A QUESTIONNAIRE STUDY

ON YACHTING IN GÖCEK BAYS

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ABSTRACT

A QUESTIONNAIRE STUDY ON YACHTING IN GÖCEK BAY'S

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Yachting known as a relatively old and an expensive leisure activity, due to recent developments of technology and construction techniques has become accessible to a wider range of people. Mediterranean coasts have a great importance among the world yachters. There is a congestion of yacht traffic in the western and middle Mediterranean marinas, so the yachters tend to go to the Eastern Mediterranean including the Turkish coasts. Göcek is the most popular yachting region in Turkey with its sheltered bays, natural beauties and archeological heritage. Göcek Bays are among the first group of Specially Protected Areas declared in Turkey. Yachting activity in summer months has been an ever-increasing use.

At present, there exists a very low level of managerial effort for limiting the environmental impacts of boating activities in Göcek Bays. The uncontrolled yachting in Göcek Bays presents a growing pressure on the environment, and the coastal and marine ecosystem. On the other hand, it contributes to decreasing the quality of holidays due to congestion, noise and water pollution. The aim of this thesis is to produce information that would contribute to a future regional yacht tourism management plan for Göcek Bays. To determine the preferences and evaluations of the yachters about this region two surveys have been carried out during the summers of 2000 and 2001. During these surveys questionnaires were distributed to the users and their priorities of several items were asked. Besides some demographic information about the user was obtained.

Keywords: Yachting, Göcek, Yacht Tourism, Management Plan

ÖZ

GÖCEK KOYLARINDA YATÇILIK ÜZERİNE BİR ANKET ÇALIŞMASI

Demircioğlu, Çağdaş

Yüksek Lisans, İnşaat Mühendisliği Bölümü

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Bilinen eski ve pahalı bir turizm biçimi olan yatçılık, gelişen teknoloji ve inşa yöntemleri sayesinde daha geniş bir kitleye hitab etmeye başlamıştır. Akdeniz kıyıları, dünya yatçıları arasında büyük öneme sahiptir. Orta ve Batı Akdeniz kıyılarındaki yoğun yat trafiği yatçıların, Türkiye kıyılarının da bulunduğu Doğu Akdeniz çanağına yönelmelerine neden olmuştur. Göcek, gerek doğal, sakin koylarıyla, gerekse tarihi ve doğal zenginlikleriyle Türkiye'deki önemli yat turizmi bölgelerindendir. Göcek koyları aynı zamanda birinci derece Özel Koruma Alanları arasında yer almaktadır. Yaz aylarında, yatçılık aktiviteleri giderek artan bir kullanım biçimi haline gelmiştir.

Günümüzde, Göcek koylarında yatçılık aktivitelerinin çevresel etkilerini önlemeye yönelik yönetim çabası oldukça düşük seviyededir. Kontrolsüz yapılan yatçılık aktiviteleri çevre ve kıyı ekosistemi üzerinde bir baskı oluşturmaktadır. Diğer yandan bu, kalabalık, gürültü ve su kirliliği tatil kalitesinde düşüşe neden olmaktadır. Bu tez çalışmasının amacı, Göcek koyları için oluşturulacak bölgesel bir yat turizmi yönetim planında faydalanılacak bilgileri tesbit etmektir. Kullanıcı profilini belirlemek ve kullanıcıların bölgeyle ilgili değerlendirmelerini almak üzere 2000 ve 2001 yıllarının yaz aylarında iki anket uygulaması yapılmıştır. Bu uygulamalar süresince kullanıcılara değişik konularda öncelikleri soruldu. Bunun yanında kullanıcılarla ilgili demografik bilgilerde toplandı. Bu anket uygulamalarının değerlendirmeleri bu tez çalışması için degerli bir veri olacaktır.

Anahtar Kelimeler: Yatçılık, Göcek, Yat Turizmi, Yönetim Planı

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INTRODUCTION

1.1 Introduction

The tendency of people to return to the nature, active pastime and their reaction to the standard living style has resulted in active tourism understanding. The major types of active tourism are health and cultural tourism, golf, hunting and yachting (Ministry of Tourism, 1992).

Yachting, that has the medium, which makes people to feel free, is a relatively expensive pastime. But with the increasing welfare standard of the country it takes its place in the tourism sector.

Yachting is an excursive, entertaining, resting and a sporting type of tourist activity made by private and commercial type of medium sized boats.

Yachting differs from cruiser tourism in means of not regular transportation between ports and the cruise takes place between bays, gulfs and sheltered areas, which could not be classified as legally harbors.

The importance of yacht tourism could be better understood by considering its by-industry based on the maintenance and repair sector and the relatively high average expenditure of the yacht tourists.

Yachting is an economical activity with its harbors and sheltering infrastructure, construction and repair industry, service sector like catering, administrative units, which creates a relatively high employment sector.

Yachting is an activity based on marketing of natural, historical, cultural beauties and the hospitality. In this aspect these mentioned values, which are the main factors attracting tourists should be preserved.

Besides, yachting has a great role in the countries advertisement. Tourists on the boats not only meet with the beauties of our country (bays, towns, cities, archeological heritages etc.) but also interact with our people. In this respect training of the crew and the local people becomes an important issue. On the other hand the presence of a Turkish flagged yacht is also a good way of advertisement of our country.

Tourism sector is a fundamental income for our countries' economy. This sector has about 2 billion dollars of income each year and it is the mostly growing sector in the last 15 years of our national economy. The income from the tourism sector has already exceeded the one third of the exportation income of our country (Kara and Emecen, 2001). The investments made for hotels can be classified as 'tourism pollution' causes and environmentally harmful concrete developments. In this respect investments made for 'yacht tourism' are the alternative solutions against concretization. Ten or fifteen yachts together may have the same bed capacity with a medium sized hotel. The ultimate advantage of yacht to hotels is that yachts have a very wide area of cruise, which it can sail, where the hotels are settled structures.

The marinas of the west and middle Mediterranean work with full capacity and there is a continuous increase in the yacht number. Our nearest competitor Greece does not have a well-developed marina chain. Turkey attracts most of the yachters from west and middle Mediterranean with her magnificent nature, and better naturally sheltered bays. Another main point to be focused is that, a yacht with 4 or 5 passengers will take a better role in the tourism income rather than a bus full of tourist as the yacht tourists' average expenditure in our country is considerably more than the regular tourists. Approximately 40% of the tourism income of our country is maintained by the yacht tourism (Ministry of Tourism, 1992).

1.2 History of Yachting and Yacht Tourism

The first known sailing boat is built and used by the Pharaohs' on the river of Nil for the recreational purposes in BC. 4000. A second sail is found in the ruins of sailing boats during the years of BC. 100 and sailboats with three sails were used after AC 1400. It is known that the Flamencos have used boats called 'jaght' meaning the 'hunter', which are small sized and faster boats to arrest the smugglers and pirates. In the later periods, people from Amsterdam started to use these boats to meet the larger cargo ships offshore. After meeting these ships the will of reaching to the shore has started a competitive feeling and by the time this 'will' a racing platform for the yachters. This resulted in a recreational activity and an understanding of yachting as a sport activity. The origin of yachting was firstly and mainly situated in Holland and England (Ministry of Tourism, 1992).

The first yachting club (Cork Water Club) was established in the Ireland in 1720. After these years the yacht construction techniques have been rapidly increased. The first boat with an aluminum body is built in 1890. The first polyester and fiberglass boats were constructed during the years of 1950's (Ministry of Tourism, 1992).

The first marina development is made by the USA in 1928. In the mid 1960's USA had about 350 fully equipped marinas. In the 20th century the naturally sheltered bays of Mediterranean coasts have attracted the yachters attention to this area. The first place, the yachter preferred in the Mediterranean, was the French Riviera and than the Italian and the Spanish coasts consequently. Europe did not have the sufficient background and required information for the yacht tourism development so most the countries used the French model (Ministry of Tourism, 1992).

Greece has started the yacht tourism in 1963, where the first sail boat in the Turkish waters have seen in 1965. Establishment of the first yachting club in Turkey 'Istanbul Yelken Klübü' has taken about 3 centuries (1965) after the first yachting club established in England in 1639 'Seamarc Club' (Ministry of Tourism, 1992).

1.3 Yachting and Yacht Tourism in Turkey

Our country could not achieve the expected level in the yacht tourism sector, which has a great role in the national economy and employment. But there exist new projects and efforts to create new potential tourism areas and the use of the current areas effectively. Similar efforts have been used to spread the yachting tourism activities, which is mainly located at the Kuşadası – Fethiye region.

There exists large marinas along the İstanbul- Antalya coastline, but the best and well equipped marinas are located in southwest shores of the Aegean and the Mediterranean coasts such as İzmir, Kuşadası, Bodrum, Datça, Bozburun, Marmaris, Göcek, Fethiye, Kalkan , Kaş Finike, Kemer, Antalya (Kara and Emecen, 2001).

Yachting with its 3000 yachts and 30000 beds capacity has a great role in the tourism income. Renting of yachts without crew is newly raised boat hiring method used in our country (Kara and Emecen, 2001). There exists approximately 800 000

private and commercial yachts and 729 marinas serving to 315000 yachts in the Mediterranean. France, Italy and the Spain have the 88% of the mooring capacity in Mediterranean. Our country has only the 0.3% of the total capacity (Kara and Emecen, 2001). This is a disadvantage but in the point of their reputation and experience this could be an advantage to Turkey if she can use.

On the other hand these countries have most of their capacities reached to the end and the water is such polluted that the yacht tourism traffic tends to the eastern part of the Mediterranean. The cleanest parts of the Mediterranean are located at the 'Turkish Riviera'. This constitutes a reasonable factor for many yachters to direct to these locations. The fortunate part of this is achieved when the required management, planning and investments made to these points (Kara and Emecen, 2001).

Yachting activities in Turkey, can mainly divided into four parts. First one is the yachting activity taking place with wooden boats. The second one is the daily-based yachting activities made with the similar boats. The third one is the one with the sail boats rented without crew and it is called the bareboat. The last and the fourth one is the one where the mega yachts and the motor yachts are used (Kara and Emecen, 2001).

1.4 The Need for Management of Yachting

Management is an active and continuous human process by which people and organizations achieve their goals. The pressure for participation in recreational activities in coastal areas, and potential conflict with other users, has been one of the key factors, which has prompted the attention now being given to the planning and management of the coast as a resource (Goodhead, 1996). Coastal resource planning and management is mostly considered as a public-sector role. The aim is to balance the needs of recreation against those of commerce, economic development, wildlife and natural history, visual and aesthetic requirements. Management by objectives

and consensus, undertaken by multi-disciplinary teams, is a widely accepted way. To maximize the opportunity for maritime leisure in the coastal zone requires management of each recreational activity, taking place with their interaction to each other and the other coastal resources.

Drucker (1955) in his core text *The Practice of Management*, identified the following key management responsibilities, which remain applicable to any management situation:

- Management is concerned with responsibility for the future as well as the present;

- Management should make what is desirable first possible and then actual;

- Management is not just passive, adaptive, behavior – it means taking action to make the desired results come to pass;

- The manager's job is to make a visible and measurable contribution to the success of the enterprise.

Coastal recreational management is in many ways similar to countryside management given its reliance on the coast as a resource. Management can be decomposed to four activities; Planning, organizing, motivating and controlling (Cole, 1993). The planning function of management is the decision-making, which managers set out aims and objectives for their operations. The process of organizing is concerned with creating the means to deliver aims and objectives. After planning and organizing, the manager should motivate and encourage the process to achieve its goals. Controlling management processes is the performance measurement and obtaining the required feedback for the system. A good management of the service may prolong the life of our shores by solving the problems and conflicts among uses and resources during the lifetime of the shore.

Currently there exists no attempt to forecast future demand for yachting in Göcek Bays. It is a difficult area to make predictions about due to the number of variables involved. However, it is obvious that the yachting activities are among the primary activities for both the economy and the social life in the area. It is also observed by the local people that each year the yacht number in the area increases. Each additional yacht has an affect on the environment, and it adds up to a considerable pressure when all the yachts in the area are considered. By determining the user profiles, their preferences and expectations, a balanced used of the area can be achieved for the welfare of the future of yachting in Göcek Bays.

CHAPTER II

SCOPE OF THE STUDY AND THE METHODOLOGY USED

2.1 Scope and Extend of The Study

The scope of this study is to analyze the users' preferences and expectations for the study area Göcek Bays, considering the environment and human together for a better sustainable development of yacht tourism. The natural, social, cultural and aesthetic properties are considered as a whole.

To achieve the objectives, questionnaires were prepared for the bay users to get their participation in this work. The application of the questionnaires took place in the Göcek Bays, Göcek Marina, Port Göcek and the Club Marina during the summer of 2000 and 2001. The copies of the questionnaires were distributed to the users and their priorities of several items were asked. Besides some demographic information about the user and some technical information were obtained.

In the conclusion section there will be some application advises either to solve the conflicts among resources and uses or to improve the current applications. A computer program called "SPSS 8.0" is used to analyze the results of the questionnaires.

2.2 Preparation of Questionnaires

The questionnaires have been applied for two summer seasons 2000 and 2001.In the preparation of the questionnaires applied in the summer of 2000, three types were used: decision-maker type, boater type and pre-determined type. The decision-maker type was the questionnaire for the decision maker of the boat. This questionnaire involves questions both about the physical properties of the boat and the boater preferences. The boater type involved only questions about the boater preferences. The pre-determined type was for the predetermined cruising vacations and involves questions about the route of their current holiday and evaluation of the current bay anchored. In application of the questionnaires, if the decision of the bays to be anchored was given by one person, than decision-maker type of questionnaire was applied to that person. If the decision of the bays to be anchored was given by a common decision of the boaters, than both decision-maker and boater type questionnaire were applied. Pre-determined type was only applied to the boaters who have determined their route at the start of the voyage. In addition to the three kinds mentioned above, one questionnaire for the captains of the boats was added later on. This was mainly due to the fact that, for some of the boats, only the captains of the boats answered questionnaire.

For the questionnaires prepared for the summer of 2001, two types of questionnaires were used for the sake of easiness of application. They were the one for the yacht users and the one for the captain. The captain's questionnaire contains the technical information about the yacht and the information about their routes. On the other hand, the one for the user of yacht includes more detailed questions about their preferences and ideas about their cruise and the physical characteristics of the bays.

