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On the Ships that Passed Through the Bosphorus, Moving House

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Abstract

The Bosphorus: Factors contributing to Marine casualties. Ships trade in a complex and high risk operating environment, hence very many shipping casualties still occur at sea as well as waters connected therewith any accident, whatever in nature, are very seafarers nightmare and comes under the fierce scrutiny of the public. It may take different shapes i.e. from a single operational mishap to a possible major regional catastrophe. Where the shipping traffic is dense, the sea room is relatively insufficient and depth of water is rather restricted, serious risk are likely to be faced several came may give rise to shipping casualty. Inter alia, natural conditions, technical failures, route conditions, ship-related factors and human errors. The strait of Istanbul, the Bosphorus, is roughly an s- shaped narrow channel and links the Black sea to the Sea of Marmara. It is thus the integrated part of the Turkish straits, namely the Dardanelles, the Sea of Marmara and the Bosphorus, the whole area being known as the Turkish straits region, which constitute one of the major and busiest seaways. Geographical conditions and navigational constraints of the strait, i.e. narrowness, deep and steep structure which grants poor visibility at nights for ships passing through, and day-ta- day changing currents together with bad weather conditions, are the main parameters contributing to marine casualties in the Bosphorus. The Turkish Government adopted the by – law, so- called Maritime traffic schemes in the Turkish straits regions.

Keywords: Marine casualty, strait of Istanbul, current, orkoz, traffic separation schemes, collision, grounding, stremding, the collision Regulations.

Introduction: The mighty waters of the Bosphorus flow through the very heart of the Turkish city to watch the passing ships, and dividing the romantic deals of Europe from the intoxicating hubbub of Asia. Along these shores empire have risen and fallen, myths have been born and voyages have begun: Stanley Stewart takes to the shimmering straits in all manner of vessels to trawl the city's waterside delight crises-crossing from stylish modern enclaves to traditional neighborhoods little changed for hundreds years. His father and uncle's failures, his parents arguments, the shouldering disputes between the various

branches of the extended family over which his grandmother presided these were some of the things that have prepared him for the knowledge that despite all the world have to offer although the opportunities for happiness and hardly a day passed without his discovering a new pleasure, life was so full of sudden, unexpected, fast flaming disasters of very size and shade of importance.

There is a treaty specifically covering the use of these waterways by nations of the world that treaty is the Montreux convention regarding the regime of straits. It is a 1936 agreement that gives Turkey control over the Bosphorus straits and the Dardanelles and regulates the transit of naval warships. The convention gives Turkey full control over the straits and guarantees the free passage of civilian vessels in peace time. It restricts the passage of naval ships not belong to black sea states. The term of the convention have been the sources of controversy over the years, most notably concerning the soviet union's military access to the Mediterranean sea. The convention consists of 29 Articles, four annexes and one protocol. Articles 2-7 consider the passage of merchant ships. Article 8-22 consider passage of war vessels. The key Principle of freedom of passage and navigation is started in Articles 1-2.

The Bosphorus is a strait connecting the Black sea with the Sea of Marmara and beyond it, through the Dardanelles to the Aegean Sea. Together with the Dardanelles, the Bosphorus forms the Turks street which separates the Europeans part of Turkey from its Asian part. The Bosphorus is approximately 19 miles (17 nautical miles / 31 km) long. The strait is about 2.2 miles wide at the northern entrance, narrows to minimum width of 750 meters between Anadoluhisar and Rumelihisar, south of the Faith sultan Mehmet Bridge. It is a former river valley that was drowned by the sea at the end of the tertiary period. The city of Istanbul straddles the strait with a population of more than 13 million people. Its strategic importance is high several international treaties have governed vessels using the waters. Bosphorus means in Greek "oxford" or "ox passage" the names comes from a Greek myth about Io's travels after zeds turned her into an ox for her protection. The origin of the Bosphorus is uncertain. There is considerable debate about the suddenness of this event, with some arguing that this event was sudden and the source of a massive flood occurring in the region, and is the historic basis for the flood stories in the Epic of Gilgamesh and Bible.

However, many others argue that the event was slower and less dramatic, or between the Mediterranean and the Black sea in an oscillatory fashion over the past 12,000 years. In a particular, the "Golden Horn" a flooded estuary that branches west from the southern part of the Bosphorus, creates a large natural harbor of the main strait. This harbor was the site chosen for the city of Byzantium founded by the ancient Greek about 660 BCE. Turkey has raised concerns over the navigational safety and environmental threats to the straits. The largest oil tankers that can pass through the Bosphorus straits are the suezmax class tankers. The randomness of their disasters reminded of the radio Maritime announcements, warning all shipping about the free floating mines at the mouth of the Bosphorus, and giving then precise location. He had a number of strategies to keep their small disasters from unsettling him. He established strict regimes of superstition for myself. Perhaps, If he explain how he

go into the habit of ship- counting, It might make more sense. At the time they are talking about the early sixties. His mother, father, brother and they were living in a small Bosphorus – facing apartment in his grandfather’s building in cihangir. He was in the last year of primary school, so he was eleven years old. About once a month, he would set his alarm clock for a few hours of the night, the stove would have been put It on his own, so to keep myself warm on a winter’s night, he would go into the empty bed in the rarely used maid’s room, take out my Turkish text books, and begins to recite the poems he had to have memorized by the time he got to school.

‘O flag o glorious flag,
waving in the sky.

