waves, a belief most likely rooted in ancient sacrificial traditions associated with the sea.

Certain days were also considered unlucky for setting sail. Fridays, December 31st, the first Monday of April, and the second Monday of August were all

regarded as ominous. The origins of these beliefs were tied to sacred scriptures: Judas was believed to have hanged himself on December 31st; Cain killed Abel on the first Monday of April; and Sodom and Gomorrah were destroyed on the second Monday of August. In addition, the number 13 was considered unlucky due to its association with the Last Supper of Jesus Christ, and sailors often preferred to say “12+1” instead.

Anything associated with death was considered bad luck at sea. Even flowers on deck were avoided because they evoked funeral imagery. Wearing the clothes of deceased sailors was believed to bring disaster. Considering that hygiene was poorly understood in times when epidemics claimed countless lives, it is hardly surprising that sailors believed in



such curses. Sailors also avoided using the word “drown,” believing that uttering it could bring death. The psychological roots of these superstitions are obvious, as constant talk of death could lead the crew into depression and potentially increase cases of suicide.

The color black, being associated with death, was also regarded as unlucky among sailors. Carrying belongings in black bags or wearing black clothing was avoided. Even the presence of priests aboard ship was considered inauspicious because of their black robes. The only exception to this superstition was black cats.

Cats, considered sacred by many civilizations since antiquity, were always regarded as lucky animals by sailors. Even black cats, often viewed as unlucky

in many cultures, were believed to bring good fortune at sea. Superstitious sailors believed cats possessed magical powers capable of protecting ships from storms. Sailors also interpreted cats’ behavior as indicators of weather conditions. If the ship’s cat groomed itself unusually, a hailstorm was believed to be approaching; if it sneezed, rain was expected; and if it became restless, windy weather was thought to be imminent.

It was considered good luck if the ship’s cat approached a sailor, but if the cat turned back halfway, this was taken as a bad omen. Everyone aboard tried to keep the cat content. If a cat fell overboard or was thrown into the sea, it was believed that the magical power in its tail would conjure a terrible storm capable of sinking

the ship. Even if the crew survived, they were said to be cursed for nine years. Sailors’ wives also believed that keeping a black cat at home would protect their husbands at sea.

Aside from superstition, there were many practical reasons for keeping cats aboard ships. Most importantly, cats were highly effective at catching rodents that gnawed through ropes, destroyed food supplies, and spread disease. Polydactyl cats, possessing extra toes, were especially favored for this purpose. Cats also provided companionship for homesick sailors, boosting morale among the crew.

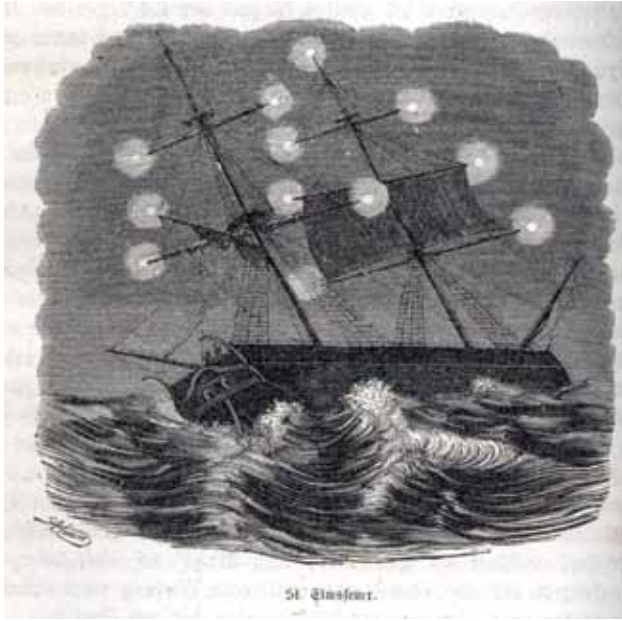
Seeing swallows during a voyage was considered a good sign, while spotting woodcocks or cormorants was regarded as bad luck. Dolphins swimming ahead of the ship were also interpreted as favorable omens. In times before navigational charts, the movements of such animals likely helped sailors predict currents, winds, and weather conditions. There was also a widespread belief that anyone who killed a seagull, dolphin, or albatross would have their soul cursed.

Another phenomenon regarded as a lucky sign among sailors was the rare atmospheric event known as St. Elmo’s Fire, which occasionally appeared on ships sailing through stormy weather. Named after Saint Erasmus of Formia, the patron saint of sailors, the phenomenon was caused by electrical discharges between the ship’s masts and the strong electric field in the atmosphere. Sailors who witnessed the bright blue-violet lights glowing at the tips



Winston Churchill visiting HMS Prince of Wales together with the ship’s cat, Blackie.