The questions of the questionnaire can be categorized in groups. The first group of the questions require the demographic information about the yachters as; type of the boat, user's age, sex, nationality, education level, occupation etc. The

second group of questions are to determine, how many times the user visited the Göcek Bays, if they obtained the required information about the region, how many times do they usually take the cruising vacation in a year and which months do they prefer for their cruising vacation. Third group of questions are designed to determine the users' priorities while anchoring to a bay during night and day, and the service utilities that the users expect to see in bays. The last group of questions is designed to have the users participation in a future management plan with their opinions about the rules, regulations and management of the area.

The questionnaires were prepared in three languages German, English and Turkish.

2.3 Study Area: Göcek

Göcek is a typical Mediterranean settlement on the Southern Anatolia coast located 22 kms away from the Dalaman International Airport and 30 kms from Fethiye (Özhan et. al., 2003). Göcek is known all over the world not only as a yacht tourism center with its beautiful bays and beaches; but also as a tourism region for the elite adorned with diverse flora and historical remnants reflecting the rich cultural heritage of Anatolia.

Dalyan and Göcek are among the firstly declared Specially Protected Areas in Turkey in 12.06.1988. The border of Fethiye-Göcek SPA was modified in 18.01.1990 and the total area reached to 613 Km^2. The 1/25000-scaled Environmental Arrangement Plan of the region, which was declared in 24.09.1984, was modified after the declaration of the region as SPA in 19.09.1989 (Kara and Emecen, 2001).

People of Göcek are used to deal with mining before the tourism development in this region. Nowadays Göcek is a very popular tourist town with a main street

crossing the town along the shoreline. Along the street there exist many tourism investments and shops on both sides, which mainly forms the 'livelihood source' of the community.

With her magnificent and numerous bays Göcek became a yachting center. There exist four marinas in town: Scopea Marina, Port Göcek, Club Marina and the yacht harbor located at the center of the town and managed by the municipality authorities. The developing yacht tourism stimulated the tourism investments in the town. During the summer season the population of the town increases 1000 people pitching in the town, this number is estimated as 5000 if the boaters also considered. If the daily visits to the town is concerned this number peaks to 15000-20000 (Kara and Emecen, 2001).

2.4 Application of The Questionnaires

The application of the questionnaires done in two different ways, one of them is the onshore application generally face-to-face the second one is the offshore application by a boat.

The onshore applications were usually made to the owner or the captain of the boats, which were fastened to marinas. On the other hand a patrol boat arranged by the local municipality was used during the offshore application of the questionnaires. For both years mostly the sail type of boats were taken into consideration during the application. Gullets and charter type boats were excluded from the work done because their routes are predetermined and usually the same.

The application of the questionnaire to the bay users was not in a regular period or route. The boat got into the bay from one side and the questionnaires were distributed to the boaters and collected after several minutes, starting from the same side and leaving the bay from the other side by recording the number of boats in each

bay separately. This process goes on for the next bay. There exist more than 25 bays in the region. Touring all of them in one day was not possible with the boat used. On the other hand boats were not distributed equally among the bays so more data was obtained from some of the bays.

Total number of questionnaires is 434 for two years. 200 of these were belonging to the summer of 2000 where 234 of them were for the summer of 2001. Questions not answered by the users are indicated as 'not answered' for each question. Missing responses are the ones, which were not considered during the evaluation. If more than one answer is given to a question, it results with a missing value. For instance if both male and female choices were checked for a question, than answer is counted as missing value.

CHAPTER III

PRESENTATION AND DISCUSSION OF RESULTS

3.1 Monthly Distribution of The Questionnaires

The questionnaires for both years were applied during the summer season and the beginning of fall season. This was due to the fact that July, August, September, October and November were the mostly preferred periods for yachting activities in Göcek. 10% of the 2000's questionnaire were applied during July and August where it is 71% for the September and 19% for October and November. Among the 2001 questionnaires, 12.4% was applied during July, 29.5% in August and 58.1% in September (Table 3.1 and Figure 3.1).

Table 3.1 – Months when the questionnaires were applied.

Summer of 2001			Summer of 2000		
MONTH			MONTH		
	Number	Percent		Number	Percent
JULY	29	12,4	JULY-AUGUST	20	10,0
AUGUST	69	29,5	SEPTEMBER	142	71,0
SEPTEMBER	136	58,1	OCTOBER-NOVEMBER	38	19,0
Total	234	100,0	Total	200	100,0

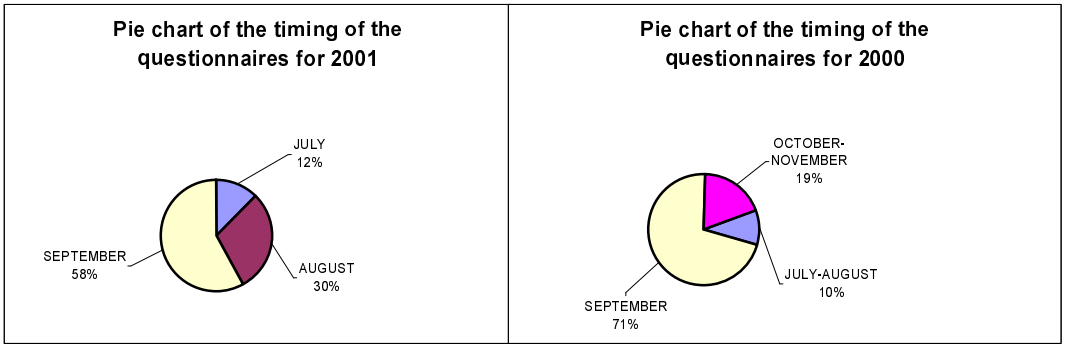

Figure 3.1 – Pie Chart of the timing of the questionnaire.

3.3 Data Distribution Among The Bays

Table 3.2 shows the frequencies of the data distribution among the bays. The map showing the location of the bays is included in the Appendix A. This data also reflects the preferences of the boaters and the availability and anchorage capacity condition of the bay because mostly the crowded bays were visited for the questionnaire study.

3.4 Boat Types

The boat types were considered as motorboat type, which uses fuel oil for cruising, and the sail type, which uses the wind power. 76% of the boats that responded to the questionnaire of 2000 were sail type, 9.5% the power type and 14.5% 'not answered'. There were 17.1% power type boats for the year 2001 and 82.9% sail type (Table 3.4 and Figure 3.4).

The majority of the respondents were using the sail boats for both years. This was due to the fact that the majority of the boats in the area were this type.

Table 3.2 – Data Distribution Among the Bays

Summer of 2001

NAME OF THE BAY

	Number	Percent
GOBUN	75	32,1
SARSALA	25	10,7
TERSANE BAY	24	10,3
MANASTIR BAY	20	8,5
HAMAM BAY	17	7,3
BOYNUZBUKU	13	5,6
GOCEK MARINA	12	5,1
BEDRI RAHMI BAY	8	3,4
KURSUNLU BAY	7	3,0
GOCEK ISLAND	7	3,0
YAVANSU BAY	6	2,6
YASSICA ISLAND	5	2,1
GUNLUKLU	3	1,3
ASILIK BAY	3	1,3
DOMUZ ISLAND	2	0,9
ZEYTINLI ISLAND	2	0,9
CIFTLIK BAY	1	0,4
ATBUKU	1	0,4
SIRALIBUK	1	0,4
MERDIVENLI BAY	1	0,4
NOT ANSWERED	1	0,4
Total	234	100,0

Summer of 2000

NAME OF THE BAY

	Number	Percent
GOCEK ISLAND	25	12,5
BEDRI RAHMI	24	12,0
BOYNUZ BUKU	16	8,0
HAMAM	16	8,0
YASSICA ISLANDS	14	7,0
SARSALA	9	4,5
GOCEK MARINA	8	4,0
DOMUZ ISLAND	7	3,5
KAPI BUKU	7	3,5
TERSANE	7	3,5
MANASTIR	4	2,0
KARANLIK ICI	2	1,0
ZEYTINLI ISLAND	2	1,0
AT BUKU	1	0,5
GOBUN	1	0,5
KILLE	1	0,5
MERDIVENLI	1	0,5
OSMANAGA	1	0,5
YAVAN	1	0,5
KARACABUK	1	0,5
NOT ANSWERED	52	26,0
Total	200	100,0

Table 3.3 - Data vs Boat Type

Summer of 2001

	Number	Percent
POWER	40	17,1
SAIL	194	82,9
Total	234	100,0

Summer of 2000

	Number	Percent
POWER	19	9,5
SAIL	152	76,0
NOT ANSWERED	29	14,5
Total	200	100,0

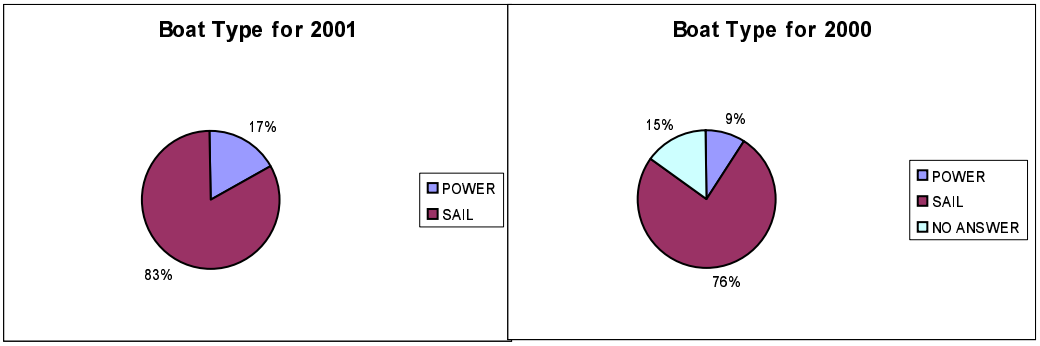

Figure 3.2 - Data vs Boat Type

3.5 Demographic Information

Under this sub-heading the distribution of data with respect to the respondents sex, age, nationality, education level and occupation will be presented.

When the questionnaires for the summer of 2000 were analyzed, it was seen that 72.5% of the respondents were males and 23.5% were females. There were 6 'not answered' among 200 data. The question, that asked the respondent's age was divided into six age groups as, 'less than 25' years, between 26 and 35 years, between 36 and 45 years, between 46 and 55 years, between 56 and 65 years and over 65 years. The percentages in these groups were respectively 1.5, 17.0, 18.5, 27.0, 22.0, 19.5. There were 1 missing answer and 8 'not answered' responses out of 200.

Majority of the respondents during the questionnaire study in 2000 were German, Turkish, British and Austria natives (Table 3.4). The answers given to the education level of the respondent during the 2000 questionnaire study indicated that 10.5% were graduated from a primary school and 20.5% from high school. 34.5% had university degrees and 32% had a graduate degree.

For the questionnaires study of 2001, 69.2% were males and 8.5% were females. The highest percentage for the age distribution of 2001's questionnaire was for the range of 36-45 years old with 26.5%. The percentages for 'less than 25' years old, between 26 and 35 years old, between 46 and 55 years old, between 56 and 65 years old were respectively 3%, 12.8%, 23.5%, 15.4% and 5.6% with 1.7% 'no answer' and 11.5% missing values.

The nationalities of the respondents of 2001's questionnaire were mainly Turkish, German, British, French, Austrian and Dutch (Table 3.4).

4.3% of the respondents for 2001's questionnaire were graduated from a primary school. The percentages for high school, university and graduate degrees were respectively 17.1%, 42.7%, and 26.1% with 21 missing answers and 2 not answered among the total of 234 questionnaires.

Table 3.4 – Nationalities of the respondents

Summer of 2001			Summer of 2000		
NATIONALITY			NATIONALITY		
	Number	Percent		Number	Percent
TURKISH	55	23,5	GERMAN	84	42,0
GERMAN	40	17,1	TURKISH	38	19,0
BRITISH	39	16,7	BRITISH	17	8,5
FRENCH	22	9,4	AUSTRIA	15	7,5
AUSTRIA	19	8,1	SWEDISH	9	4,5
DUTCH	15	6,4	DUTCH	8	4,0
ITALIAN	9	3,8	DANISH	4	2,0
ISRAEL	5	2,1	FRENCH	3	1,5
AUSTRALIAN	4	1,7	ISRAEL	3	1,5
USA	4	1,7	CANADIAN	2	1,0
SWISS	3	1,3	BELGIUM	2	1,0
DANISH	2	0,9	AUSTRALIAN	2	1,0
BELGIUM	2	0,9	ITALIAN	2	1,0
AMERICAN	2	0,9	AMERICAN	2	1,0
LEBANESE	2	0,9	IRISH	1	,5
SWEDISH	1	0,4	SPAIN	1	,5
CANADIAN	1	0,4	NOT ANSWERED	7	3,5
LUXEMBURG	1	0,4	Total	200	100,0
RUSSIAN	1	0,4			
ICELAND	1	0,4			
NEW ZEALAND	1	0,4			
SOUTH AFRICAN	1	0,4			
UKRANIEN	1	0,4			
NOT ANSWERED	3	1,3			
Total	234	100,0			

The occupation distributions of the sample data for both years were tabulated in table 3.5. It is seen that most of the respondents were from a relatively high-income group of employments such as executives, administrators, managers, engineers and medical doctors etc.

