



Our Company

Marinamaster by Metrotel World (MW) is one of the world's premier owners, developers and managers of luxury marinas and yachting lifestyle destinations, and also consults potential future marina investors.

The company thrives with an unprecedented international network dedicated to elevating the standards of marinas by providing state-of-the-art infrastructure and extensive expertise in a variety of disciplines. From the coasts of Turkey to the Mediterranean waters and other beautiful yachting destinations around the world, MW is redefining the very idea of luxury marina experiences. Developing more than a collection of unforgettable marina experiences, MW uniquely integrates the world-class capabilities of an interdisciplinary team of experts in the areas of;

- Design
- Financing
- Accounting
- Development
- Environmental and Regulatory Reporting
- Human Resource Management
- Legal
- Planning and Growth
- Engineering
- Branding & Marketing
- Marina Operations and Services
- Education
- Other Related Profit Centers

to deliver a new benchmark in world-class waterfront destinations – one that makes arriving one of the best parts of the journey.

The company, headquartered in Istanbul, Turkey, focuses on acquiring, controlling, and/or servicing luxury yacht marinas and the surrounding upland real estate properties to create and maintain world-class yachting lifestyle destinations.

Our Mission

MW will deliver outstanding returns to our customers, shareholders and business partners through:

- The creation and operation of a global network of yachting lifestyle destinations in prime locations.
- The delivery of superior service to vessel owners, crew and visitors by ; skilled, empowered and caring team members.

Design

MW provides fully integrated luxury yacht marina and coastal resort design capabilities.

MW's proprietary design standards are based on the real needs of captains, yacht owners, their guests, crew and the general public, offering a level of service and quality unrivalled in the marina industry.

Our design expertise includes:

- Fixed and floating piers, appropriate layouts, turning radii and navigational channels
- Regionally appropriate materials and standards



- Full fueling and utilities systems suitable for an international range of yachts and mega-yachts
- State-of-the-art communications and technological infrastructure
- Physical, electronic, and operational security systems and operations
- Proprietary MW design standards

Financing

With capital partnerships and key banking relationships with several of the world's strongest financial institutions, MW has financial resources and access that is unmatched in the marina industry. MW has the financial resources to make long-term, investments in facilities and operations.

Additional examples of this financial stability include:

- Offering a variety of resources for the ongoing development of the physical and management infrastructure of facilities
- Ability to ensure consistently high quality of operations, with an ongoing investment in corporate infrastructure
- Ability to leverage local marina-associated businesses in providing world-class service levels, including restaurants, provisioning, and chandlery
- Breadth of expertise to develop, market and manage a variety of associated upland projects, including retail, office, hospitality and residential

Accounting

Creating an operating budget and providing a regular detailed financial analysis is the cornerstone to a successful marina operation. We utilize a specialized software package created specifically for the marina industry that tracks wet and dry storage, boat sales and service, and point of sale.

Accounting is integrated into a single accounting system designed for the maximum efficiency of your personnel. This system provides the owner with a solid view of financial performance.

With MW, our financial experts will further provide analysis and consultation of the budget performance and support and direction in achieving your goals. Our payroll program will save you time and administrative costs as well as give your employees access to a larger group plan that can lessen premium costs and offer more options.

Development

MW services take a marina resort through the project life cycle, from conception and financial analysis to financing, construction *and opening*.

Our development and construction services include:

- Coordination of the design/development plan with the intended operating and staffing plan
- Creation and management of both development budgets and operational pro-forma to ensure optimal financial performance of both the berths and related upland facilities
- Management of large marina and upland construction projects, including the selection and management of third-party engineers and architects
- Collaboration with general contractors and sub-contractors
- Management of construction budgets and financial reporting



Environmental and Regulatory Reporting

Keeping up with the ever changing state and national environmental legislation as well as changes in US and/or European laws and other related regulatory agencies is a priority at MW.

