

ÜSKÜDAR FERRY DISASTER



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Overview of the Disaster

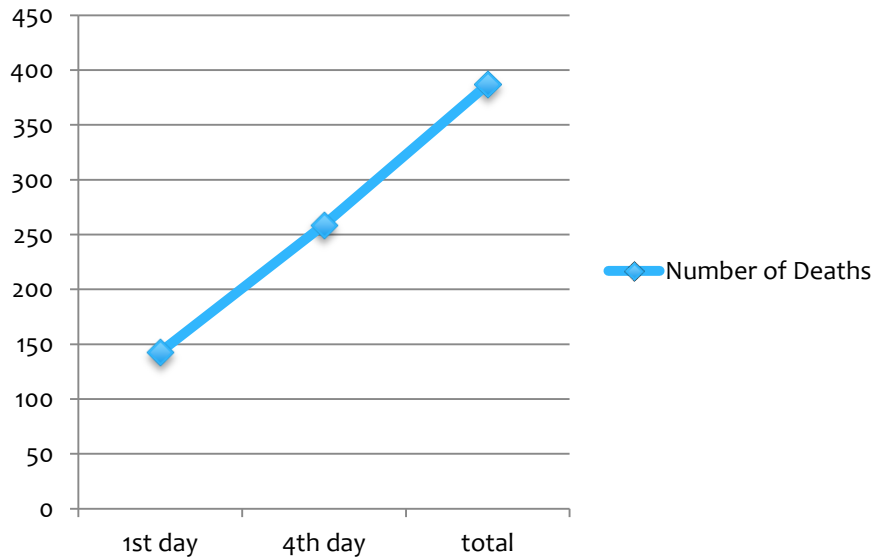
- * Biggest civil sea disaster of Turkish history
- * 1 March 1958, 1:00 PM
- * İzmit Gulf, near Derince



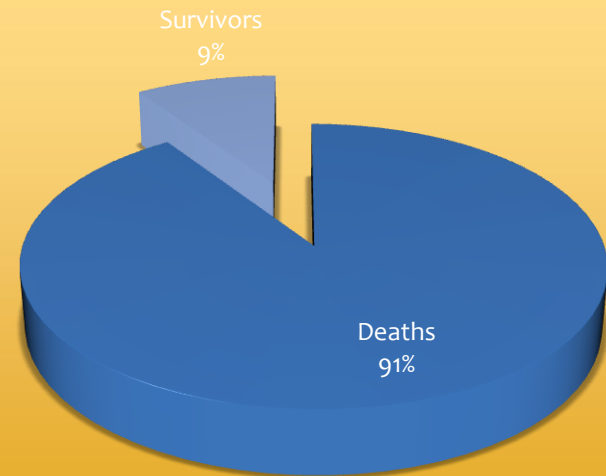
Overview of the Disaster

- * 387 Losses found (Exact number is not clear)
- * 76 High school students
- * 40 survivors, only in the first day.

Number of Deaths



Proportion of Survivors



Overview of the Disaster

- * Ferry no:72
- * Ordered from Germany before the first World War
- * Delivered in 1927



Overview of the Disaster

- * Southwester was very strong on that day.
- * Master attendant* informed the captain about upcoming storm and advised not to leave the harbor.
- * Even though the departure time was 12:30, ferry was moved by the captain at 12:23.
- * 5 minutes after departure storm get even stronger near Derince and Üsküdar was caught in the storm.



*Liman müdürü

Overview of the Disaster

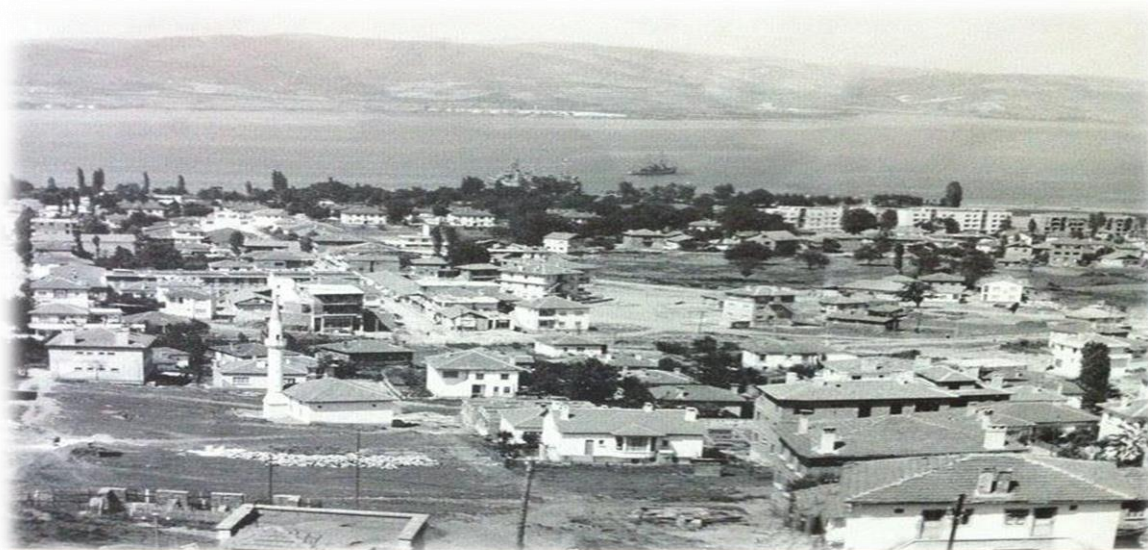
- * Bank of navy was insisting on using these old boats despite all the warnings. They only agreed on changing a ferry “Suvak”, which sometimes used in the route of Üsküdar, after it break down 4 times in a week.