Table 3.5 – Occupation Distribution of the Responders

Summer of 2001			Summer of 2000		
OCCUPATION			OCCUPATION		
	Number	Percent		Number	Percent
EXECUTIVE, ADMINISTRATIVE, MANAGERIAL	48	20,5	EXECUTIVE, ADMINISTRATIVE, MANAGERIAL	58	29,0
ENGINEERS, SURVEYORS, ARCHITECTS	27	11,5	ENGINEERS, SURVEYORS, ARCHITECTS	31	15,5
RETIRED	24	10,3	RETIRED	22	11,0
MEDICAL DOCTOR, DENTIST, VET.	11	4,7	SERVICE	12	6,0
EDUCATION: TEACHER, INSTRUCTOR, PROFESSOR	8	3,4	MEDICAL DOCTOR, DENTIST, VET.	10	5,0
CAPTAIN	8	3,4	OFFICER, BANK EMPLOYEE	8	4,0
WRITER, ARTISTS, ERTERTAINERS	5	2,1	EDUCATION: TEACHER, INSTRUCTOR, PROFESSOR	6	3,0
CONSULTANT	5	2,1	TECHNICIAN	5	2,5
LAWYER	5	2,1	WRITER, ARTISTS, ENTERTAINERS	4	2,0
SERVICE	4	1,7	NATURAL SCIENTIST	4	2,0
NATURAL SCIENTIST	3	1,3	CONSULTANT	4	2,0
STUDENT	3	1,3	PRODUCTION WORKING	3	1,5
PRODUCTION WORKING	2	0,9	HOUSE WIFE	3	1,5
OFFICER, BANK EMPLOYEE	2	0,9	MILITARY	2	1,0
NOT WORKING	2	0,9	STUDENT	2	1,0
MILITARY	1	0,4	LAWYER	2	1,0
PILOT	1	0,4	CAPTAIN	1	0,5
NOT ANSWERED	75	32,1	COMPUTERS	1	0,5
Total	234	100,0	NOT ANSWERED	22	11,0
			Total	200	100,0

3.6 How many times a year do you take cruising vacation?

This question had three choices for the year 2000. There were; '1-2' times, '3-5' times and '6-8' times. The percentages of each were respectively 54.5, 14.5 and 26. This was modified for the 2001 questionnaire. The range was divided into five groups for a more detailed analysis. The groups and their percentages were as follows; '1-2' times 50.9%, '3-5' times 13.2%, 'more than 5' times 30.8%, 'first time' 0.9%, 'living on boat' 1.7% and 6 'not answered' responses out of 234.

The weighted mean of this question was computed for each year separately. The medians of the intervals were used for the weighted mean computations. The median for '1-2' times is taken as 1.5, for '3-5' times it is taken as 4 and 6 is chosen for the 'more than 5 times'. The 'not answered' frequencies and 'living on boat' answers were excluded from the calculation of the weighted mean. The number of answers for each interval was multiplied by the median chosen and the total sum of these products was divided by the total number of responses, excluding the omitted answers. The total net answers used were respectively 190 and 224 for the 2000 and 2001 questionnaire study. The weighted mean calculated for the year 2000 was 3.11 times and for the year 2001 was 3.29 times. It is concluded that the weighted mean of both years' results is in the order of 3 times per year.

3.7 Duration of The Current Holiday

This question was asked as; 'How long will you be cruising in this holiday?'. The choices of answers to this question were also modified for the 2001 questionnaire. In the former questionnaire, there were three choices; '1 week', '1-2 weeks' and 'more than two weeks' and the responses to these were 33%, 28.5% and 32% respectively with 13 'not answered' cases out of 200 data.

For the later questionnaire, six choices were offered. These were; '1 week', '1-2 weeks', '3-4 weeks', '1 month', '2 months' and 'longer'. The responses ranged as; 28.2%, 28.2%, 12.4%, 2.6%, 8.1% and 18.4% respectively.

By increasing the choices the response of the yachter becomes easier. Open-ended type questions result in more 'no answer' cases.

The average holiday duration was computed by taking the weighted mean of the responses. The medians for the former questionnaire were taken as; 1 week for '1 week', 1.5 weeks for '1-2 week' and 6.8 weeks for 'more than 2 weeks'. The

duration of 6.8 weeks was calculated from the 2001's results by taking the weighted average of responses for more than 2 weeks. The medians of the responses are weighted averaged with the corresponding number of answers. The weighted mean for the year 2000 is calculated as 3.14 weeks with 13 'not answered' responses excluded. The medians for the later questionnaire are taken as 4 weeks for '1 month' and 8 weeks for '2 month' and 9 weeks for 'longer' duration. The 'not answered' answers and the 'living on boat' responses are excluded. There are 7 responses excluded out of 234 for 2001's questionnaire. The weighted mean calculated for 2001 is calculated as 3.57 weeks. As there were more choices for 2001's questionnaire there exists a significant difference between both years' averages.

3.8. Total Cruise Number

This question was asked as; 'How many times have you been cruising the Turkish Coasts on holidays?'. The question had three choices for the former application; 'First time', '2-5' times and 'more than 5' times. An exact number is requested from the respondent. 13.5% of the respondents indicated that it was their first trip. The percentage was 26% for '2-5' times, 42.5% for '6-8' times, 3.5% for '9-12' times, 2.5% for '13-15' times, 6% for more than 15 times and 6% for 'no answer'.

For the later application, it was asked with 4 choices and an open ended part to have the exact number. The choices and their percentages were as follows; 'First time' 26.9%, '2-3' times 20.5%, '4-5' times 6%, 'more than 5' 43.2% and 'living on boat' 1.7%. The 'no answer' percentage was also same with the 'living on boat' percentage.

The weighted average for the total cruise time was calculated by taking the average of the intervals using the median for each interval. The question was asked as an open-ended style, which resulted in different averages for both years. The

weighted average for the 2000 questionnaire was 6.41 times. It was 5.01 times for the 2001 questionnaire. For the 2001 questionnaire evaluation, 9.18 is used for more than 5 responses, which is calculated by taking the weighted average of the responses in 2000. The responses for ‘6 months per year’, ‘over 100’ times, ‘living on boat’ and ‘not answered’ were excluded from the calculations.

3.9. Duration of Each Blue Voyage

This question was asked to those who at least had their second Blue Voyage. It was asked as an open-ended question in the 2000 questionnaire, so that the responses were widely varied (Table 3.6). There were six choices for the questionnaire prepared for 2001 and they were; ‘1 week’, ‘1-2 weeks’, ‘3-4 weeks’, ‘1 month’, ‘2 month’, and ‘longer’ with the frequencies and percentages tabulated in Table 3.6.

Table 3.6 – Average Cruise Time

Summer of 2001

AVG. CRUISE TIME

	Number	Percent
1 WEEK	43	18,4
1-2 WEEKS	59	25,2
3-4 WEEKS	19	8,1
1 MONTH	10	4,3
2 MONTHS	14	6,0
LONGER	34	14,5
LIVING ON BOAT	1	0,4
NOT ANSWERED	54	23,1
Total	234	100,0

Summer of 2000

AVG. CRUISE TIME

	Number	Percent
3-5 DAYS	24	12,0
6-10 DAYS	45	22,5
2-3 WEEKS	38	19,0
1-2 MONTHS	14	7,0
2-4 MONTHS	9	4,5
PERMANENT	1	0,5
VARIES	2	1,0
10-15 DAYS	3	1,5
4-6 MONTHS	5	2,5
NOT ANSWERED	59	29,5
Total	200	100,0

The weighted averages for this question were calculated in the day basis. A week is taken as 7 days, where a month is taken as 4 weeks. The medians of the intervals were used for intervals. For the 2001 questionnaire, the ‘longer’ choice was taken as 12.55 weeks, which is calculated, by taking the weighted average of the responses to the 2000 questionnaire. The ‘permanent’, ‘varies’, ‘living on boat’ and ‘not answered’ responses were excluded from the weighted mean. The weighted

mean of the 2000 survey for the duration of each blue voyage was found as 23.20 days whereas it was 30.37 for the summer of 2001.

3.10 Preferred Months for The Blue Voyage

Formerly this question was asked as open-ended. For the later questionnaire, the months from April to November were listed and an open end is left for multiple choices. Some respondents checked more than just a single month. For such responses the rating of that period was divided equally to the individual months.

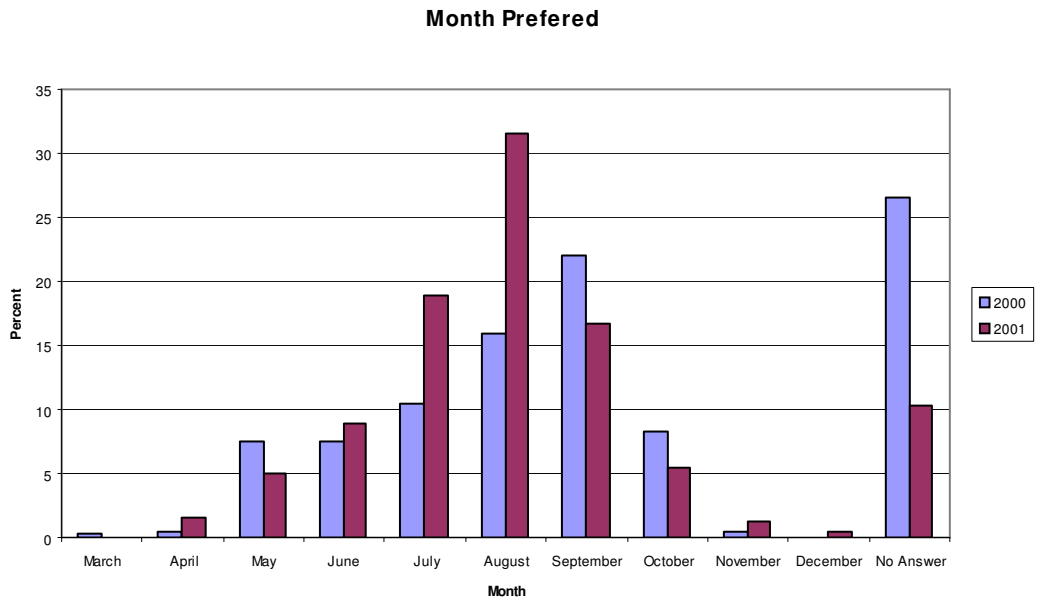

Figure 3.3 – Months preferred for blue voyage.

3.11 Recreational Activities

The yachters were asked to indicate their preferences from a list of given activities during their cruising holiday.

In the former questionnaire, there were five different activities listed, namely 'swimming', 'reading', 'water sports', 'visit archeological sites', 'trekking' and 'sun bathing', for the respondents to rank by giving a score from 1 to 5 (5 representing the extremely important level) for each activity. For the later questionnaire, the listed activities were increased to 10 according to the responses given to the former questionnaire. Added choices were 'diving', 'sailing', 'snorkeling', 'fishing/spear fishing' for the 2001's questionnaire.

Number of voting for each activities importance level is divided by the total number of votes given to that activity, excluding the 'not answered' questions. By doing so, a coefficient is obtained for each importance level of each activity. The score of each activity is obtained by adding up the importance levels, which were multiplied by the coefficients obtained. The final score of each activity out of 5 is presented in Fig.3.5 as a line chart. The standard deviation obtained for the final scores of the total activities is 0.878 and the mean score of all activities was 3.23 out of 5.

The tabulated form for the input data and the distribution of the respondents according to the demographic information is presented in Appendix C.

3.12 Essential factors for an anchor location

Yachters were asked to make an evaluation for the essential factors in deciding an anchor location. There were six choices in the former questionnaire. They were; 'reception of waste water', 'collection of garbage from yachts', 'provision of potable water', 'sanitary facilities', 'restaurants', 'recreational facilities' with an open end for the responder to suggest additional factors.. The evaluation was similar with the previous question. The range of scores was from 1 to 5, 5 being the 'extremely essential' and 1 refers to 'not essential'.

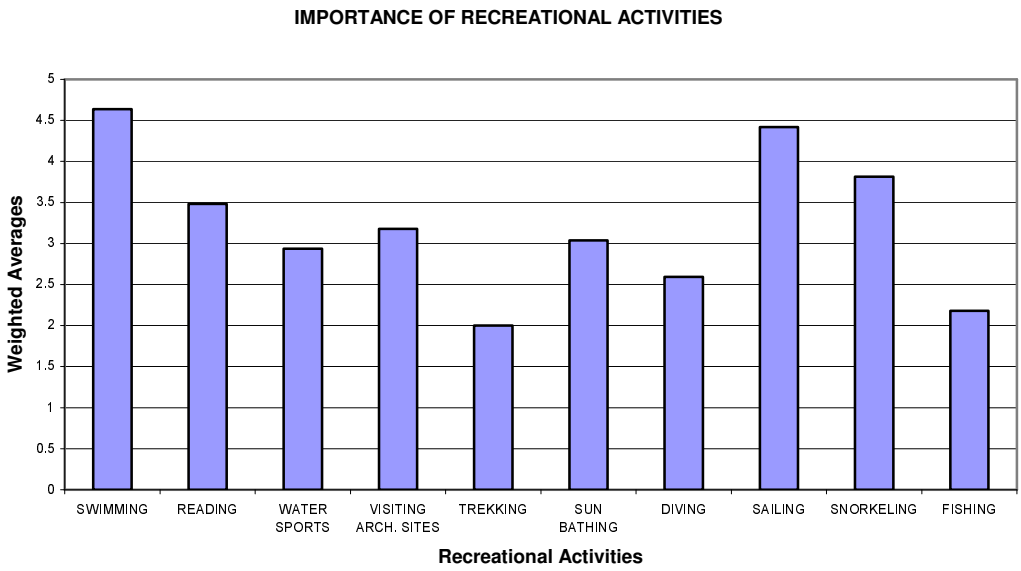

Figure 3.4–Rating of recreational activities preferred by the yachters during cruising vacation.

In the later questionnaire, two additional factors were added. These were; 'tranquility and wind shelter' and 'presence of anchor facilities'. Figure 3.5 shows the weighted average of the listed activities for the 2001 questionnaire according to the boat types.

The additional factors preferred by a few respondents were not included in the Fig3.5, but they are listed below.

Lack of crowd
Lack of Noise
Lack of pollution
Natural beauty and seascape
Mooring lines
Cultural remains

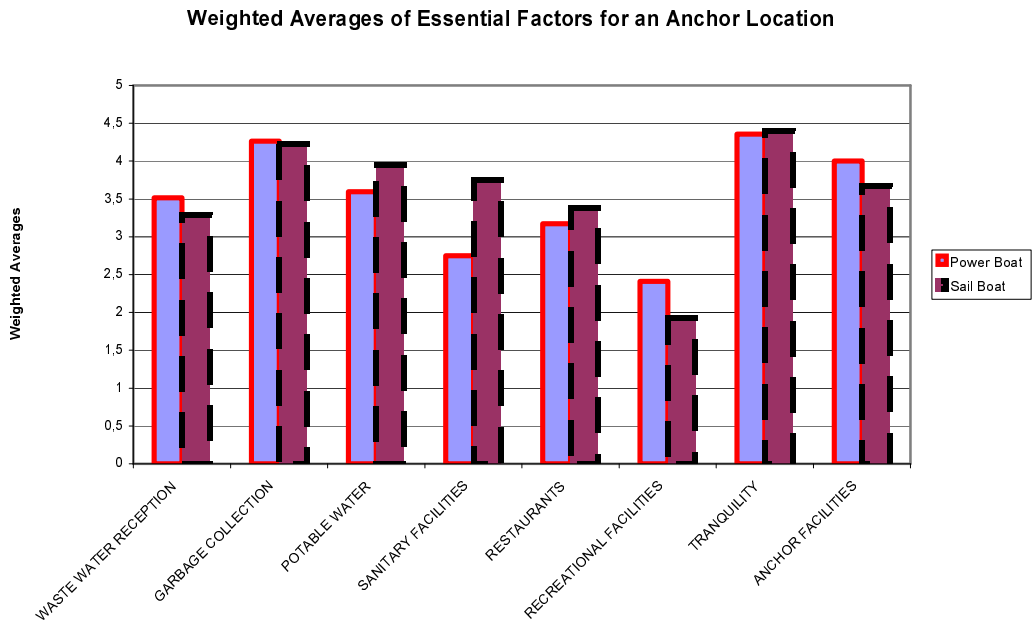

Figure 3.5 – Weighted averages of essential factors for an anchor location.