On-site and on-line continuing education is required of all personnel. Reporting requirements are a mandate at all MW marinas and affiliates.

Human Resource Management

MW's provided marina managers work closely with you the owner to ensure success and growth. Employees are the building blocks of a successful marina operation. We provide a comprehensive employee guidebook and training program to insure positive results.

Legal

Should the need arrive, MW, together with BIC law firm, utilizes the best in legal advisors and representation providing you with "peace of mind".

Experts knowledgeable in the field of marine related claims are available to protect your valuable assets.

Planning and Growth

MW knows that growth and change are important elements in keeping a customer based business vital.

Complacency is not on our agenda.

The continued expansion and introduction of new services and amenities attracts new customers and increases your bottom line.

MW will work with you and your local authorities to create a mutually beneficial marina facility.

Risk Management

Comprehensive risk management will preserve and protect your business.

MW has worked to create and provide the most comprehensive property and casualty and environmental insurance package available in the marina industry. We have established competitive rates through volume pricing and quality risk management.

Our risk management program focuses on safety training, claims management and a daily focus on maintaining the integrity of the property and eliminating other situations that increase your risk exposure.

We perform annual comprehensive inspections to identify and correct potential problems to further eliminate risk. By minimizing risk through comprehensive attention to detail we eliminate loss exposure which results in higher workers compensations costs, legal fees, increased insurance premiums and administrative costs, leaving you with more capital and time to focus on your business.

Engineering

MW provides a complete range of environmental and technical engineering services, from design to modeling, permitting and construction management.

Branding & Marketing

MW provides the most extensive branding and marketing support in the marina industry, with a commitment to building a worldwide branded marina consulting experience.



MW's range of services within this capability includes international and local advertising and public relations campaigns, trade show programs, collateral, marketing materials and global web sites.

Our marketing expertise includes:

- Deep relationships in the global yachting business enable MW to market marinas through a variety of trade and general publications, trade shows, and strategic relationships
- MW, with previous experiences, has the ability to market new facilities directly to yacht captains and owners
- Innovative and customized marketing plans for facilities, led by seasoned hospitality and luxury products marketing team
- Marketing and branding plans that target all the key constituencies, including yacht brokers, captains, and crew, as well as owners, guests, and charters

Marina Operations and Services

With a Turkey's unique hospitality focus, MW staff operates and sets consistently high standards for MW-branded luxury yacht facilities in renowned international locations.

Further, with a rapidly expanding global presence that is unheard of in the marina industry, MW has the ability to leverage corporate resources and other marinas under management to yield global expertise, specialized resources, best practices and customer relationships.

Our operational services include:

- Design, implementation and operation of complex reservations systems, billing systems and other MIS systems for luxury yacht facilities
- Expertise in providing concierge-type services to luxury yacht captains, crew, guest and owners with requirements ranging from provisioning, to specialized repairs, to entertainment options
- Ability to attract and train local managers and enable them to develop staff and expertise in the luxury yacht market segment
- Unique focus on providing a high level of personalized customer service to all the yachting constituencies, from reservations to docks

Education

MW is where dedicated marine professionals gather to exchange information, talk about the future of the industry, explore new methods and techniques, receive updates on revised standards and established rules, and see what's happening in other parts of the world, and educate them for the industry.

Other Related Profit Centers

To fulfill the MW promise of world-class quality in our locations, facilities, services and people, we are pleased to present our full line of signature dining and entertainment establishments.

From casual to fine dining, we have designed and developed an array of eateries to satisfy your every craving.

With amazing waterfront views, outdoor seating opportunities and music to enhance your experience, the restaurants, shopping and entertainment facilities at

MW marina destinations maintain the highest standards for hospitality, culinary excellence, and fun.

Management Solutions

Profit Driven Marina Management Solutions

As one of the world's one of the most experienced marina management companies, MW has developed a successful operating and marketing strategy that combines economies of scale, proprietary technologies and agility in deploying resources to market and operate marinas efficiently and profitably.