Overview of the Disaster

Gölcük was a town which developed because of the shipyard over there. There were no available road haulage. Only way of transportation was seaway. Government had not satisfied its commitment to construct a proper road and people were complaining about dangerous transportation.

There was no high school in Gölcük and students have to take ferry everyday to go to their school in İzmit.



Overview of the Disaster



- * In that time government offices were working half day in Saturdays and Üsküdar was carrying the high school students who are going back to home from school and public officers.
- * Ferry was more crowded than normal because it was the they of distribution of three-months wages.
- * Most passengers were classmates or colleagues and know each other.

Overview of the Disaster

- * Water temperature was approximately 1 C. March has the coldest water temperature since water gets hotter later than the earth.
- * Most of them was good swimmers so most deaths was caused by freezing rather than drowning.



Precautions



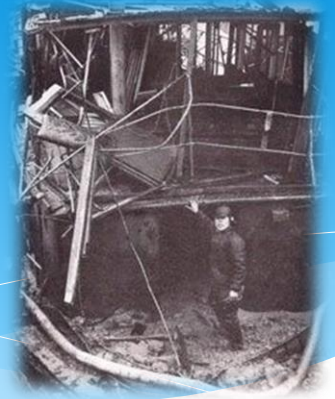
- * There were 430 life vests
- * Two gigs
- * 35 Floating rings
- * Previous captain of the ferry, Mustafa Ersan wrote a report to administration about overloading number of passengers and he assigned to another job after that.
- * Newspaper of Bizim Şehir wrote a headline: “We are on the brink of a disaster, there passenger number is about double or triple of the capacity” on 16 July 1957
- * Governor of İzmit, Akif Terzioğlu made a statement to the newspaper Cumhuriyet: “Previous summer 2000 passengers were on these boats and we informed the authorities.”

Disaster Management



- * After approximately 3 hours warships and submarines from the navy arrived to disaster zone.
- * Location of the sunken ferry was found in the 3rd day of the accident.
- * After that 14 divers take off the dead bodies from sea bottom.
- * After the searchings for bodies ended, bodies washed ashored and to collect corpses guards assigned to each 100 meters on the shore.
- * 60 fishermans with 3 teams continued to search for corpse after search from government stopped.

Disaster Management



- * In the 19th day 5 ships took Üsküdar off.
- * Even the some people who had taken off from the sea alive, died in while sending the hospital or in the hallways of the hospital while waitting for treatment.



Üsküdar vapurunun kaza sonrası Gölçük'te rıhtıma çekildiği zamanki hali
(Cumhuriyet Gazetesi)





Disaster Specific Actions

- * Most survivors were women. Which is assumed as not a coincidence and because of the lipid layer under their skin which protected them from freezing.
- * Also it is assumed that the number of deaths is high because of most passengers were young, doing sports and they have high density of muscles which cause cramps in cold and blocks swimming ability.

What was Right?

- * Salvage vessels also focused on after disaster managements an helped victims to get heat by scrabbing their belly and providing them dry clothes.



What Was Wrong?

- * Even though the ship was in service in Turkey for 31 years, it was built in Germany in 1901. So it was at the age of 57. Also it was an old fashioned ship since it is nearly all wooden. According to the court, storm had a speed of 90 km which is not above the standard southwester in the İzmit Gulf. So if the ship was appropriate, it may had survived.
- * The captain decided to move the ship despite the warnings from the harbor. Survivors in the crew said that captain found it dangerous to stay in the harbor. But the solution was not to set sail.
- * Disaster management is only focused at taking victims from the sea, nobody considered it afterward and many people who can survive from the sea in dead.

What Was Wrong?

- * Rescue squad started search and rescue after 3 hours since they waited for approval.
- * After taking victims off from the sea, they carry them with dampers of trucks as on on top of another.
- * Manager of navy bank refused to pay compensation to the families of victims and stopped to search for bodies in March 5.
- * Instead of government, families had to search for their losses on their own with fishing boats.

Lessons Learned



- * Signboards that show where and in much quantity that life vests are, and table that shows how to use life vests are shown on the most staring places of the cityline ferries
- * Barbaros Hayrettin High School is founded in Gölcük in the memory of losses in Üsküdar disaster. Their pennant color is black and yellow which represents mourning and rising sun.



Lessons Learned

- * People in İzmit make many protests about government and authorities because of neglects and refused to use these old boats. Because of the dead demand voyages are cancelled. Finally after the unstopping protests naval bank agreed to buy new bigger ships which are suitable to standards.



NUMARALI
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NUMARALI ÜSKÜDAR

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