The results of the evaluations of essential factors for a good anchor location are given in Table 3.7 with the sample mean for 2000's questionnaire and the standard deviation. The minimum and maximum values shown in Table 3.7 presents the range of the mean of the population for a normal distribution, which was calculated from the sample data obtained by the field survey. In the calculation of these range limits for the population mean values 0.95 confidence level was chosen and the corresponding sample size's were used which are shown in the table.

For 2000 questionnaire it was observed that the highly rated factors for a good anchor location were; collection of garbage, provision of potable water, reception of wastewater and sanitary facilities. Existence of restaurants and recreational facilities were not evaluated as important factors for a good anchor location.

Table 3.7 – Standard deviations and the mean scores for essential factors for an anchor location. (2000)

	N	Sample mean	St. Dev.	Max	Min
Reception of waste water	160	3.37	1.56	3.61	3.13
Collection of garbage	170	4.00	1.3	4.20	3.80
Provision of potable water	158	3.58	1.33	3.79	3.37
Sanitary Facilities	157	3.16	1.47	3.39	2.93
Restaurants	156	2.89	1.23	3.08	2.70
Recreational facilities	92	2.16	1.16	2.40	1.92

The results of evaluations of essential factors for a good anchor location are given in Table 3.8 with the sample mean, standard deviation, minimum and maximum calculated values for the population mean assuming normal distribution for 2001 survey.

For 2001 survey, it was observed that the highly rated factors for a good anchor location were; tranquility and wind shelter, collection of garbage, provision of potable water, presence of anchor facilities, and sanitary facilities. Existence of restaurants, reception of wastewater and recreational facilities were not evaluated as important factors for a good anchor location.

It is observed that collection of garbage and provision of potable water were considered as the most important factor for both years' responses. Besides these factors tranquility and wind sheltering, presence of anchor facilities and reception of wastewater seem to be the essential factors in deciding the anchorage location.

Table 3.8 – Standard deviations and the mean scores for essential factors for an anchor location (2001).

	N	Sample mean	St. Dev.	Max	Min
Reception of waste water	205	3.32	1.58	3.54	3.10
Collection of garbage	224	4.23	1.09	4.37	4.09
Provision of potable water	218	3.9	1.25	4.07	3.73
Sanitary Facilities	218	3.6	1.46	3.79	3.41
Restaurants	219	3.35	1.31	3.52	3.18
Recreational facilities	199	2.01	1.21	2.18	1.84
Tranquility & wind sheltering	226	4.39	0.99	4.52	4.26
Anchor facilities	219	3.72	1.35	3.90	3.54

3.13. Importance of Qualities in Deciding The Anchorage Location

There were two questions asking the respondent to indicate from the listed qualities of a bay, the ones that they consider important for deciding the next anchorage location and anchoring for the night in the 2000 questionnaire. The qualities listed for the question dealing with the next anchorage location were; 'aesthetic quality', 'cultural remains', 'anchorage capacity', 'facilities (organized recreational activities)', 'water sport activities', 'tranquility', 'water pollution', 'litter', 'crowd', 'noise', 'distance from the present location' and an open-end for the responder to indicate his/her own quality. The qualities listed for the question dealing with the anchorage location for the night had the following qualities listed; 'tranquility', 'lack of crowd', 'lack of noise', 'lack of pollution', 'natural beauty and seascape' and an open end.

For the 2001 questionnaire, these two questions were asked in one question with the following choices to evaluate; 'aesthetic quality', 'natural beauty and seascape', 'cultural remains', 'anchorage capacity', 'restaurants', 'water sport activities', 'provision of potable water', 'medical facilities', 'tranquility and wind shelter', 'absence of flies', 'lack of water pollution', 'lack of litter', 'lack of crowd', 'lack of noise', 'distance from the present location' and an open end. The respondents were asked to evaluate these qualities for anchoring during the daytime and the night. The percentages and the frequencies of the responses are presented in Appendix D.

For the 2001 questionnaire, the preferences of the respondents are presented as line charts according to the demographic information obtained. The figures show the weighted average of each quality listed. The listed qualities were evaluated in the range of 'not important' to 'extremely important'. Each importance level is assigned to a value. ('not important' is '1' and the 'extremely important' is '5'.) The frequencies of the qualities corresponding to individual demographic information was derived by the 'SPSS 8.0' data analysis program and these values were used in taking the weighted averages.

When we inspect the figures from 3.6 to 3.17, it was seen that the most essential factors in deciding the anchorage location both during daytime and

nighttime were; tranquility and wind shelter, absence of flies, lack of water pollution, lack of litter, lack of crowd and lack of noise. The factors having relatively less scores were; water sport activities, restaurants, medical facilities and distance from the present location.

Fig.3.12 and Fig.3.13 show the significant difference for the preferences of qualities of a bay in deciding the anchor location during daytime and nighttime. While the rating of all the qualities has the same importance level for daytime evaluation (Fig.3.12), it was observed that the scores of cultural remains, water sport activities and medical facilities decrease when the nighttime evaluation is considered (Fig.3.13).