This strategy consistently produces strong financial results and customer loyalty for owners, making MW the preferred marina operator of choice.

MW produces measurable results in revenue performance, guest satisfaction, cost management and profitability. It is the depth of MW's management experience that continually improves profit margins for marina owners. MW has expertise in a wide cross-section of industry segments, luxury mega-yacht and sport-fishing marinas to smaller vessel marinas and dry storage as well as retail and food and beverage and entertainment.

Success in the international arena requires knowledge of local markets and the ability to assimilate practices and resources accordingly.

Choosing to place the MW Marina Management Team at the helm of your investment offers the following benefits:

- Seasoned Management Teams - Immediate access to facilities management and experienced operating teams who can be deployed to stabilize and get operations back on track in days not months.
- Access to Data – Site-specific research and property studies for supporting decisions based upon the facts, not supposition or wishful thinking.
- Communication - Monthly, Quarterly and Annual financial reporting and timely preparation of operating, capital and marketing budgets
- Global Human Resources - Detail-oriented staff who understand employment, training and benefits in all markets worldwide.
- Environmental and Regulatory Support – An understanding of the environmental aspects and impacts of operations in every region.
- Legal – In-house legal staff counsel provided by BIC Law firm.
- Insurance - Access to MW Global Risk Management Programs which can save marinas thousands of dollars in premiums.
- Marketing and Advertising - Access to an experienced marketing team and MW Global Partner branding including advertising, brokerage, event support, direct marketing, internet marketing, public relations, customer loyalty programs and the MW Global Reservation System which directs customers to your property.
- Development Consulting - Internal resources to complete or undertake projects, capital improvements, marina design and construction management services.
- Marina & Resort Conversion - A deep understanding of the slip sales and “dockominium” niche market. Operating these complex products can be challenging. MW can quickly assess projects and provide the necessary resources to market and manage the ownership structures efficiently, maximizing value for developers and owners. Importantly – reverse engineering of failed fractional properties to rental cash flow models as dictated by market conditions.
- Slip Sales/Brokerage – Global brand and global reach serves as a leading distribution channel and value add when marketing these products for sale in the marketplace.

Marina Design & Consulting

Marinamaster by Metrotel World (MW); leads the industry as a provider of marina design and feasibility, (founded by Haluk Gursen and consulted by Cem Vefai), and together with Metrotel Group (MG); as an investor founder and Marina Project Management (MPM); as a provider of consultancy of marina projects, provides a full range of marina consulting solutions a marina's new construction or renovation needs, and offers a full array of services in four areas;

- marina design,



- marina feasibility,
- marina permitting,
- marina environmental consulting services
- engineering

Marina Design and Maintenance

Marina design considerations are important for new marinas but should also be applied to existing marinas wishing to expand or reconfigure their facilities.

Environmental Concerns

Land management decisions, operating procedures, and structural improvements may all contribute to—or detract from—the quality of the land and water surrounding your marina. Roads and parking areas may convey polluted stormwater directly into adjacent waterways.

Dredging may resuspend toxic compounds such as heavy metals, hydrocarbons, and synthetic chemicals. Hazardous chemicals may be leached into the water from piers and other similar structures. Broken or degraded floats may release buoyant debris, which birds and fish mistake for food.

Finally, the location and installation of shoreside and in-water structures may lead to accelerated coastal erosion and sedimentation. Sedimentation is the rain of soil particles through the water column. It may bury bottom dwelling organisms, block sunlight, reduce the feeding efficiency of visual feeders, and clog fish gills.

Regulatory Issues

Good planning and design practices will assure that appropriate and adequate environmental safeguards will be incorporated into a prospective project which are considered by MW during the marina construction.

Permit review process;

During the permit review process MW will balance the needs of development and growth with its own primary mission, which is to protect the natural environment of the State for all of your citizens and for future generations.

Marina Flushing;

Marinas are to be designed to maximize flushing so as to prevent the possible water quality degradation that would negatively affect the surrounding areas.

