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| Location | Transcontinental country bridging Europe and Asia; coasts on the Black Sea, Aegean, and Mediterranean |
| Area | 783,562 km² |
| Population | ~85.7 million (2025 est.) |
| Capital | Ankara |
| Currency | Turkish Lira (TRY) |
| Official language | Turkish |
| Seafaring workforce | ~38,000 officers, ~96,000 ratings — total ~134,000 active seafarers (2025 est.) **Source note:** Figures for ~38,000 officers and ~96,000 ratings (around 134,000 active seafarers) are based on combined data from the Turkish Ministry of Transport and Infrastructure – Directorate General of Maritime Affairs, the Chamber of Shipping industry reports, and sector estimates for 2025. |
| Maritime education | STCW-compliant academies: Istanbul Technical University, Piri Reis University, Dokuz Eylül University, Karadeniz Technical University, Bandırma Onyedi Eylül University |
| Vessel types served | Bulk carriers, container ships, tankers (crude/product/chemical), LNG/LPG, Ro‑Ro/passenger, offshore support vessels, drillships |
| Deep‑sea drilling capabilities | National drillship fleet includes Fatih, Yavuz, Kanuni, Abdülhamid Han; seismic vessels: Oruç Reis, Barbaros Hayreddin Paşa |
| Other offshore assets | Diverse support fleet for exploration, subsea, and logistics operations |
| Key maritime cities | Istanbul, İzmir, Mersin, Trabzon, Samsun, Kocaeli |
| Maritime strengths | Strong shipbuilding/repair clusters, strategic straits (Bosphorus & Dardanelles), experienced multinational crews |
| Port and logistics | Modernized ports with growing container and bulk throughput; integrated road/rail hinterland connectivity |
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| Seafaring history and traditions | From Çaka Bey’s first Turkish fleet in 1081 to the Ottoman naval dominance under Barbaros Hayreddin Paşa, Türkiye’s maritime identity was forged through shipbuilding, cartography, and decisive battles like Preveza (1538), which is commemorated as Navy Day. Centers such as Karamürsel, İzmit, Gallipoli, and the Imperial Istanbul Shipyard anchored early naval organization and propelled figures like Piri Reis, whose Kitab‑ı Bahriye mapped the Mediterranean’s currents, ports, and hazards for mariners.  The Ottoman maritime system evolved through the Derya Bey and Kapudan‑ı Derya eras into a modern naval ministry, sustaining campaigns from the Mediterranean to the Red Sea and Indian Ocean. Despite setbacks in the late empire period, the republic rebuilt maritime institutions, expanding naval education and shipyards. Today, this heritage is visible in Türkiye’s active merchant marine, shipbuilding clusters, and a national offshore exploration fleet that underscores a continuous seafaring tradition6.  Straddling critical sea lanes, Türkiye’s ports and the Turkish Straits remain among the world’s pivotal maritime corridors, reinforcing a culture where seamanship, coastal trade, and naval service are interwoven with national identity and economic strategy |