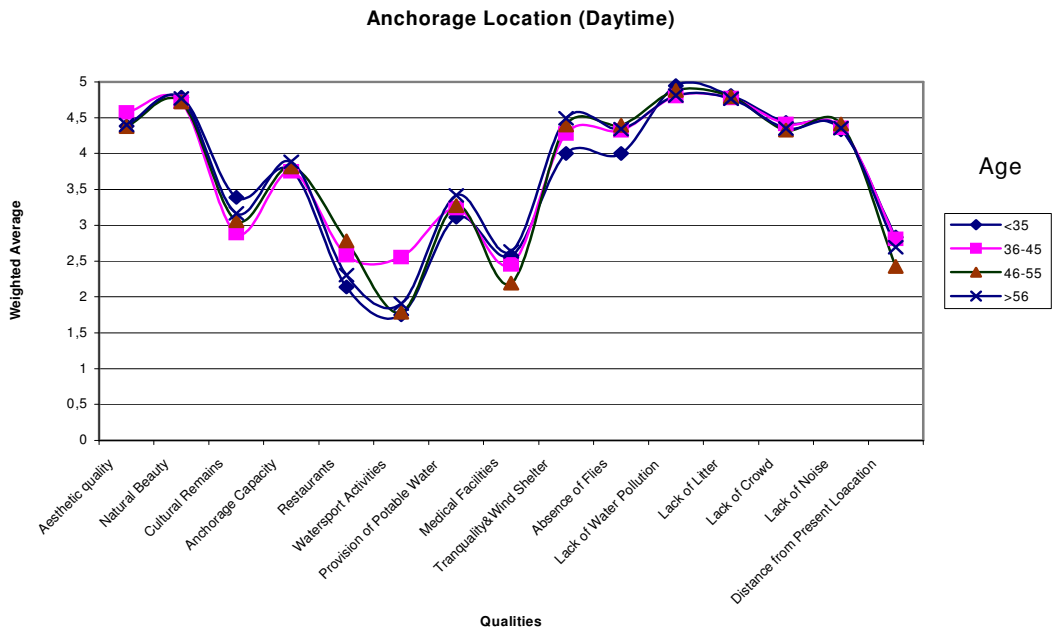

Figure 3.6 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

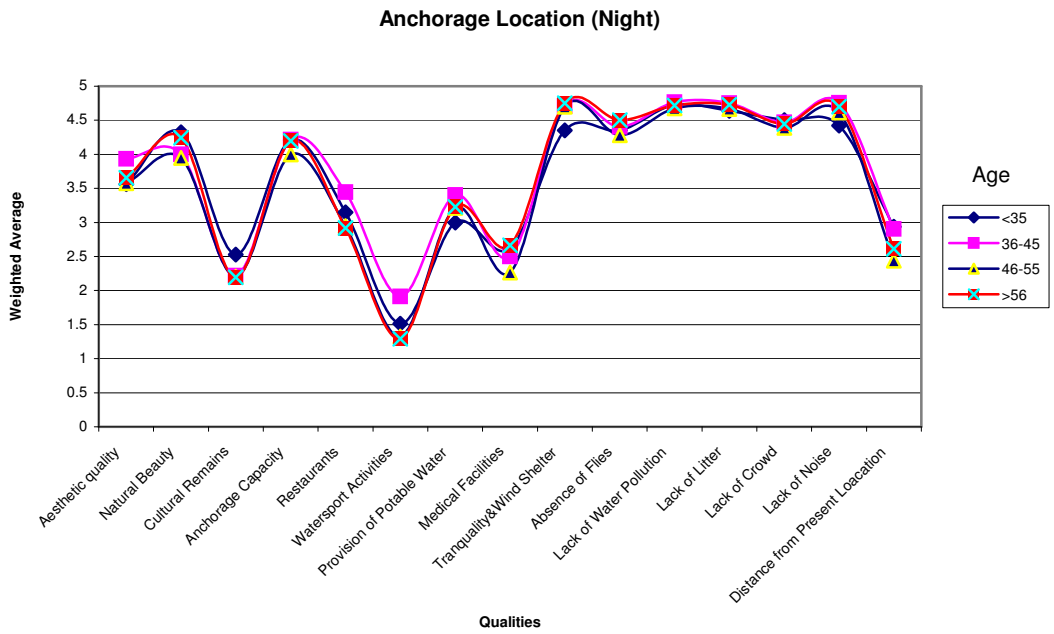

Figure 3.7 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

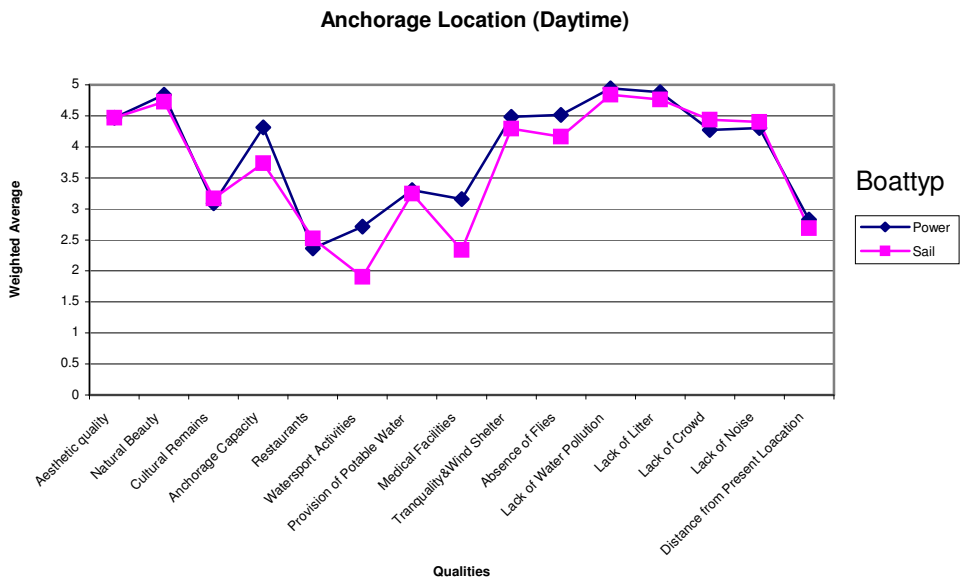

Figure 3.8 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

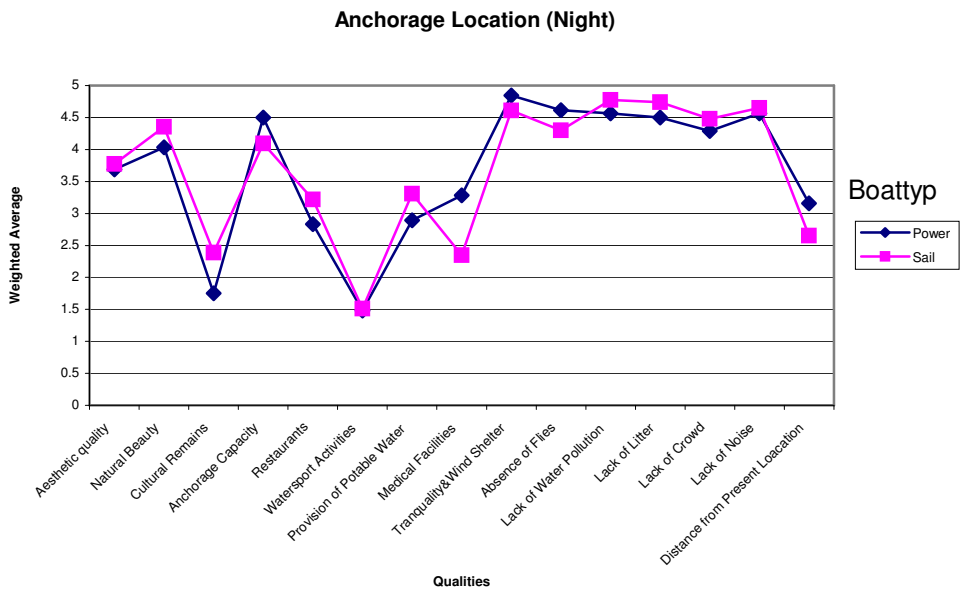

Figure 3.9 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

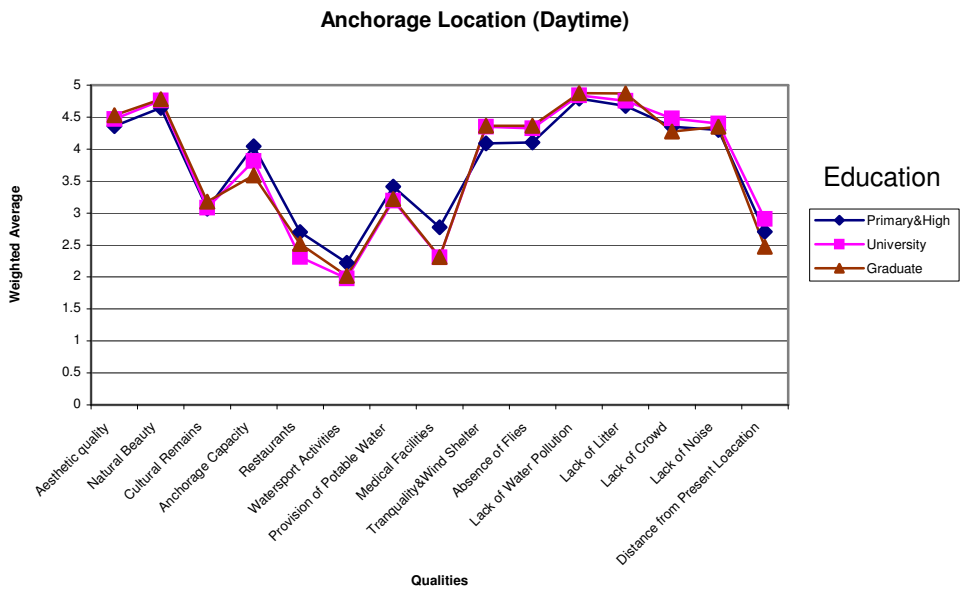

Figure 3.10 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

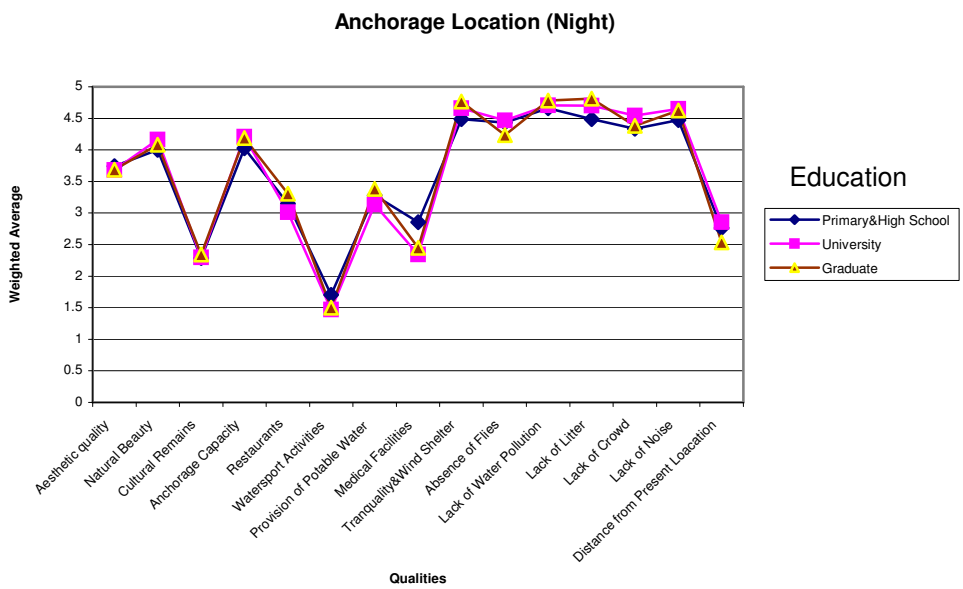

Figure 3.11 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

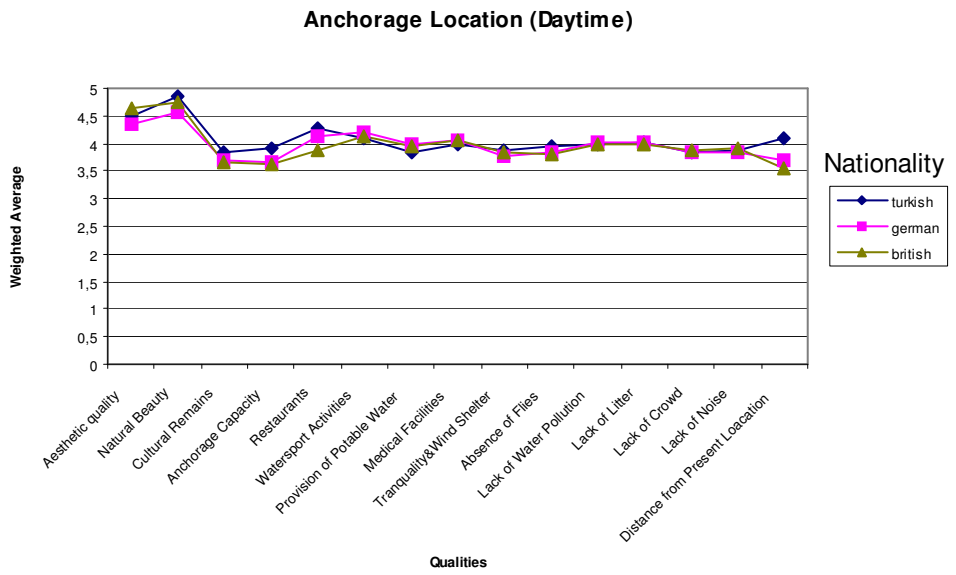

Figure 3.12 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

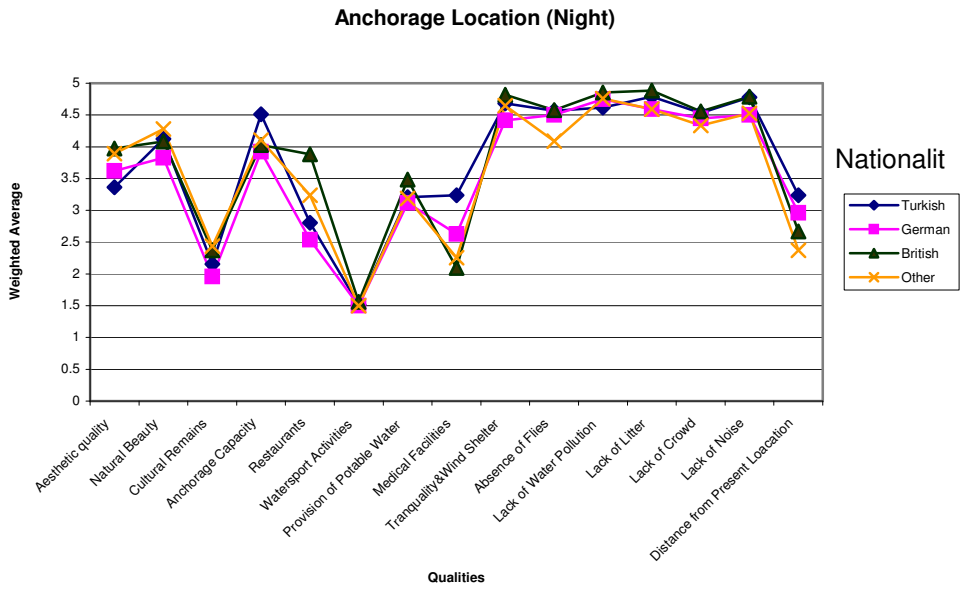

Figure 3.13 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

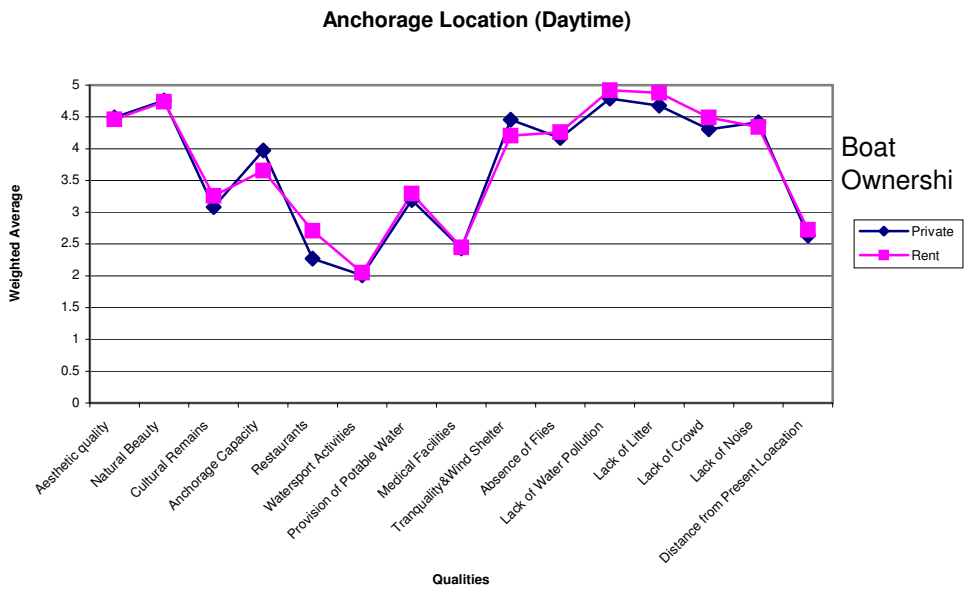

Figure 3.14 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

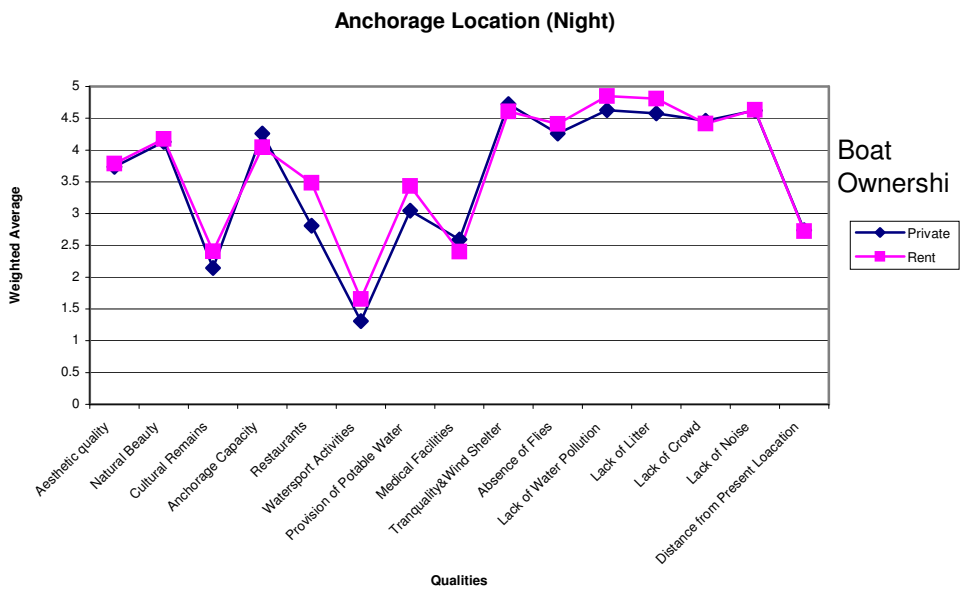

Figure 3.15 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

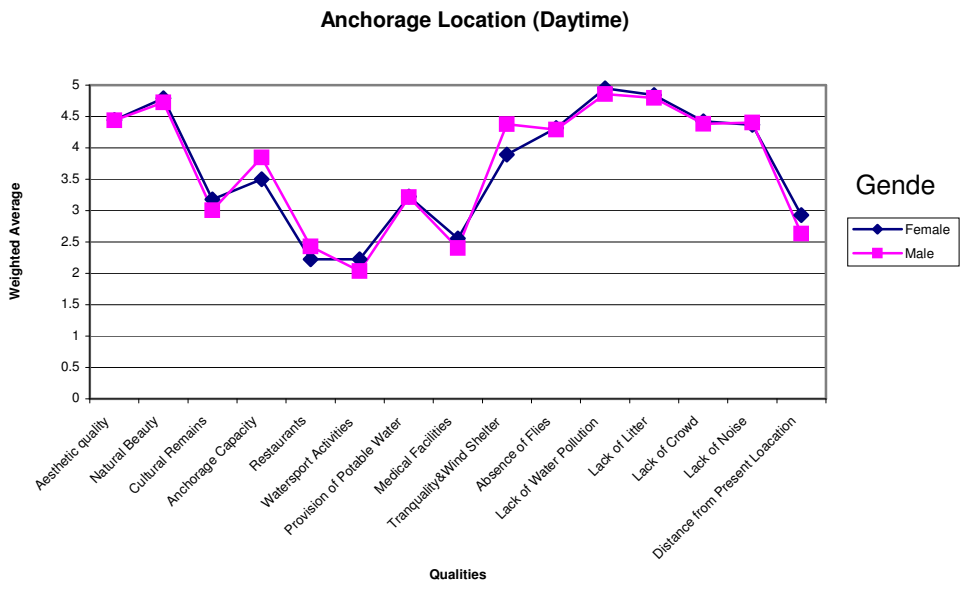

Figure 3.16 – Weighted averages of the qualities of a bay in deciding the anchorage location (Daytime)

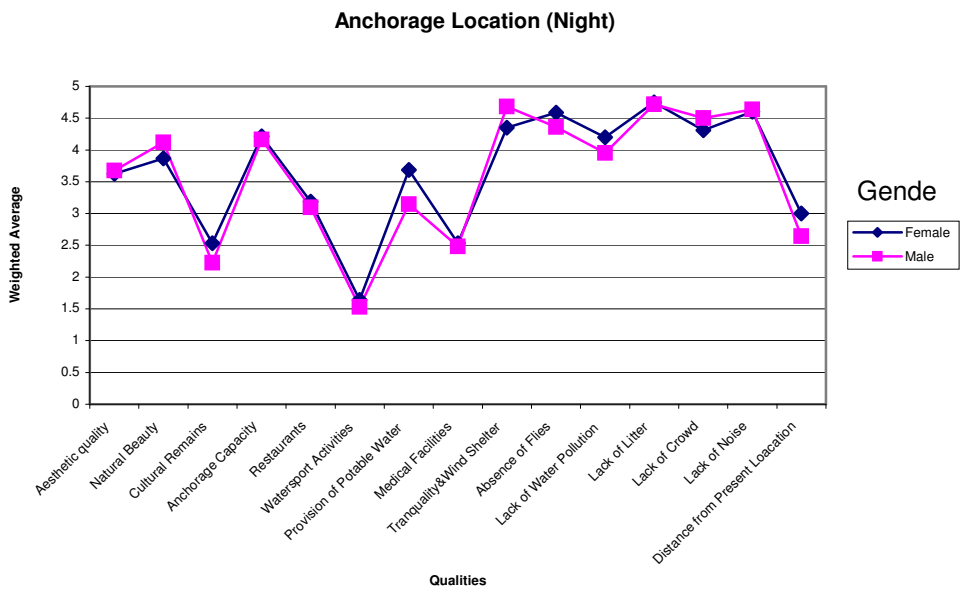

Figure 3.17 – Weighted averages of the qualities of a bay in deciding the anchorage location (Night)

For investigating if the boat type, ownership or the gender has any effect on the evaluation of the qualities of a bay in deciding the anchorage location, the cross plots were prepared by using the respective mean scores (Fig.3.18-Fig.3.20). As it is observed neither boat type nor ownership nor gender have any significant role in the evaluation of the qualities of a bay for deciding an anchorage location.