- Marina basins shall be designed so that they do not include square corners or stagnant water areas that tend to collect debris or cause shoaling or flushing problems.
- Marina basin and access channel depths shall not be deeper than the existing controlling depth of the receiving water body and shall be designed to introduce a negative slope (shallow to deep) when moving from the head of the basin toward the receiving water body.

Dredging and Dredged Material Disposal;

Dredging and dredged material disposal activities shall be in accordance with the regulations.

Dredged material disposal activities may also be regulated, depending upon the nature of the spoil material by the regulations governing hazardous waste.



Dredging shall be limited to the minimum dimensions necessary for the project and should avoid sensitive areas such as wetlands, and shellfish resources. Surface Water Quality Standards must not be violated because of dredging operations.

MW may consult dredging or other marina activities on a seasonally restricted basis in known nursery and spawning areas of important species. Marinas shall not be permitted in areas that would require frequent maintenance dredging, resulting in harm to aquatic life and preventing the recolonization of benthic organisms (plants and animals on the seabed). Such areas include those which would require maintenance dredging more often than once every four years.

Dredging activities shall not be approved until the applicant can demonstrate that both initial and future maintenance dredging demands can be accommodated by the proposed disposal plan.

Future maintenance dredging shall be estimated using a project life not less than 30 years unless the applicant can provide good reasons why the project life will be less than 30 years.

Shoreline Protection Structures;

Construction of shoreline protection structures shall be in accordance with the International and local regulations.

Shoreline protection structures should be designed to minimize adverse impacts to aquatic resources. Vertical bulkheads should be avoided if at all possible.

When bulkheading is proposed as part of a marina project, the permit application must include an evaluation of alternatives to bulkheading. Such evaluations must demonstrate that no practicable and appropriate alternatives to bulkheading, such as vegetative stabilization, rock sills or revetments, exist to accomplish the primary purpose of the project.

Navigation and Access Channels;

Marinas shall only be located in areas which offer safe and convenient access to waters of navigable depth. Such locations tend to present maximum opportunities for flushing, with less danger of sedimentation than very shallow sites. Safe and convenient access will be determined on a case-by-case basis. Factors such as existing water depths, distance to existing channels and their depths, and tidal and wave action will be considered.

Where feasible, docks and piers shall be extended to navigable depths rather than employing dredging to provide such depths closer to shore. In some cases, limitations on maximum vessel drafts may be necessary. Minimum navigable depths shall be based on the kind of vessels expected to use the marina, but shall not exceed the depths of the receiving water body. Alignment of channels shall make maximum practical use of natural or existing channels.

Docking;

Docks, moorings, pilings, and other structures or berthing areas associated with marinas shall be located a minimum of 3,3 m from a navigation channel.

Marina docking facilities shall not extend beyond existing structures in the immediate vicinity unless absolutely necessary to obtain adequate water depths for a water dependent activity.

Where adequate water depths exist for water dependent marina structures, berthing areas shall not extend channelward more than 10% of the width of the water body at that location, not to exceed 100 m.

In no case shall a structure extend channelward more than 20 percent of the width of the water body (as measured from mean low water to mean low water).



Water Supply:

Marina construction, maintenance, dredged material disposal, or operation shall not be allowed to contribute substances to groundwater in violation of laws, regardless of whether the affected groundwater is used as a public or private water supply.

Marina construction, maintenance, dredged material disposal, or operation shall not be allowed to contaminate a public water supply as defined by the local Surface Water Quality Standards, whether existing or reserved for future use.

When an applicant proposes to construct an upland basin marina, whether through excavation or other means (i.e. connection of an existing landlocked water body to tidal waters), documentation must be provided to demonstrate that the basin will not cause intrusion of saltwater into a public or private water supply.

Applicants must demonstrate that there is an adequate water supply to serve all of the project's needs, and that all required permits and/or approvals can be obtained for the proposed method of water supply, whether by well installation, hook-up to an existing water supply system, or other means.