St. Elmo's Fire had been known since ancient times and was generally associated with good fortune throughout history.



of the masts often interpreted them as a sign that their patron saint was with them. The lights were frequently accompanied by a noticeable whistling or buzzing sound.

St. Elmo's Fire had been known since antiquity and was generally associated with good fortune across many cultures. Ancient Greek sailors called single lights appearing above their ships "Helene" (ἑλένη), meaning torch, while pairs of lights were referred to as "Castores and Polydeukes" (Κάστορας και Πολυδεύκης). These mythological twins, also known as the Dioscuri (Διόσκουροι), were sons of Zeus and protectors of Greek sailors. The Romans knew them as Castor and Pollux, or Gemini.

The mysterious lights seen above ships were sometimes associated with nature spirits known as acthnici. Welsh sailors referred to them as "Spirit Candles" (canwyll yr ysbryd), "Candles of the Holy Spirit" (canwyll yr ysbryd glân), or "Candles of Saint David." Acthnici were believed to be a type of salamander-like fire spirit, and during the Middle Ages these elemental beings were thought to be among the most powerful spirits capable of influencing the human nervous system. In reality, these descriptions clearly referred to the invisible and poorly understood force of electricity.

The famous 15th-century Admiral Zheng He described these lights as divine signs from Tianfei, the goddess of sailors. Portuguese sailors associated the phenomenon with Jesus Christ and called it

"Corpo Santo," meaning "Holy Body." Russian sailors believed the lights belonged to Saint Nicholas or Saint Peter, protectors of seafarers. During the Age of Sail, however, some sailors considered St. Elmo's Fire a sign of bad luck because the atmospheric electricity could create magnetic interference affecting compasses aboard ships.

The statistical frequency of certain events also gave rise to

superstitions among sailors. For example, the sinking of numerous cargo ships carrying bananas in the early 18th century led to the belief that transporting bananas aboard ship brought disaster. This likely resulted from the coincidence of banana harvest seasons with storm seasons. Another reason bananas were considered unlucky was the unusually high death rate aboard banana ships. At the time, these deaths were viewed as a curse, though there were actually two logical explanations. One was methane poisoning: bananas beginning to rot during voyages released methane gas, which accumulated in lower decks and caused poisoning, particularly among slaves transported in cargo holds alongside other goods. The second factor was a highly venomous species of spider carried aboard within banana crates. Following such incidents, bananas came to be viewed as ominous cargo, and entire shipments were sometimes thrown overboard.

The common feature underlying all the beliefs and practices discussed so far is that they were based, at least to some extent, on explainable and rational causes. Many other sailor superstitions, however, had absolutely no logical foundation. For example, red-haired sailors were believed to bring bad luck aboard ship, as were flat-footed individuals. When encountering such people, sailors believed they had to speak first before the other person did in order to reduce the bad luck.



Old sailors also considered it unlucky for someone to wish them good luck before departure. In such cases, misfortune was believed to be avoidable only through the shedding of blood, usually accomplished by punching the well-wisher in the nose. Once a voyage had begun, sailors avoided looking back, believing that doing so would attract bad luck. Similarly, if the ship's bell rang on its own during a voyage, it was associated with death.

Cutting hair or nails at sea, losing a bucket or brush, repairing a flag at the stern, or angering the ship's cat were all considered bad luck. Hanging a horseshoe on the mast, wearing gold earrings, getting tattoos, carrying a wren feather, and boarding a boat with the right foot first were among the practices believed to bring good fortune.

Today, most of the beliefs and practices of ancient sailors have disappeared into history. However, some old traditions once believed to bring luck—such as placing coins beneath the mast, smashing champagne bottles during ship launchings, and pouring wine into the sea—continue to survive among modern sailors. ■

Sources:

Eyers, Jonathan (2011). *Don't Shoot the Albatross!: Nautical Myths and Superstitions*. London: A & C Black. ISBN 978-1-4081-3131-2.

Morris, Desmond; translated by Mehmet Harmancı; *Protective Talismans: Lucky Charms, Amulets and Evil Eye Charms*; İnkılâp Publishing House, Istanbul 1999, ISBN 9751015286.

Rappoport, Angelo S.; *Superstitions of Sailors*, Courier Corporation, 2012, ISBN: 9780486147376.

Strange at Sea: Maritime Myths and Superstitions, Shipwreck.net

SAFETMADE®

www.safetmade.com



**FIRST
AID KIT**



ATEX TORCH ST-23



**HYDROSTATIC RELEASE UNIT
FOR LIFERAFTS**



PAD EYE TESTER

**CRANE/WINCH
TEST BAGS**



**AIR QUALITY
TEST KIT**



www.safetmade.com

SAFETBAG®



COOPERATING FRIENDLY



FLOATING DOCK 1 : 250M X 38M
FLOATING DOCK 2 : 230M X 38M

REPAIR BERTH : 2.500M
CRANE CAP. : 300 TONS



REPAIR & MAINTENANCE

HAT-SAN Shipyard keeps on serving in ship repair and maintenance to worldwide clients with floating docks and vast berthing capacity.