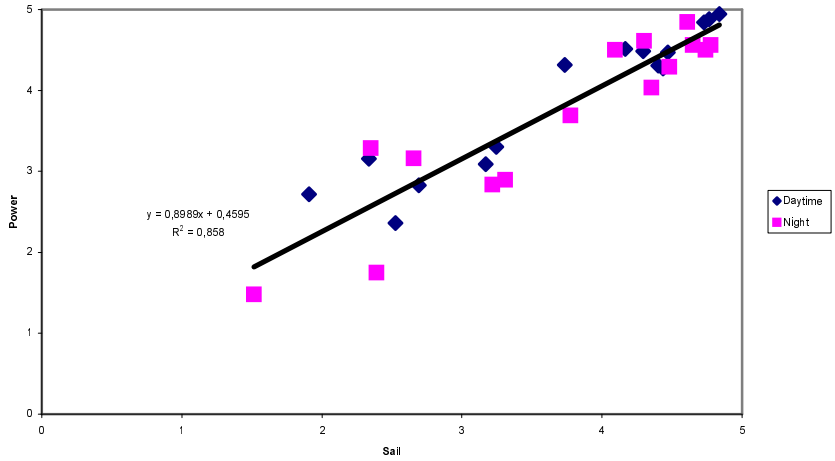

Figure 3.18 – Weighted averages in deciding the anchorage location according to boat type.

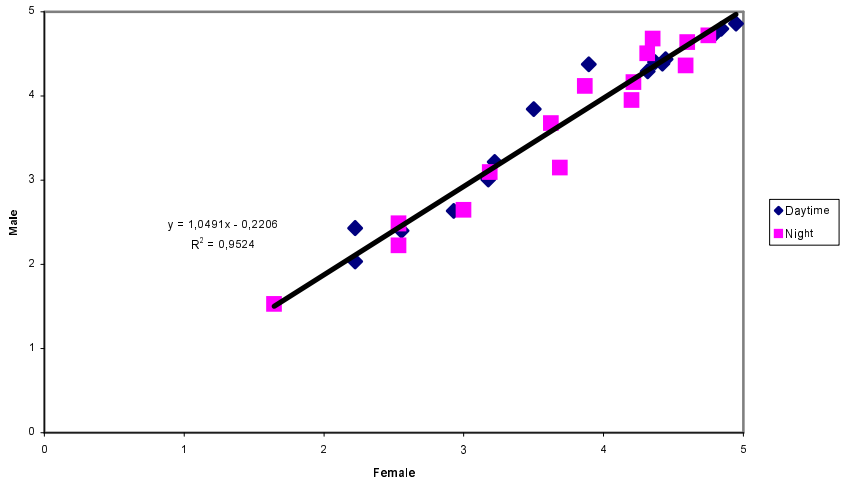

Figure 3.19 Weighted averages in deciding the anchorage location according to sex.

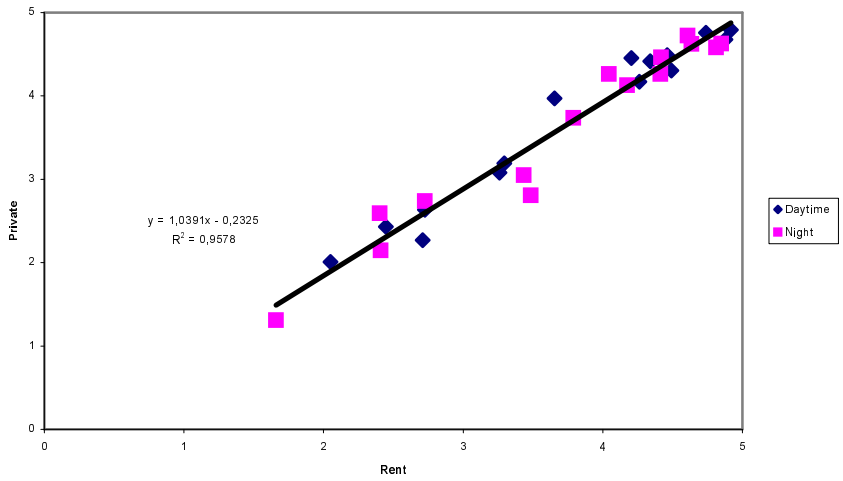

Figure 3.20 – Weighted averages in deciding the anchorage location according to ownership.

3.14 Evaluation of The Current Bay

The respondents were asked to evaluate the bay where they were surveyed. This question was not valid for the yachters in marinas. Yachters were asked to evaluate the listed qualities from 'extremely satisfying' to 'not satisfying'. The listed items for both years were;

Table 3.9 – Listed Factors for the Evaluation of the Current Bay.

Listed qualities for 2000	Listed qualities for 2001
Aesthetic quality	Aesthetic quality
Natural Beauty and Seascape	Natural Beauty and Seascape
Cultural remains	Cultural remains
Anchorage capacity	Anchorage capacity
Facilities (organized recreational activities, restaurants)	Restaurants
Water sports activities	Water sports activities
Tranquility	Provision of potable water
Water pollution	Medical facilities
Litter	Tranquility & wind shelter
Crowd	Absence of flies
Noise	Lack of Water pollution
Distance from the present location	Lack of Litter
Others (please specify)	Lack of Crowd
	Lack of Noise
	Others (please specify)

For the 2001 questionnaire, cross tabulation of each quality is obtained for each bay. Each value is divided by the 'net total', which is obtained by the total number of votes minus the 'not answered' questions, and the weighted average is taken. By doing so, a value for each quality is obtained and tabulated in Table 3.10 for each bay. It is seen that from Table.3.10 that provision of potable water and medical facilities have the least scores for all of the bays. This shows that these facilities are not sufficient for the whole of the bay. An improvement for these facilities may be concerned.

Table 3.10 – Evaluation of the current bay (2001) max=5.0, min=0

	NAME OF THE BAY												
	GUNLUKLU	BOYNUZBUKU	BEDRI RAHMI BAY	SARSALA	MANASTIR BAY	HAMAM BAY	KUYRUCAK/ KURSUNLU BAY	YAVANSU BAY	GOBUN	TERSANE BAY	YASSICA ISLAND	GOCEK ISLAND	GOCEK MARINA
AESTHETIC QUALITY	4.7	4.5	4.1	4.4	4.7	4.5	4.8	4.3	4.3	4.0	4.8	4.5	1.4
NATURAL BEAUTY & SEASCAPE	5.0	4.5	4.3	4.6	4.8	4.5	4.8	4.5	4.4	4.1	4.8	4.3	4.8
CULTURAL REMAINS	2.0	1.4	2.9	2.2	3.4	3.7	2.5	1.8	2.7	3.4	3.0	3.3	2.7
ANCHORAGE CAPACITY	3.7	4.4	4.1	4.3	4.4	3.8	4.0	4.0	4.3	3.7	4.6	4.3	4.5
RESTAURANTS	2.3	2.3	2.9	4.3	3.6	4.0	2.6	1.0	4.1	2.8	1.0	3.8	3.7
WATER SPORTS ACTIVITIES	2.0	2.8	2.0	2.7	2.9	2.9	2.8	1.0	2.5	2.4	3.0	3.8	3.0
PROVISION OF POTABLE WATER	3.7	1.9	1.9	1.9	2.0	2.5	2.8	1.0	2.1	2.0	3.0	4.4	3.5
MEDICAL FACILITIES	2.3	1.4	1.4	1.6	1.8	1.3	2.5	1.0	1.8	1.8	1.0	3.6	4.0
TRANQUILITY & WIND SHELTER	4.7	4.0	3.1	4.3	3.7	3.6	4.5	4.0	4.6	4.3	4.4	4.3	4.0
ABSENCE OF FLIES	4.7	3.4	3.0	3.2	3.3	3.3	3.0	4.2	3.0	3.8	4.6	4.4	4.0
LACK OF WATER POLLUTION	4.0	3.9	3.6	4.4	4.2	4.1	3.8	4.5	4.3	4.3	4.6	4.7	4.3
LACK OF LITTER	4.0	4.2	3.7	4.4	4.4	4.3	3.0	4.5	4.2	4.1	4.5	4.8	4.0
AVERAGE SCORE	3.6	3.2	3.1	3.5	3.6	3.5	3.4	3.6	3.5	3.4	3.6	3.8	3.7
NUMBER OF RESPONDENTS	3	11	7	21	17	15	5	6	68	22	4	6	12

Natural beauty and tranquility heve the highest scores among other qualities. This shows that in general, the area can be accepted as naturally beautiful and well sheltered against wind waves.

From the view point of 2 years, it is seen that Yassıca Island, Göcek Island, Göbün Bay, Yavansu Bay and Sarsala Bay have the highest scores indicating the absence of water pollution and litter. As the area is mainly a closed basin, it might be expected that the cleanest parts were the islands, which were close to the open sea.

According to the overall average scores for each bay, it is deduced that Göcek Island, Yassıca Island, Yavansu Bay, Manastır Bay and Günlüklü Bay appear to be the mostly preferred anchor locations by the boaters. For the water sport activities, the average scores for Göcek Island, Yassıca Island, Hamam Bay and Manastır Bay are the highest. Consequently these four locations are probably the preferred areas for water sport activities.

It is seen from Table 3.10 that all of the bays have relatively high values for the anchorage capacity, but Yassıca Island, Manastır Bay, Boynuzbükü Bay, Sarsala Bay and the Göcek Island have the highest scores.

3.15 Formal Concept Analysis

Formal concept analysis (FCA) is based on the conceptualization of data and supports -in a mathematically founded way- the conceptual representation and visualization of data and knowledge. One of the most widely used programs for this representation and visualization processes is TOSCANAJ, for conceptual information systems. Basically, it displays predefined diagrams of conceptual structures, allowing browsing and navigating through complex data sets, using a simple graphical interface.

The principle goal of *Conceptual Knowledge Discovery* (CKD) is to support a human-centred process of knowledge discovery by providing a visualization of the data based on a visualization of underlying conceptual structures (Hereth J., et. al.).

While most data processing tools use numerical structure of data, conceptual data systems are designed for conceptually structuring data. They enrich data tables with so-called conceptual scales reflecting different conceptual aspects of the data. Conceptual scales provide graphical representations of the conceptual landscape in the form of line diagrams. These "maps" can be explored with the management system Toscanaj. This navigation tool allows dynamic browsing through and zooming in to the data. Conceptual data systems are based on mathematical theory of formal concept analysis

Many applications indicate the need for combining both computational and conceptual structures for data analysis. This discussion can be seen in a broader framework: The aim is to extend conceptual data systems to conceptual knowledge systems which provide, beside knowledge representation and communication techniques, also techniques for knowledge acquisition and knowledge inference. This requires not only a conceptual and a computational component, but also a logical one.

The important issue in using the Toscanaj program is the selection of scale for the presentation of outputs. Mainly a nominal scale type is used for the rating questions, which indicates each answer is unique and independent of other choices. The diagrams produced in this study utilize this type scaling. If the data is nominal, such as evaluating a quality over 5, each score was presented as a five branch diagram each branch indicating the responses for 1,2,3,4 and 5. In this type of scaling the response of 4 or 5 does not also mean that 1,2 or 3 are also valid for this response. However for instance, when the education level was considered, it is obvious that a person can not have a university degree without a primary school or high school degree. This means a response of graduate level includes primary school, high school and the university degree, which indicates that this data was ordinal. In this type of presentation linear type branches were used. The above nodal point

shows the empty responses where the bottom nodal point shows the responses of evaluation of all the contributing branches above it.

Toscanaj program allows the user to dynamically browse through the selected questions, which helps the clustering of data. By doing so on each step the researcher sees a single diagram. Another way of presenting data in Toscanaj is the form of nested diagrams. Nested diagrams are restricted with only two questions. The program user can manage any selected two questions in a nested diagram. Nested diagrams are the easiest way to see the correlation between two questions.

3.16 Discussion on Restriction on Use of Engine/Generators During Night Time

The case of the usage of engine/generators during nighttime is closely related to the type of the boat. Among those questioned, the percentage of powerboat users is 17.17% and the percentage of sailboat users is 82.4%. The responses to 'restriction on the usage of engine/generators during night time' are shown in Fig. 3.21. The 'not answered' percentage is shown in the upper point with 12.82% and the results for each score is represented on the other branches assigned as 7.69% for the 1 (not essential) and 43.59% for 5 (extremely essential). The percentages of powerboat users and sailboat users are respectively 38.89% and 55.56% among the ones, who responded to the limitation of the usage of generators as 1 (not essential) (Fig. 3.22). 5.56% represents the responses of both powerboat and sailboat type answers. Furthermore, 91.09% of the boat users, who agrees with the limitation of usage of generators at nighttime, have sailboats, where this percentage is only 8.91% for powerboat users (Fig.3.22). So it can be deduced that the powerboat users do not in general agree with limitation to the usage of generators during nighttime.

When the relationship between the boat type and the limitation of the usage of generators is studied by a nested diagram (Fig 3.22), it is seen that the percentage of sail boat users to the power boat users increases with increasing level of agreement with the limitation of the usage of generators. The rejection of the limitation of the usage of the generators is stronger in powerboat users as inferred from Fig. 3.22.