Wastewater Facilities:

In accordance with local laws, discharge of raw, untreated, or inadequately treated sewage from marine sanitation devices into waters of the State, including marina basins, is prohibited.

Adequate restroom facilities for the use of marina patrons shall be provided to discourage any overboard discharge of untreated or inadequately treated sewage from vessels, and to protect water quality.

Toilet facilities shall be constructed in a location that would facilitate their use by the users of the marina. The number of toilets required for any given marina shall be determined by the nature (recreational, public, or commercial) and size of the marina and by its specific configuration. There shall be adequate restroom facilities to serve patrons such that use of shoreside facilities is encouraged.

Public restroom facilities will not be required at recreational marinas if every resident who utilizes a slip within the marina can quickly and conveniently travel from the slip to their residence. The applicant shall demonstrate adequate capacity to properly dispose of all sanitary wastes generated by the project. An ample number of signs shall be provided to identify the location of public restrooms and of pumpout facilities or dump stations. Such signs shall also fully explain the procedures and rules governing the use of these facilities. The applicant must demonstrate that proper treatment, storage, or disposal permits have been or can be obtained.

Parking:

In the absence of local planning requirements, dedicated parking spaces should be provided at a rate of 0.50 spaces/slip, plus such additional spaces required by local codes for retail activities, handicapped citizens, residences, and employee parking. The applicant may submit information to MW in support of an alternative parking space rate. MW will review such information to determine if the proposed standard is appropriate for use.

Stormwater Management:

Stormwater runoff becomes polluted with oils, greases, organic and inorganic wastes, and other potentially harmful substances. The movement of these substances into streams and estuaries can have significant adverse water quality impacts. To minimize these impacts, all marina permit applications shall include plans for stormwater management and sediment and erosion control. These



plans must be reviewed and approved by the appropriate plan approval agency in order to ensure compliance with local Sediment and Stormwater Regulations, and the National Pollutant Discharge Elimination System of Stormwater Regulations,

Solid Waste Management:

Storage, handling, and disposal of solid wastes shall be in strict accordance with local regulations of Governing Solid Waste.

Discharge of solid waste, including but not limited to, garbage, maintenance waste, plastics, refuse, and rubbish into waters of the State, including marina basins, is prohibited.

Vessel Maintenance Areas and Activities:

Vessel maintenance areas shall be sited as far from the water as is practicable, and shall be designed so that all maintenance activities that are potential sources of water or air pollution can be accomplished over dry land and under roof, where practicable, as determined by local regulations.

Control of by-products, debris, residues, spills, and stormwater runoff shall comply with applicable regulatory agency regulations.

All drains from maintenance areas must lead to a sump, holding tank, or pump out facility from which the wastes can later be extracted for treatment and/or disposal by approved methods.

Drainage of maintenance areas directly into surface or groundwater shall not be allowed.

Maintenance activities including, but not limited to, painting, welding, woodworking, and LPG servicing shall comply with applicable State regulations, as well as with Ukrainian Fire Protection Association with Fire Protection Standards for Marinas and Boatyards.

Only biodegradable detergents shall be allowed for vessel washing and cleaning within waters of the State.

Waste oils and other wastes generated as a result of maintenance and repair operations shall not be disposed of into ground or surface water.

Fuel Storage and Delivery Facilities:

Fuels shall be stored and handled in accordance with local fire codes with Fire Protection Standards for Marinas and Boatyards,

All vessel fueling operations shall be undertaken at the fueling station or other specifically designated remote location in accordance with Fire Protection Standards for Pleasure and Commercial Motor Crafts.

Aboveground and underground fuel storage tank installations shall comply with all State and/or local storage tank regulations.