He could see the Bosphorus through the gaps between the four – and five –storey apartments below us, above the roofs and chimneys of the rickety wooden houses that would burn down over the next ten years, and between the minarets of cihanger Mosque, no ferries ran at this hour, and the sea was so dark that no searchlight or lamp could see the old cranes and the lights of a silently passing cargo ships, with the help of faint moonlight or the lamp of a honey motorboat he could sometimes see huge, mussel – encrusted bags, a solitary fisherman in a rowing boat, the white, passing through the Bosphorus might be a stragic habit, but since he began discussing it with others, he discovered that its common among Istanbul’s of all ages : in the course of normal day, a large number of us to make regular trips to our windows and balconies to take account, and we do so to get some sense of the disasters, deaths and catastrophes that might or might not be heading down. In Beskids, where he would move when he is an adolescent, there lived, in a house in serencebey on a hill overlooking the Bosphorus, a distant relation who took notes about every passing ships so diligently he may thought it his job. These types of disasters that the city remembers best and awaits with greatest trepidation of course, the accidents involving ships in the Bosphorus. These being the city together and make it feels like a large Village. Because life, and because, in the end, they them. He was only eight on the Night, he deduced from the noise and the fires piercing the starry night – that two tankers laden with petroleum had collided in the middle of the Bosphorus and had after a huge explosion, burst into flames, but I was more thrilled then terrified. This was only much latter that they found out his phone that the burning ships have set off explosions in night bowing petroleum depots, and there was a danger that the fire might spread and consume the entire city. As with all the spectacular fires of that era, there was a preordained order; first he saw a few flames and a bit of smoke, then rumors circulated, most of them false, and then, in spite of the pleas of mothers and aunts, He is grips by an undeniable desire to see the fire for ourselves.

These disasters could have been prevented, he would later think, If only they have been counting ships. Feeling personally responsible for all disasters that befell the city, he has no wish to run away from them, and indeed feel compel to get as close to them as he could, to see them with his own eyes. He came almost to wish for disasters, and that wish made feel even guiltier when the next disasters occurred. The dread of a new disaster, a disaster that

everyone who lives in Istanbul knows comes from the Bosphorus. He thinks about it while in bed. In the early hours of the morning, a ship's horn will interrupt his sleep. If he hears a second blast – long and deep, and so powerful that it echoes in the surrounding hills. He knows there's fog on the straits. In these days the population of the city was only a million, and the stories they tell about Bosphorus disasters grow to Epic proportions as rumors spread. When he tells people he is writing about Istanbul, he is surprised at the longing in their voices when the conversation turned to these old Bosphorus disasters even as fears formed in their eyes, it was as he is recounting their happiest memories. However many cars that have flown into the Bosphorus over the years, the story is always the same.

The location of the Bosphorus and Dardanelles straits the two gateways between the black sea and Mediterranean, the Dardanelles and Bosphorus, were very important as a trade route from the black sea into ports all over the world for Turkey and its other black sea neighbors the USSR, Romania and Bulgaria, all three of which are militarily aligned. The straits also served as an important component of military strategy. Whoever wielded control of traffic through the straits could use them as an exit or entry point for naval forces to traverse to and from the black sea. The conflict has its roots in soviet Turkish relations both just prior to and during the second world war until the last half of 1930s; Russian – Turkish relations were warm and somewhat fraternal. The previous incarnations of the two nations, the Ottoman Empire and Bolshevik Russia have promised to cooperate with each other in the treaty of Moscow. The Montreux convention the regime of the straits is convened in 1936, with the nation of Australia, Bulgaria, France, Germany, Greece, Japan, the soviet union Turkey, the united Kingdom and Yugoslavia attending to determine the handling of the Turkish straits both in military and regulatory ways. After the allied defeat of Nazi Germany the soviets returned to the issue in 1945 and 1946. Throughout 1946, American and Turkish diplomats frequently conversed on the issue. The Russians grew angry over Turkey's allowing of non – black sea naval vessels to cross the straits during the course of the war and shortly afterwards. April 6, 1946 visit the American battleships USS Missouri further angered the soviets. The explanation that it was delivering the mortuary urn of the late Turkish Ambassador home, a claim which was dismissed by the soviets as coincidental. The note concludes that the regime of the straits is no longer reliable and demanded that the Montreux treaty be reexamined and rewritten in a new international conference. When the issue is brought up at the Potsdam conference the argument heated up in the days preceding Potsdam, the United States decided it firmly does not want the straits to fall into soviet hands, as it would give them a major strategic gateway between the black sea and Mediterranean and possibly lead to a communist Turkey. In a secret telegram sent by US Dean Acheson to diplomats in Paris, he examined the American position on the matter.

Conclusion: In short this lecture is based upon the ships that passed through Bosphorus which was given to him by moving house and disasters. He suggested that if Ankara wants to retaliate against Russia for the raft of economic sanctions the Kremlin slapped on Turkey over the weakened, closing the Bosphorus straits might be a better idea than attempting to do without Russian gas. Meanwhile, a military diplomatic source in Russia downplayed the

“chance meeting on and also sought to dispel reports that Russian ships are facing delays in the Bosphorus. Some had growing weary after surfaced that appeared to show vessels parked for “hours” As for the Turkish submarine, there is nothing extraordinary in the fact that she met with our cargo ship given that the vessels regularly pass through strait in both directions, as well as other ships of the Turkish navy. If you know how to swim and manage to find your way up to the surface, you’ll notice that all its melancholy, the Bosphorus, the Bosphorus is very beautiful, no less than life.

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