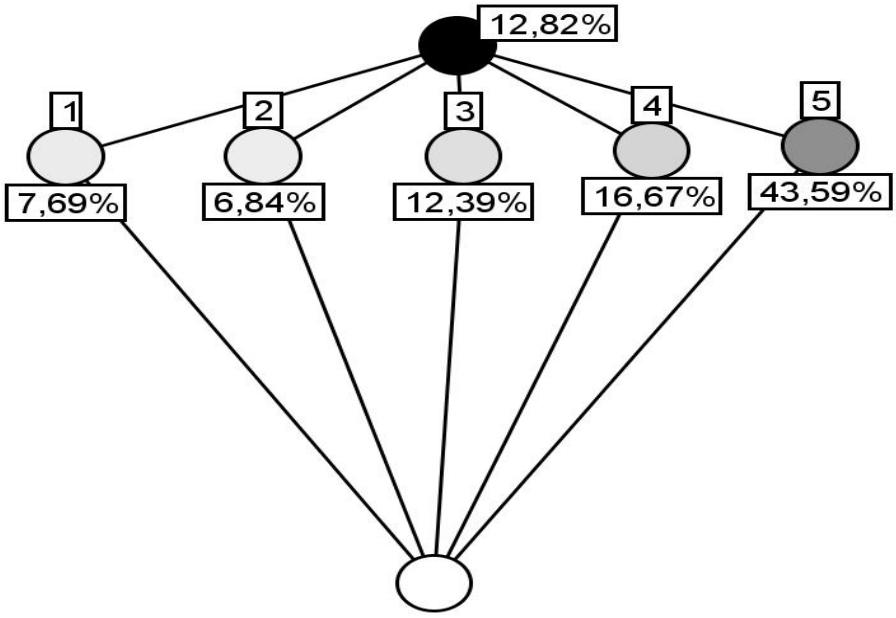

Figure 3.21 – Percentages of responses to restriction of the usage of engine/generators during nighttime.

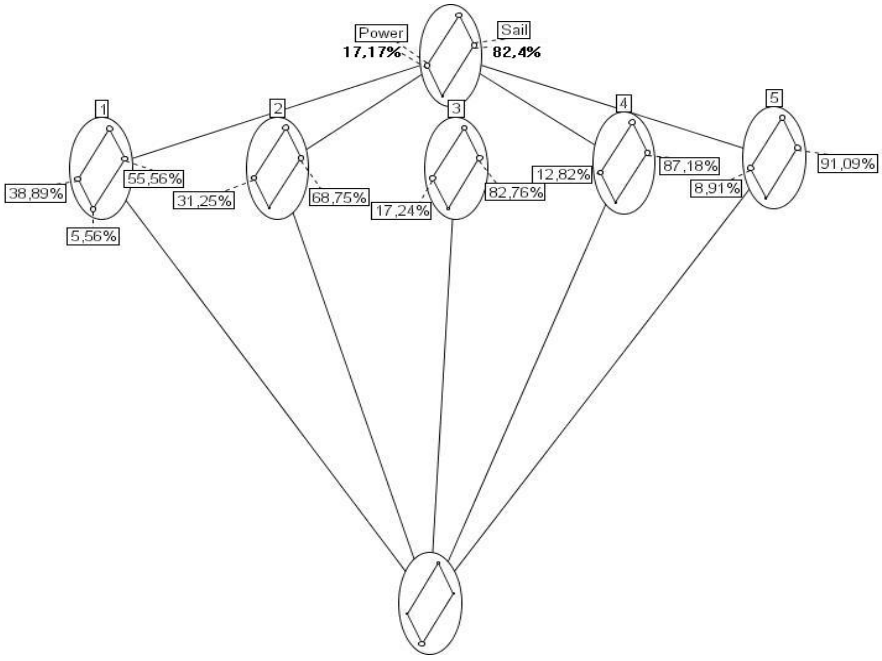

Figure 3.22 – Nested diagram for restriction of the usage of engine/generators during night time (Outer), and the Boat Type (Inner), (percentages indicate the boat type; left figure power, right figure sail.

3.17 Discussion on the Limitation of Potentially Dangerous Water Activities

One of the important aspects to be considered within the vicinity of Gocek Bay is the limitation on some potentially dangerous water sports, such as water skiing, Jet Ski and the use of speedboats. The percent responses to 'restriction of potentially dangerous water sport activities' are shown in Fig. 3.23. It is observed that 53.42% of the boaters responded as 5 (extremely essential) and 8.97% as 1 (not essential). 9.4% shown on top of the figure represents the 'not answered' percentage. If the boaters responding to this question as 1 and 2 are classified, as those not agree with the restriction and 4 and 5 as those agree with the restriction, 65.81% boat users agree with the idea of restriction of dangerous water sports activities whereas 14.53% disagree (Fig. 3.23).

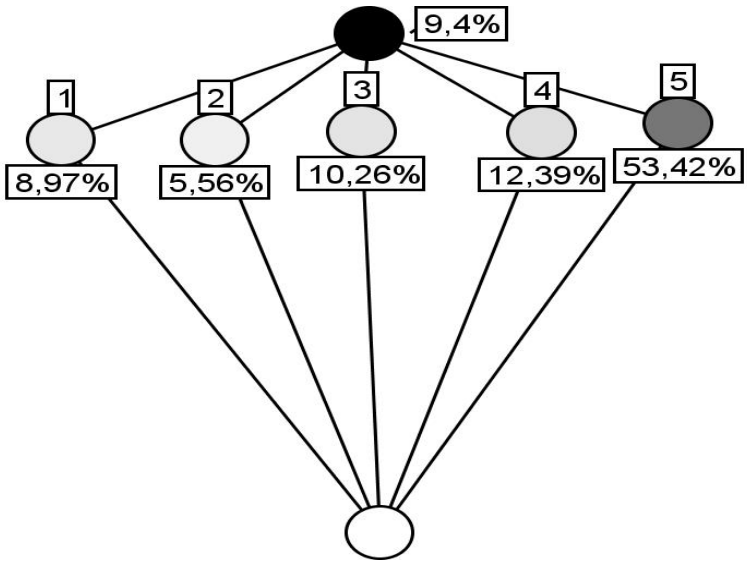

Figure 3.23- Percentages to restriction of potentially dangerous water sports activities.

The surprising result is that the boaters who prefer doing water sports also agree with the limitations of potentially dangerous water activities. The responses of the boaters in evaluating the water sport activities as preferred activity is represented

in Fig.3.24. However, since 32.05% of boaters prefers to do water sports when the percentages of scores 4 and 5 in Fig.3.24 evaluated together, there is a serious demand for a selection of bay suitable for water sports. The evaluation of the water sport activities in deciding the anchor location during daytime is presented in Figure 3.25. Majority of the boaters 58.55% do not consider the water sports activities as an essential factor in deciding the anchoring location. The Fig.3.26 categorizes the percentages of evaluation of the 'limitation of potentially dangerous water activities' under the evaluation of 'water sport activities in deciding the anchorage location during daytime. 58.49% (Fig. 3.26) of 45.3% (Fig. 3.25) of the boaters evaluating the water sports activities in deciding the anchor location with 1 (strongly disagree), evaluated the enforcement on the limitation of the potentially dangerous water activities with 5 (strongly agree). This result and the previous one shows that boaters want enforcement of limitations on dangerous water sport activities in the anchoring locations. Through further analysis, allocation of a few suitable bay for this kind of water activities and sports, which are not generally preferred for anchoring, may be a logical use of the area.

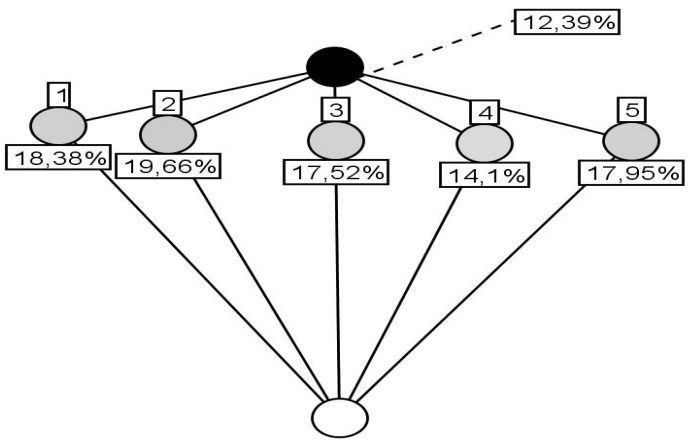

Figure 3.24 - Percentages of the water sports activities as preferred activities

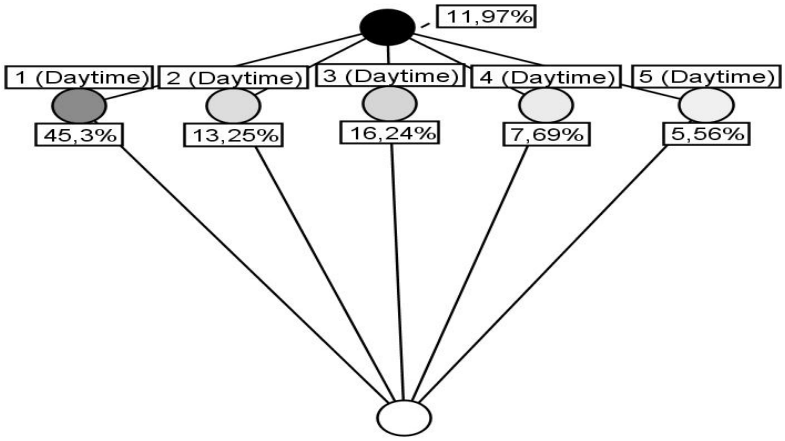

Figure 3.25 – Percentages of water sports activities in deciding the anchorage location during daytime.

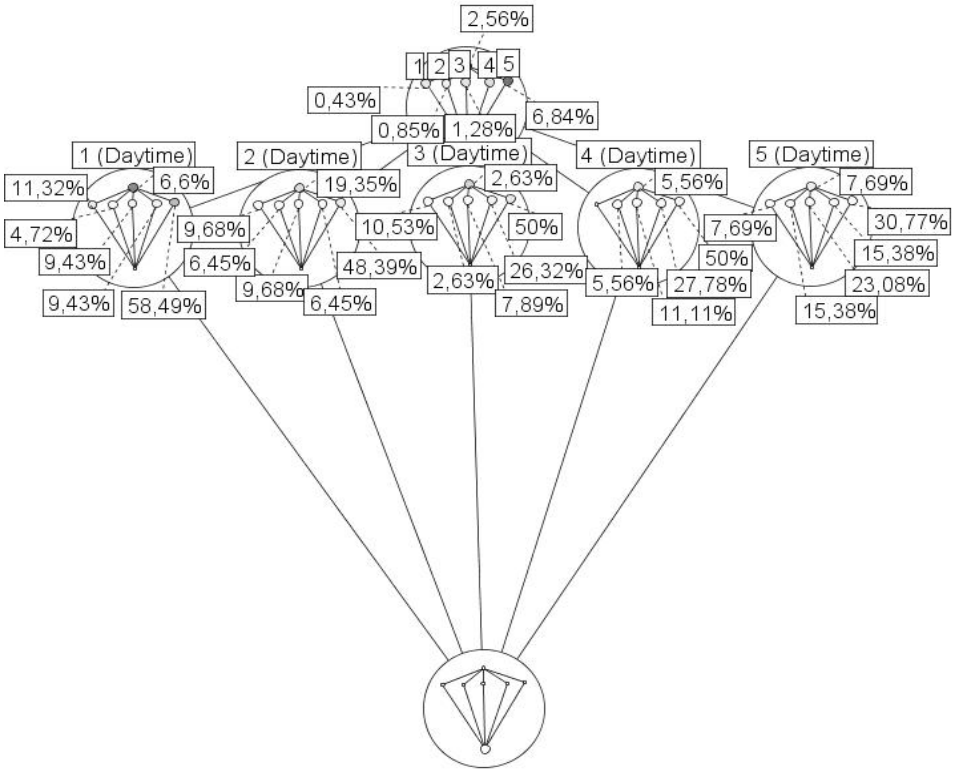

Figure 3.26 - Nested diagram of evaluation of limitation of potentially dangerous water activities(inner) and evaluation of water sport activities in deciding the anchor location(outer).

3.18 Discussion on Enforcement of Quotas in a Bay

Fig.3.27 shows the distribution of the boaters' responses to 'lack of crowd in deciding the anchor location during daytime'. It is seen that the percentages of the boaters evaluating 1 (not essential) and 2 (slightly essential) are respectively 2.14 and 1.71. The percentage is 18.38% for the ones evaluated as 4 (very essential) and 58.97% for 5 (extremely essential). Figure 3.28 represents the distribution of those percentages shown in Fig.3.27 according to their responses to the question 'enforcement on limitation of quotas in a bay'.

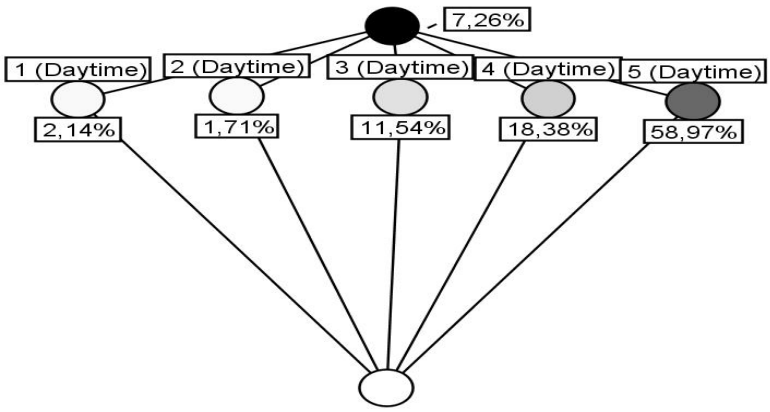

Figure 3.27 - Percentages of lack of crowd in deciding the anchor location during daytime

Although 58.97%. of the boaters evaluated the lack of crowd in deciding the anchor location with 5 (strongly agree), the distribution of the boaters seen in the nested diagram (Fig 3.28) according to the responses to enforcement of limitation of quotas in a bay is equal. This shows that it is not important for boaters to enforce limitation on quotas but the anchorage location is preferred to be lack of crowd. The percentage of the responses 4 (agree) and 5(strongly agree) is totally 77.35%. The percentage distribution of enforcement of limitation of quotas in a bay is also equally distributed according to the boat type and age.