Best Management Practices for Marina Facilities and Structures



Use Fixed or Floating Piers to Enhance Water Circulation;

While being mindful of the need for pier/dock systems to provide access during routine operations and under emergency circumstances (e.g., evacuation preceding or during a storm), piers, and other structures should be placed to enhance, rather than to obstruct, water circulation.

- Select an open design for new or expanding marinas. Open marina designs have no fabricated or natural barriers to restrict the exchange of ambient water and water within the marina area.
- Install wave attenuators to reduce the force of incoming water, if protection is necessary. Wave attenuators do not restrict water exchange nor do they interfere with bottom ecology or aesthetic view. Furthermore, they are easily removed and do not significantly interfere with fish migration and shoreline processes.
- Design new or expanding marinas with as few segments as possible to promote circulation within the basin. The fewer the segments, the better the circulation.
- Use a de-ice bubbler system to aerate areas with poor circulation.

Limit Shaded Areas Over the Water;

Near-shore bottom-dwelling organisms require sunlight. In order to provide them with as much sunlight as possible, limit the number of covered slips.

Minimize the Need for Dredging;

New marinas must be located in areas where deep water access can be obtained with a minimum of excavation, filling, and dredging. Existing marinas that require maintenance dredging more frequently than once every four years should investigate practicable options to increase circulation or reduce sediment accumulation.

- Extend piers and docks into naturally deep waters.
- Locate slips for deep draft boats in naturally deep water.
- Dredge channels to follow the course of the natural channel.
- Use dredging methods, like hydraulic dredging, that minimize environmental impacts.
- Use turbidity curtains to contain suspended sediments.
- Provide dry storage for smaller boats.

Follow Natural Channels;

- Align entrance channels with natural channels to increase flushing.
- Boat lanes should progressively widen toward the seaward end and narrow toward the inland end to allow water to flow freely and maintain its velocity within the marina.
- Avoid locating the entrance channel perpendicular to the natural channel as shoaling (and, therefore, dredging) is a potential problem.
- Avoid long winding channels connecting marinas to open water.
- Where possible, establish two openings at opposite ends of the marina to promote flow-through currents.

Employ Nonstructural Shore Erosion Control Measures;

- Nonstructural measures, such as beach nourishment, marsh creation, and other methods that encourage the preservation of the natural environment are the preferred methods of shore erosion control.
- If non-structural measures alone are not sufficient to control erosion, use revetments, breakwaters, or groins to stabilize and ensure the long-term viability of the non-structural controls.
- As a last resort, use structural controls in this order of preference: low profile rock sills with wetland vegetation behind them, shoreline revetments, breakwaters, groins, and bulkheads.



- Minimize the adverse effects of erosion control projects on adjacent properties, navigation, threatened or endangered species, significant historic or archaeological resources, and oyster bars.

Conserve Water:

- Equip all freshwater hoses with automatic shutoff nozzles.
- Fix leaks and drips.
- Install “low-flow” faucets, toilets, and showerheads.

Maintain Structures Using Clean Marina Practices:

- Scrape, sand, and paint in-water and landside structures according to the same management principles as for vessels.
- If feasible, move floating structures to shore for scraping, painting, and major repairs.

System Modeling

To implement a comprehensive study about a coastal inlet/coast attachment requires considerable data and numerous calculations.

The modeling performed for this study had three primary goals to achieve:

First, the models had to be established using available reference data, for the purpose of describing the existing physical environment for the area.

In achieving this objective, the models can be considered as expanding information in time and space from the data available.

The models are established using the existing pre-development bathymetric configuration, and calibrated to reproduce the available historical observations (wave conditions, currents, water levels, littoral drift rates) in the study area.

Second, the models need to accurately determine the stability which can be expected for a range of possible inlet/coast building geometries.

From this analysis, the more stable inlet configurations can be identified for further study.

Third, the models need to perform a detailed analysis of specific inlet configurations. The current field present in the opening inlet and/or shore building can be simulated for typical tidal conditions, as well as for a selected storm event where the effect of waves and sand on the flow pattern is included. The impact of the proposed inlet configurations on the shoreline evolution can also be determined.

