

PROBLEMS AND SOLUTION SUGGESTIONS OF ENTERPRISES PRODUCING FURNITURE AND WOODEN YACHTS/BOATS (EXAMPLE OF BARTIN-KURUCASILE)

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Abstract

This study aims to identify the problems of the wooden boats and the furniture used in these boats in Bartın-Kurucasile district center and to develop solutions. These boatbuilding enterprises use local chestnut woods obtained from the forests of the Black Sea Region. It is noteworthy that the number of enterprises that have been producing boats with their unique characteristics with traditional methods for many years in the district has decreased in recent years. In this study, in order to reveal the current situation of wooden yacht / boat and furniture manufacturers with Kurucasile and the changes between in 2012-2020, face-to-face interview method was used with boatbuilding owners. As a result, the current statuses of the manufacturers who continue their existence in the district were determined and solution suggestions for the problems were discussed and solution suggestions for the development of these enterprises were included.

Keywords: Boatbuilding, enterprise, furniture, Kurucasile, wooden boat

1. Introduction

The coasts of Turkey is a traditional wooden boat manufacturing techniques and methods vividly one of the last centers of the region is carried out using the wood materials in Bartın (Davulcu, 2013). Kurucasile district, which is connected to Bartın province, has managed to preserve its feature of being one of the important wooden boatbuilding centers in the Black Sea Region for the navy requirement of the state during the Ottoman Empire period (Web-1, 2020). For many years, it has maintained its existence as a maritime district where valuable masters have been raised using chestnut wood and solid construction (Kaygın and Aytekin, 2005). It has maintained its existence as a maritime district where wooden boats are produced and valuable craftsmen are trained. Throughout history, masters who grew up in this region and went to other regions have carried their crafts to new places and made significant contributions to the development of the boatbuilding industry in Turkey (Web-2, 2020). It can be said that the place where wooden boatbuilding is the most active in our country is Kurucasile. In the past, rowing and sailing freighters called pulling are replaced by wooden fishing boats, boats and wooden yachts of various types today (Ozdemir, 2006). The fact that it was reported that some projects were planned to be carried out by the district municipality to encourage this area (Yildiz and Cekic, 2015), since the wooden boat construction, which is very important for Kurucasile, has been reported by the local administrators. Today, after centuries of history, wooden boat construction of international scale and quality continues in Kurucasile and boats that can sail to the world's seas are being built (Ozdemir, 2006).

However, in recent years, the number of boat manufacturers in Kurucasile has been gradually decreasing due to the lack of infrastructure in both the region and the boat production areas. Producers active in the region, while working with a small number of people, are trying to fulfil many orders and also have a problem of not being able to register the boats they produce because their workshops cannot meet the standards set by the undersecretaries of maritime affairs (Ceyhan, 2015).

The companies that came to the present day by passing from father to son cannot be supported from below, as the new generation's interest in boat construction has decreased or migrated to big cities such as Istanbul (Web-1, 2020).

In the context of the study, which deals with the influence factors in the urban identity and historiography process, the study deals with the historical impact of Bartın province and wooden shipbuilding; he reported that small-large models of pullers are used as symbol objects in many parts of the city today (Isik and Gezin, 2019). In the SWOT analysis made for Bartın province, the biggest opportunity regarding the economic structure of the province; Re-strengthening and building activities of ship and yacht, which have become widespread especially in Kurucasile and its surroundings and the Central district, are reported to be exhibited in international fairs (Celik and Murat, 2009). In addition to being a business line of wooden shipbuilding, which is continued only in a few places in our country, it is also important in terms of maintaining a traditional production and more attention should be paid to wooden boat manufacturing with Kurucasile (Ozdemir, 2006). In the scientific literature, the importance of boat manufacturing (Kaygin and Aytakin, 2005), (Kaygin, 2002) using the chestnut tree in the region (Yazici, 1998) is emphasized, but many studies have been the subject of many studies from the past to the present (Ozdemir, 2006; Kaygin, 2002; Ulay, 2011).

Turkey's relatively ships have a voice abroad, except for some small number of other sectors and preparation of the annual report or the construction sector is important in terms of providing guidance to investors in this area. Yacht furniture manufacturing (Ulay, 2011), yacht industry wood material usage (Yazici, 1998; Kaygin, 2002) yacht industry varnish and paint usage (Ulay, 2018; Altiparmak, 2017; Ulay and Cakicier, 2017), yacht electrical/electronic installations, or decoration, such as the status of employment of the subtitles Turkey yacht / boat building industry for the power supply industry and to carry out studies that reveal the current situation has been proposed (Ulay et al., 2016).