CONVERSION PROJECTS

HAT-SAN Shipyard is also active in special conversion projects. Lengthening projects, new machinery, equipment or factory installations or heavy steel construction works on board of vessels is a proficiency of HAT-SAN Shipyard.



+90 226 461 50 20



info@hat-san.com.tr



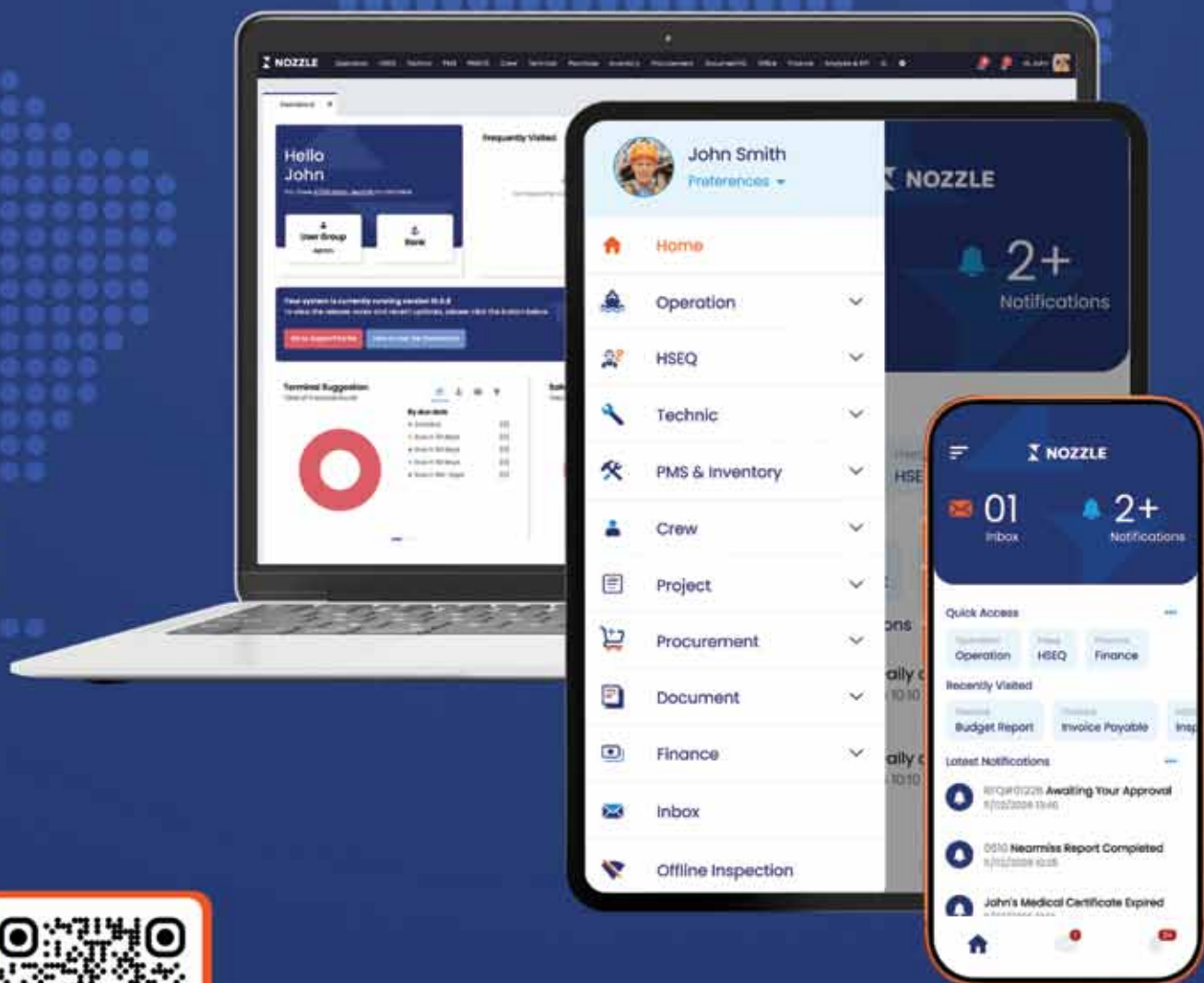
Altınova/Yalova - TÜRKİYE

www.hat-san.com.tr



SHIP MANAGEMENT SOFTWARE

ALL IN ONE SHIP MANAGEMENT SOFTWARE



Experience
NOZZLE



ClassNK



nozzlesoft.com