A depth-integrated hydrodynamic model is the core of the present study. The output of the hydrodynamic modeling includes variations of water level and velocity/flux in time and space.

A regional wave model has also been established to describe the distribution of wave conditions along the coast.



The purpose of this task is to define the inshore wave climates at various locations of interest throughout the area, primarily for the purpose of providing input to the coastal sediment transport tasks. Inshore wave climates are imported directly into the sediment transport model for use in determining the sediment budget and resulting shoreline evolution.

A longshore sediment transport model has been established, for the purpose of describing the shore-parallel movement of sand resulting from wave forcing.

Long-term simulations of the littoral drift rate yield the statistical distribution of beach sediment transport, which will act to close the opening inlet.

The sediment budget (i.e., the gross and net annual littoral drift for a given location of the coast) is determined using the deterministic sediment budget model.

A full sediment transport analysis has also been completed to:

- (a) quantify the ability of the opening inlet configuration to remain self-cleansing during typical tidally-dominated conditions, and
- (b) determine two dimensional effects such as the complex wave-driven currents which will occur in the vicinity of the ebb shoal during extreme wave events.

Finally, the complete sediment transport mechanisms present during a storm condition can be evaluated by means of a joint application of the above described models.

For Feasibility Study and Consultant's Report

Following areas have to be touched and cleared-out by the all parties, like consultant, constructor, investor, etc...

- Executive Summary of the project
- Market Assessment
- Background of the region
- Economic Environment
- Current Developments
- Access And Visitation Traffic Flow
- Alushta Visitor Profile
- Reservoir Visitation
- Boating Industry in Alushta
- Background and Development of Alushta area
- Current Industry Conditions
- Critical Current Issues in the Industry
- Industry Workforce and Technology
- Products and Services
- Industry Forecast
- Marina Industry in Crimea
- Hunting And Fishing At Alushta
- Existing Operations
- Recreational Services Currently Available
- Resource Underutilized
- Comparison to Other Regional Cities



- Recreational Services Needed
 - Profile of Prospective Consumers
 - Pricing Scenarios
 - Communication
 - Promotion
 - Existing Infrastructure
 - Docking Systems
 - Wave Attenuator
 - Ownership
 - Economic Impact to Local Community
-
- Labor Availability
 - Alushta Visitation by State of Origin
 - Maps of Selected Competitive Cities
 - Clearwater Labor Force and Unemployment
 - Per Capita Income
 - Graph of Visitation
 - Alushta Boat Registrations
 - Boat Usage by Month
 - Psychographic Profile of boaters
 - Boating Usage by Vessel Ownership
 - Boating Activities on boats
 - Type of Facility
 - Marina Management
 - Marina Hourly Wages
 - Marina Sources of Revenue
 - Consumer Spending Growth on Participant Amusements
 - Alushta Marina Employment
 - Alushta Marinas by Sales Class
 - Slippage Fee Comparisons
 - Recreational Facilities on Alushta Reservoir
 - Selected Regional Cities
 - Selected Income Characteristics
 - Distribution of Rental boats
 - Potential Wave Height
 - Conceptual Design of Marina at Alushta
 - Schedule of Project Engineering and Construction Costs
 - Phased Infrastructure Cost
 - Economic Impact on the Community
 - Economic Benefits to the Region
 - Tourism in the area

Sample Marina Layouts for a Open Sea Developments

Sample 1

MarinTurk Istanbul City Port
Total of Wet Slips : 750
Average Length of Boats : 14,5 m
Total Investment : 40 million US Dollars
Breakwater is not constructed

Sample 2

D-Marin Turgutreis Marina
Total of Wet Slips : 650
Average Length of Boats : 14,5 m
Total Investment : 31,5 million US Dollars
Breakwater is constructed