A comprehensive report was prepared by the West Black Sea Development Agency (BAKKA) in 2013 for the establishment of Kurucasile Wooden Boat and Yacht Manufacturers Small Industrial Site on a specific area in Kurucasile district, and to determine the strategic road map for wooden boat manufacturers (BAKKA, 2013). The result of the research commissioned by BAKKA in 2013 was presented as a paper in the 1st Bartın sectoral development symposium in 2015 and was published as a paper (Alkan and Altin, 2015). The purpose of this report is stated as "To contribute to the sustainability of wooden boat production activities in the district by supporting the clustering activities of Kurucasile Wooden Boat and Yacht Manufacturers Building Cooperative" (BAKKA, 2013). According to Yildiz and Kaygin (2020), it was emphasized that the results of research studies and official reports made for the manufacturing sector in Bartın province should not remain on the shelves and that the results and effects should be re-evaluated over time (Yildiz and Kaygin, 2020). Yildiz (2016), in the study performed as an example to the recommendations part; Bartın province included the results and recommendations of the master's thesis made in 2015 for the forest products industry (Yildiz, 2016). In the next study, the current situation in the last 5 years (2020) was analyzed comparatively on a qualitative scale and they reported that progress was made in 85% of the recommendations (Yildiz and Kaygin, 2020).

Yildiz and Kaygin (2020) stated that the results of previous studies in any field should be evaluated with new studies. From this point of view, the results of the feasibility and research report (BAKKA, 2013) made for wooden boat manufacturers in Bartın-Kurucasile district in 2013 were compared with the current situation and suggestions for a solution were presented (Ulay, 2020).

Today's wooden boat and yacht manufacturing in Aegean coast in Turkey and the Black Sea coast continues in lower level than the one in the past. The domain of this study using traditional methods and techniques with different types of wood raw material in Turkey are businesses engaged in manufacturing of wooden yachts and boats. The sample of the study, on the other hand, consists of the enterprises that manufacture wooden yachts/boats located in the district center of Bartın Province Kurucasile (Web-3, 2020).

The aim of this study is to examine the current situation and problems of the enterprises producing wooden yachts / boats and furniture in Kurucasile district center, which is emphasized in many studies in the literature. For Bartın-Kurucasile district, it is important for the preservation of cultural and sectoral heritage as well as employment and economic incomes, ensuring sustainability and transferring it to future generations. By revealing the change and development of wooden boat manufacturers in the period between in 2012-2020, it determines the situation and develops solutions for the problems.

2. Materials and Methods

2.1. Material

The sample of the study consists of 10 enterprises manufacturing boats, yachts and different fishing boats using chestnut trees obtained from the forests of the Black Sea Region and located in Kurucasile District Center, which is 52 km from Bartın province and located on the Black Sea coast.

2.2. Method

It has been determined that there are a total of 10 micro-scale enterprises producing wooden yachts / boats and furniture for boats. In order to reveal the current situation of the enterprises, the development and changes in the production areas between in 2012-2020, the workshops of the enterprises were visited, face-to-face meetings/interviews were made with the employees and information on the current situation of the enterprises was collected. Business visits were conducted between July 2018 - August 2019. Frequency analysis was made by evaluating the information obtained during business visits in MS Excel program. The information collected by the interview method was compiled and given in the findings section of the study.

3. Results

The data obtained from the enterprises manufacturing wooden yachts and boats in Kurucasile district center are given below.

3.1. Wooden Boat Builders Information in Kurucasile Center

In this section, the number of enterprises currently operating in the district center in 2020 and information about the wooden boat builder enterprises included in the 2013 report are included.

Table 1: Wooden boat builder enterprises names in Kurucasile center in 2013 (BAKKA, 2013).

Number	Enterprises Name	Owner
1	HERBOT BOATING	Kemal AYTAN
2	HALK PAZARI BOATING	Hasan BUYUKBOCEK
3	SOYTÜRK BOATING	Halil SOYTURK
4	YILMAZ BOATING	Yılmaz CANBAZ
5	HASAN FAYIZ	Hasan FAYIZ
6	DOGAR BOATING	Arif DOĞAR
7	YASA BOATING	Soner YASA
8	SOYTURK MARINE	Hayri SOYTURK
9	FAIZLER WOOD BOATING	İbrahim FAIZ
10	TOMRUK BOATING	Mehmet TOMRUK
11	UNSAI SARIŞAN	Unsal SARISAN
12	NIGMET INCE	Nigmat INCE
13	SIYA MARIN	Sinan OZTEKIN

According to BAKKA (2013), it has been determined that the enterprises numbered 11, 12 and 13 in Table 1 do not operate in the district center of Kurucasile as of 2020. It was determined that the number of enterprises decreased by 23% compared to 2013.

3.2. Information on The Activity Periods of Businesses

Information on the activity periods of the enterprises is given in Figure 1. The business with the longest period of activity has been operating for 69 years, while the shortest operating company has been manufacturing for 31 years.

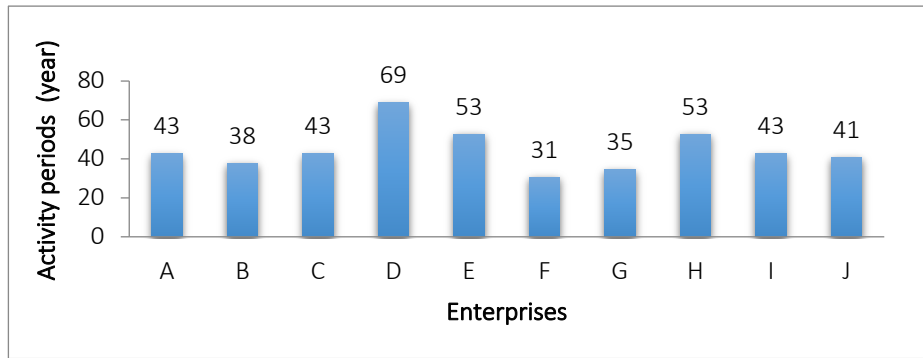


Figure 1: Activity duration of enterprises as of 2020.

Considering that the enterprises are family businesses within the master apprentice system, it has been determined that the activity periods in Figure 1 are quite long and the average approximate operating activity period (ages) is 45 years.

3.3. Number of Employees Working in Boat Builder Enterprises

When the number of employees in enterprises is examined, as seen in Figure 2, the number of employee is very low. For an establishment producing wooden boats, the average number of employee found to be 1.7.

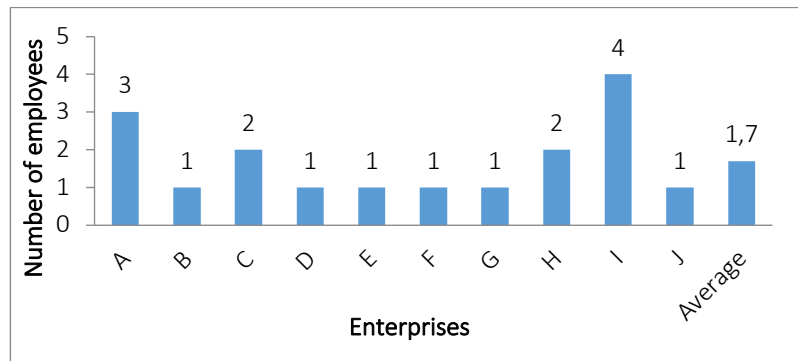


Figure 2: Number of employees employed by enterprises as of 2020.

According to the SME classification, the enterprises that manufacture wooden boats in Kurucasile can be considered as micro enterprises.

3.4. The Current Status of The Physical Infrastructure of Wooden Boat Builder

In this section, the physical conditions of the workshops of the enterprises are examined and the current situation between 2013 and 2020 has been compared.

3.4.1. Workshop of Herbot Boating

Figure 3 below shows the physical condition of the Herbot Denizcilik workshop belong to in 2013 and 2020. The workshop location and infrastructure of the business have not been changed in the last 7 years. Manufacturing continues in the ground floor and gardens of the houses located on the roadside in Kargacak neighborhood. It has been reported that Herbot Boating manufactures yachts and boats have CE certificate in accordance with Turkish and Italian Lord standards (Web-4, 2020).

3.4.2. Workshop of Faizler Wooden Boating

Figure 4 below shows the physical condition of the Faizler boat workshop, belong to 2013 and 2020. It has been determined that the workshop location and infrastructure of the enterprise have not changed in the last 7 years. Manufacturing continues in the workshop located on the ground floor of the house on

the roadside in Kargacak neighborhood. It has been reported on the business website that it produces wooden boats that comply with the standards of their boats and have CE certification (Web-5, 2020).



Figure 4a: Faizler boating workshop in 2013(BAKKA, 2013). Figure 4b: Faizler boating workshop in 2020.