- 1- Marina Müdürlüğü - Marina Office
- 2- Teknik Hizmet Ofisi - Technical Office
- 3- Çekme Alanı - Boatyard
- 4- Palamar Ofisi - Berthmaster Office
- 5- Yat ve Yelken Kulübü - Yatch and Sailing Club
- 6- Kişisel Temizlik Üniteleri - Sanitary Units
- 7- Kapalı Otopark - Indoors Car Park
7A- Otopark Giriş - Carpark Entrance
7B- Otopark Çıkış - Carpark Exit
- 8- Açık Otopark Alanları - Outdoors Car Park
- 9- Ticari Üniteler - Marina Mall
- 10- Oto Yıkama - Car Washing Area
- 11- Hangarlar - Hangars
- 12- Yatçı Emanet Ambarı - Lockers
- 13- Çekme Havuzu - Lifting Jetty
- 14- Akaryakıt İstasyonu - Fuel Station
- 15- Pis Su ve Sintine Alım İstasyonu - Waste and Bilge Water Collection Point





1. Ferryboat and Customs Entrance
2. Marina Entrance
3. Shopping Area

Construction Steps of Alushta Marina

Step 1 :

Construction of BreakwaterBarrier System of the Marina

Following measurements have to be known;

- Length
- Width
- Depth
- Current
- Type of a Breakwater
- Angle of the Breakwater
- Wave Information
- 50 year Winds Hourly Raw Data
- Equipment Usage
- Seaward Limit



- Bathimetric (Sea-bed) Map
- Logistics of the Materials
- Subsail Investigation with 50 m Spacing
- Shoreline Information ...etc

Step 2 :

Docking Systems

Following measurements have to be known;

- Property Line (Boundary)
- Type of the Docks
- Equipments on Docks
- Number of Wet Slips
- Average Length of Boats ...etc

Step 3 :

Land Facilities

Following measurements have to be known;

- Type of Servicing
- Type of a Dry Storage Facility
- Total Area
- Equipments on Land
- Social Facilities
- Entertainment
- Parking
- Recreational Area
- Architectural Concept
- Shopping
- Food and Beverage
- Security Systems
- Office Facilities
- Software Systems
- Marina Management Environment ...etc

Alushta Marina – Alushta (Autonomous Republic of Crimea, Ukraine)

Options of Building a Marina in Alushta :

- Option 1

Prestige Marina :

Mega-Yacht Marina

Wet Slips : 30

Average Length of the Vessels :

40 m

- Option 2

Service Marina for Mega-Yachts

Mega-Yacht Marina

Wet Slips : 30

Average Length of the Vessels :

40 m

- Option 3

Pleasure Marina :

MotorBoat and SailBoat Marina

Wet Slips : 500

Average Length of the Vessels :

14 m



Optimum Marina Management Strategies

Following Services have to be provided for the boat-owners;

- Yacht Club
 - Sailing School
 - Diving School
 - Fitness Center
 - Sauna
 - Spa
 - Restaurants and Cafe Bars
 - Swimming Pool and a Beach
 - Tennis
 - Gas Station
 - Marine Spare-part and Accesories Market
 - Shopping Center and Well Known Brand Shops
 - Supermarket
 - Bank-ATM
 - Customs
 - Technical Vessel Servicing and Maintenance
 - Dry Storage
 - Pump-out and recycling systems
 - Travel Lift (min : 100 t) and/or Sunk Lift, Crane
 - Boat-mover (20 t)
 - Rental Storage
 - Laundry
 - Security
-
- Fire Systems
 - First-Aid, Doctor, Ambulance
 - Engine-oil pump-out System
 - 16/32/64/128 Amp. Electricity
 - Chopper Landing Area
 - Golf-cart
 - Car Rental
 - Transferring
 - 24/7 management
 - Wireless internet
 - Monitoring Software Systems
 - Digital TV
 - Communication Alternatives
 - Toilets and Showers
 - Clean Water
 - Power-wash system and its area
 - Baggage Carriers ...etc.