3.4.3. Workshop of Yilmaz Boating

Figure 5 shows the physical condition of Yilmaz boat and yacht atelier belong to 2013 and 2020. Yilmaz yacht and boat manufacturing workshop was revised in the workshop in Figure 5 next to the PTT institution building in 2012 and it was used for cafe purposes. It continues on the ground floor of the building, which is used as a residence, 150 meters from the beach, as a boat building workshop.



Figure 5a:Yilmaz Boat workshop in 2013 (BAKKA, 2013).Figure 5b:Yilmaz Boat workshop old place in 2020.

3.4.4. Workshop of Soyturk Boating

Figure 6 shows the physical condition of the Soyturk boat and yacht builder workshop below belongs to in 2013 and in 2020. The workshop location and infrastructure of the enterprise has changed in the last 7 years. While the location of the workshop in Figure 6a is 15 meters from the coastline, in Figure 6b it was moved to the new workshop 350 meters from the coastline in 2020.

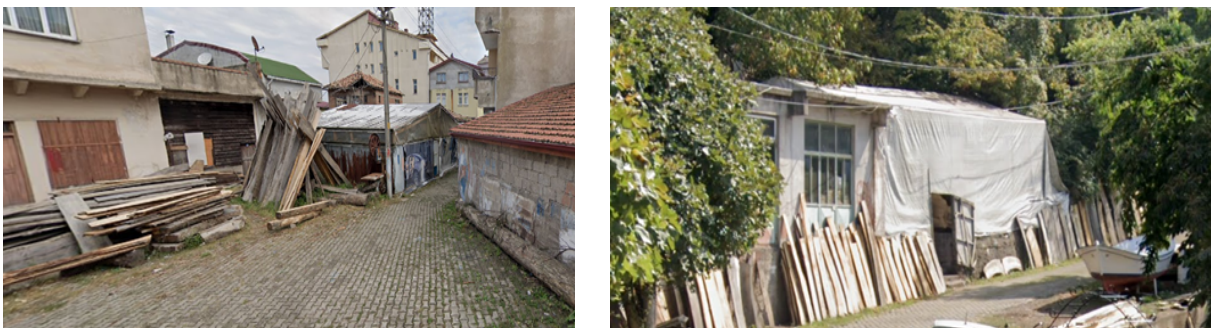


Figure 6a: Soyturk Boat workshop in 2013 (BAKKA, 2013). Figure 6b: Soyturk Boat workshop in 2020.

3.4.5. Workshop of Dogar Wood Boating

Figure 7 shows the physical condition of the Dogar wooden boat and yacht builder workshop below belongs to in 2013 and in 2020. When Figure 7a and b are examined, it has been determined that there has

been no change in the workshop location and infrastructure of Dogar Boat enterprise in the last 7 years. Children's playground on the coastline continues its activities next to it.



Figure 7a: Dogar Boat workshop in 2013 (BAKKA, 2013).



Figure 7b: Dogar Boat workshop in 2020.

3.4.6. Workshop of Hasan Fayiz Wood Boating

Figure 8 shows the current situation of the boat manufacturing workshops in the Liman District. There has been no change last seven years. The activity continues in the workshop, which has insufficient space. When Figures 8a and 8b are examined, it has been determined that Hasan Fayiz Boat operation has not experienced any changes or developments in its workshop location and infrastructure in the last 7 years. It continues its activities in the workshop next to the PTT building in the Liman neighbourhood.



Figure 8a: Hasan Fayiz Boat workshop in 2013(BAKKA, 2013).



Figure 8b: Hasan Fayiz Boat workshop in 2020.

3.4.7. Small Industrial Site and Workshops and Boatyard Project Planned for Kurucasile

Kurucasile Wooden Boat and Yacht Manufacturers Small Industrial Site (SIS) Boat Production and Slipway Settlement Plan, whose plan was drawn in the strategic road map and feasibility report prepared by BAKKA in 2013 (BAKKA, 2013), is given in Figure 9a. It has been determined that the planned SIS and boat building workshops and boatyard project could not be realized as of 2020. It has been determined that the area in Figure 9b is currently used as a municipal vehicle garage and warehouse on the planned area.



Figure 9a: SIS floor plan for 2013 (BAKKA, 2013).



Figure 9b: Current status of the relevant area in 2020.

Since the Kurucasile SIS plan layout in Figure 9a. is a project that has not been realized yet, the area indicated in Figure 9b. is used as a warehouse for tools and equipment belonging to the district municipality. The completion of this project in order to improve the physical infrastructure needed by wooden boat manufacturing workshops and to present it for the use of businesses that manufacture boats are among the expectations of the enterprises.

3.5. Problems of Businesses Producing Wooden Yachts and Boats

The data collected as a result of interviews with the enterprises operating in the production of wooden yachts and boats in the district center of Kurucasile are summarized in this section. The following issues have been reported, in particular the lack of cooperation skills among cooperative members.

- Improving the physical infrastructure facilities of the workshops,
- Insufficient access to the district,
- Insufficiency of advertising and promotional activities,
- Failure to deliver boats on time,
- Not balanced quality-price relationship,
- New boat types specific to Kurucasile should be designed and design support not provided,
- Lack of training qualified personnel and not encouraging wooden boating,
- Inadequacy in producing project-oriented boats and certification,
- High raw material prices,
- The price range for wooden boats produced in Kurucasile has not been determined,
- The problems experienced in the registration of the boats produced in accordance with the regulation by the undersecretaries of Maritime Affairs.

4. Discussion

As of 2020, it has been determined that Kurucasile and wooden yacht and boat manufacturers have not been able to produce a solution in the last 8 years for the problems identified in 2012. Although the number of wooden boat manufacturers, which is 10, continues their activities, it is thought that many of them may close and stop production in the long term. There are many studies in the literature that emphasize the importance of this issue (Alkan and Altin, 2015; Web-1, 2020; Ozdemir, 2006; Ceyhan, 2015; Cekil and Murat, 2009; Ulay, 2020).

It has been determined that the physical facilities and infrastructures of the workshops are not sufficient. This situation may negatively affect the low capacity and efficiency of the enterprises, as well as the job satisfaction and motivation levels of the personnel. The infrastructure and physical facilities of the enterprises producing wooden boats should be improved as soon as possible.

It has been reported that one of the major problems according to wooden boat manufacturers is the lack of advertising and publicity. A common website showing boat pictures and information of all businesses can be established with the support of staff from the vocational school or university. Consultancy services can be obtained from institutional supports such as TSO (chamber of commerce and industry) and BAKKA (West Black Sea Development Agency) in advertising and promotion.

It has been determined that the enterprises are not sufficient for project-oriented boat production and certification. It may be possible with the employment of qualified engineers, technicians and technicians to make progress in this field. In addition, trainings on project and certification can be taken.

Producing unique boats with characteristic features using their own unique methods, using chestnut trees, not training young personnel and not transfer their production technique and skills to new generations by enterprises are considered as great loss.

It has been determined that young people, especially vocational high school and vocational school students and graduates do not show enough interest to work in the field of wooden boat manufacturing, therefore no enough new personnel is available. Thus, there is a shortage of qualified personnel and the average number of business employees is 1.7 person. In the literature, between these results and parallel determinations; According to the study of Yildiz and Cekiç (2015), it has been reported that the young people do not prefer to work in the wooden yacht and boat manufacturing sector due to the lack of social security, institutional structure and migration to metropolitan cities (Ceyhan, 2015).

It has emerged that the lack of new boat designs specific to the founder is among the problems faced by the enterprises. The fact that businesses feel the need for innovation and originality in products shows that they understand the importance of design. It also suggests that they are open to improvement.

The average operating time of the enterprises within the scope of the research was determined as 45 years. In the literature; In Kurucasile, it has been reported that teaching boat building from father to son with the master-apprentice system and production activities have continued for three generations in some enterprises (Web-1, 2018). The ability of businesses with such long years of activity to survive different economic crises and other negative conditions shows their flexibility and resilience characteristics like other SMEs.

5. Conclusion

As a result, almost all of the problems identified by the BAKKA report in 2013 belonging to the wooden boat manufacturers with Kurucasile still remain as unsolved problems in 2020. In order to solve these problems, solutions for similar sectors should be examined and new researches are recommended.

Kurucasile Small Industrial Site, Completion of Shipyard for Boat Building; A joint project can be organized by gathering institutions such as BAKKA, TSO, KOSGEB, University, Vocational Education Institutions and Kurucasile Wooden Boat and Yacht Manufacturers Building Cooperative.

In addition, the traditional methods and techniques specific to watchmaking Kurucasile used wooden boats, vocational summer courses organized for 1-3 months in Kurucasile for wood technicians who come from different regions of Turkey can be arranged.

Wooden yacht and boat manufacturing, which is considered to be a sector that should be evaluated within the scope of regional development plans, should be supported within the framework of public-private cooperation and have a sustainable structure.

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