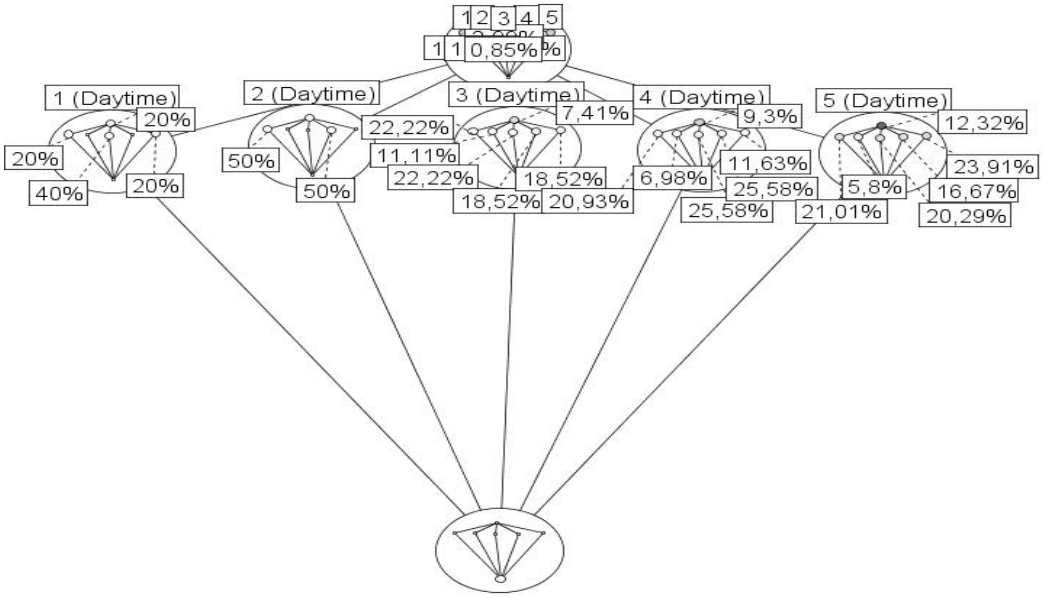

Figure 3.28 - Nested diagram of enforcement on limitation of quotas in a bay (inner) and Lack of crowd in deciding the anchorage location.

3.19 Discussion on Use of a Patrol Boat for Enforcement of Environmental Rules

Figure 3.29 shows the distribution of the evaluation of 'use of a patrol boat for enforcement of environmental rules'. The 'not answered' percentage is 9.4% where it is 4.7% for 1 (not essential) and 45.73% for (extremely important). For a clear over look when we add percentage of 2 (slightly essential) to 1 (not essential), 11.54% of the boaters disagree to the measure but on the other hand this percent is 65.39 for the ones agree with this measure. This ratio shows that most of the users prefer the existence of a patrol boat for enforcement of environmental rules such as illegal dumping of waste and bilge water to the bays.

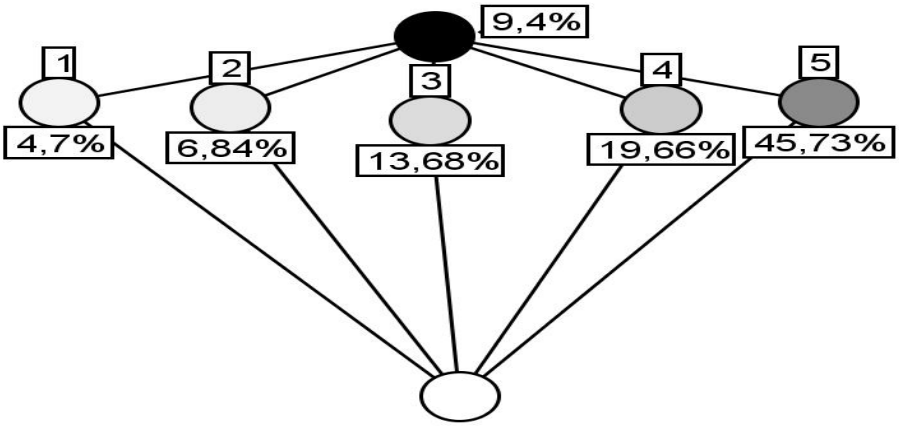

Figure 3.29 - Percentage of use of a patrol boat for enforcement of environmental rules

3.20 Discussion on Restriction on Loud Music From Boats and Restaurants

In Figure 3.30 it is seen that boaters mostly with 77.78% find lack of noise as an important factor in deciding the anchorage location where 6.84% does not consider lack of noise as an important measure in deciding the anchorage location. In the nested diagram (Fig. 3.31) evaluation of restriction on loud music from boats and restaurants is shown in the figure of evaluation of lack of noise in deciding the anchorage location. It is seen that the percentages of strongly agree responses to the evaluation of lack of noise in deciding the anchor location, significantly increases from 14.29% to 59.71% for the boaters who strongly agree with the restriction on loud music from boats and restaurants.

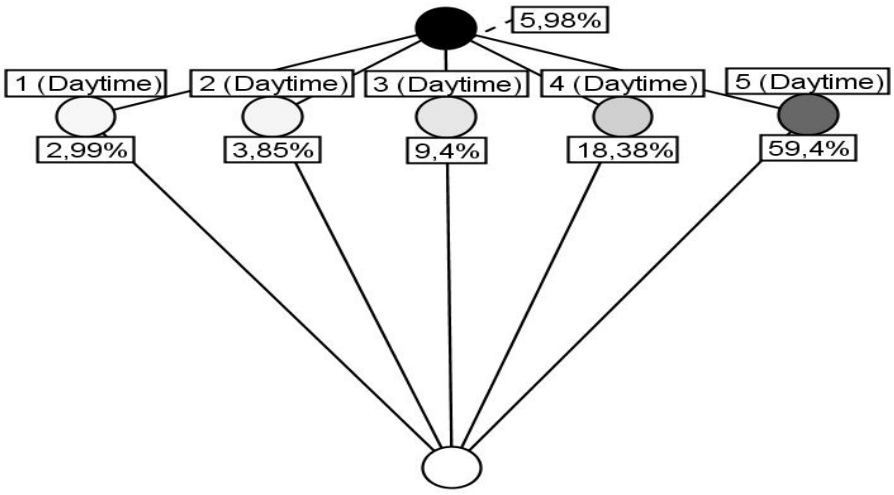

Figure 3.30 - Percentages of lack of noise in deciding the anchor location during daytime.

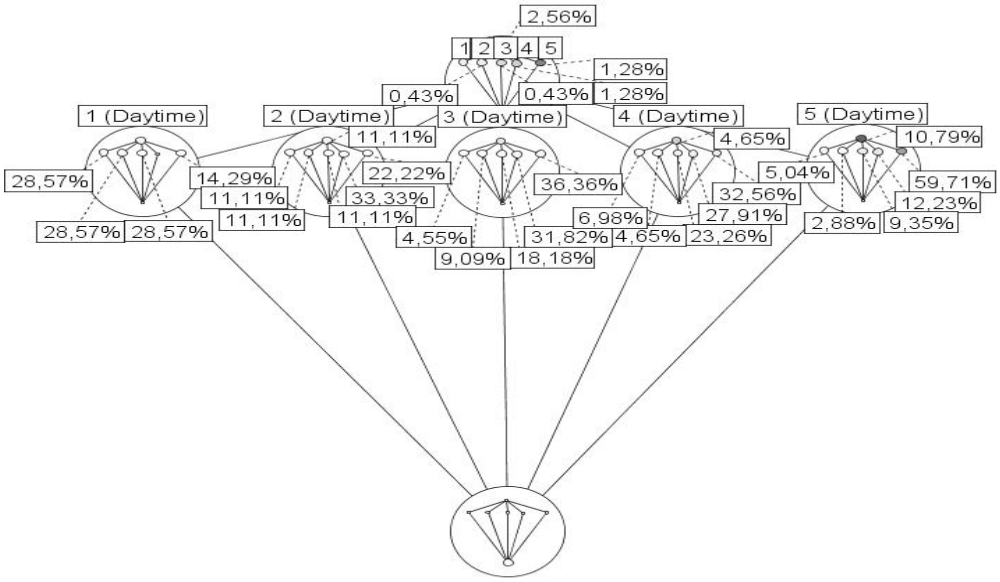

Figure 3.31 - Nested diagram of Evaluation of Lack of Noise in Deciding the Anchor Location during daytime (Outer) and Restriction on Loud Music From Boats and Restaurants (Inner).

3.21 Future Management Plan for Yachting in Göcek Bays

Management plan for recreational activities can be defined as; site specific documents (report, maps, database) prepared by the controlling authority, which guide the planning and usage of that area. Management plans, which incorporate recreation issues, should not usually be concerned with whether or not recreational activity occurs at all in a particular area, but instead, they should set out how it is intended that recreational activities should be managed and developed.

The role of management plan can be defined as, a vehicle for recording systematically the characteristics of the site, acknowledging explicitly its most valuable aspect and specifying objectives for the site's management which will be achieved through the proposals and work programs which are outlined in the plan. The coastal management plan needs to combine different policies from a range of organizations and translate these into a set of instructions, acceptable to everyone, for the use of the manager(s) and in the best interests of the water users. (Goodhead T., 1996)

In conclusion, for the tourism development to be sustainable for the region some measures should be taken in the future management plan of Göcek Bays .

Currently there exists no limitation for any yacht in the region for anchoring. Every bay has a natural capacity of anchorage. In this respect enforcement of quotas for each location is required.

Water sport activities are ever increasing for the recreational use. These water sport activities such as Jet Ski's, Parasailing, Banana's etc. creates also noise pollution and tranquility problem for the yachters. Limitation of these sports partially or enforcement of these activities in some locations may decrease the adverse affects.

Generators and the loud music coming from charters and gullets create a noise pollution in the region and disturb the nearby anchored boaters. Restriction of the use of generators and restriction on the loud music is one of the limitations that boaters like to have to enjoy their holidays on calm environment.

A patrol boat operated by the related authorities may ensure these limitations and enforcements. These patrol boats should also include emergency fire units and health units.

The region is a well-sheltered area so the diffusion of waste or litter as pollution is limited and takes a long time. In this respect some rules against waste disposal should be a good way of keeping the area clean. A better solution against the pollution is continuous litter collection by special boats regularly everyday.

Monitoring of the region is also important for a reliable feedback in a management procedure. With the contribution of related authorities, periodic monitoring of water quality, landscape, amount of litter, number of boats or the average stay of each boat in a bay should be carried out. This kind of a continuous monitoring of the area may be the best way to observe changes of the qualities in the area. By doing so, the required precautions for the area (modifications of the management plan) can be taken very quickly, which will bring solutions to the observed problems without delay.

There exists some rules for the speed limitation in the ports and marinas but this is not enough. As the basin is a closed one, a speed limitation should be applied for all the bays.

Education is also important for a sustainable use of the resources. This can be done by preparing some brochures and organizing some meetings for the captains and the yachters.

Tourism and yachting is not the only use of the bays. On the other hand fishing activity is also another use. Enforcement of fishing regulations will decrease the adverse effects of uncontrolled fishing.

The data presented in this thesis was not sufficient for an analysis of longer periods. The data's presented were valid only for 2000 and 2001. To determine the future demand in the area, more detailed and a longer data set is required.

CHAPTER IV

CONCLUSION

The information provided in this thesis should be valuable for guiding the managerial efforts to organize and control the yachting activities in Göcek bays. The responses of the boaters to the questionnaire and the subsequent analysis point out the followings:

1) The bays of Göcek are no doubt already a fashionable area for yachting holidays of both Turkish and international boaters. In addition to the common holiday activities like swimming, sun bathing, reading and water sports, the boaters cruising in the Göcek bays enjoy the pristine natural landscapes and visiting the archaeological ruins that exist around the bays or in nearby locations. Preservation of these natural and cultural assets should be an important concern in the management efforts.

2) The weighted average scores for preferred holiday activities are; swimming 4.64, sailing 4.42, snorkelling 3.81, reading 3.48, visiting archeological sites 3.18, sun bathing 3.04 and water sports 2.94.

3) Most of the boaters agree that reception of wastewater and collection of garbage from the boats, provision of potable water to the boats, existence of sanitary facilities in a bay is among the essential features for a good anchor location. They also find the presence of restaurants as a useful attribute. However, the majority of the respondents do not value the presence of recreational facilities in an anchor location. The weighted average scores for the important attributes for a good anchor location are; tranquillity and wind sheltering 4.38, collection of garbage 4.24, presence of anchorage facilities 3.83, provision of potable water 3.77, reception of waste water 3.40, restaurants 3.28, sanitary facilities 3.25 and recreational facilities as 2.17 with a mean of 3.54.

4) The majority of the boaters interviewed agree that enforcement of limitations on some potentially dangerous water activities in the bays, use of patrol boats for enforcement of environmental rules, and restriction of loud music from boats and restaurants should be included among the measures to be incorporated in a future management plan for yachting activities in Göcek bays. %53.42 of the boaters evaluated the 'limitation on some potentially dangerous water activities' as 5 (extremely essential) where the percentages are only 8.97 for 1 (not essential) and 5.56 for 2 (slightly essential). When use of a patrol boat for enforcement of environmental rules is analysed; %45.73 of the boaters evaluated this question as 5 (extremely essential) and only 4.7% as 1 (not essential). The responses to 'restriction of loud music from boats and restaurants are; %5.98 for 1 (not essential), %5.13 for 2 (slightly essential), %13.25 for 3 (essential), %17.95 for 4 (very essential) and %47.44 for 5 (extremely essential). However, the opinion is divided equally among the scores for the enforcement of quotas on boats for anchoring at each bay.

5) The boaters were asked to evaluate the bay for; 'aesthetic quality', 'natural beauty and seascape', 'cultural remains', 'anchorage capacity', 'restaurants', 'water sport activities', 'provision of potable water', 'medical facilities', 'tranquility and wind shelter', 'absence of flies', 'lack of water pollution', 'lack of litter', 'lack of crowd', 'lack of noise', 'distance from the present location', these qualities for anchoring during the day and nighttime. When the responses indicate that most of the boaters gave high scores for

‘tranquility and wind shelter’, ‘absence of flies’, ‘lack of water pollution’, ‘lack of litter’, ‘lack of crowd’, ‘lack of noise’.

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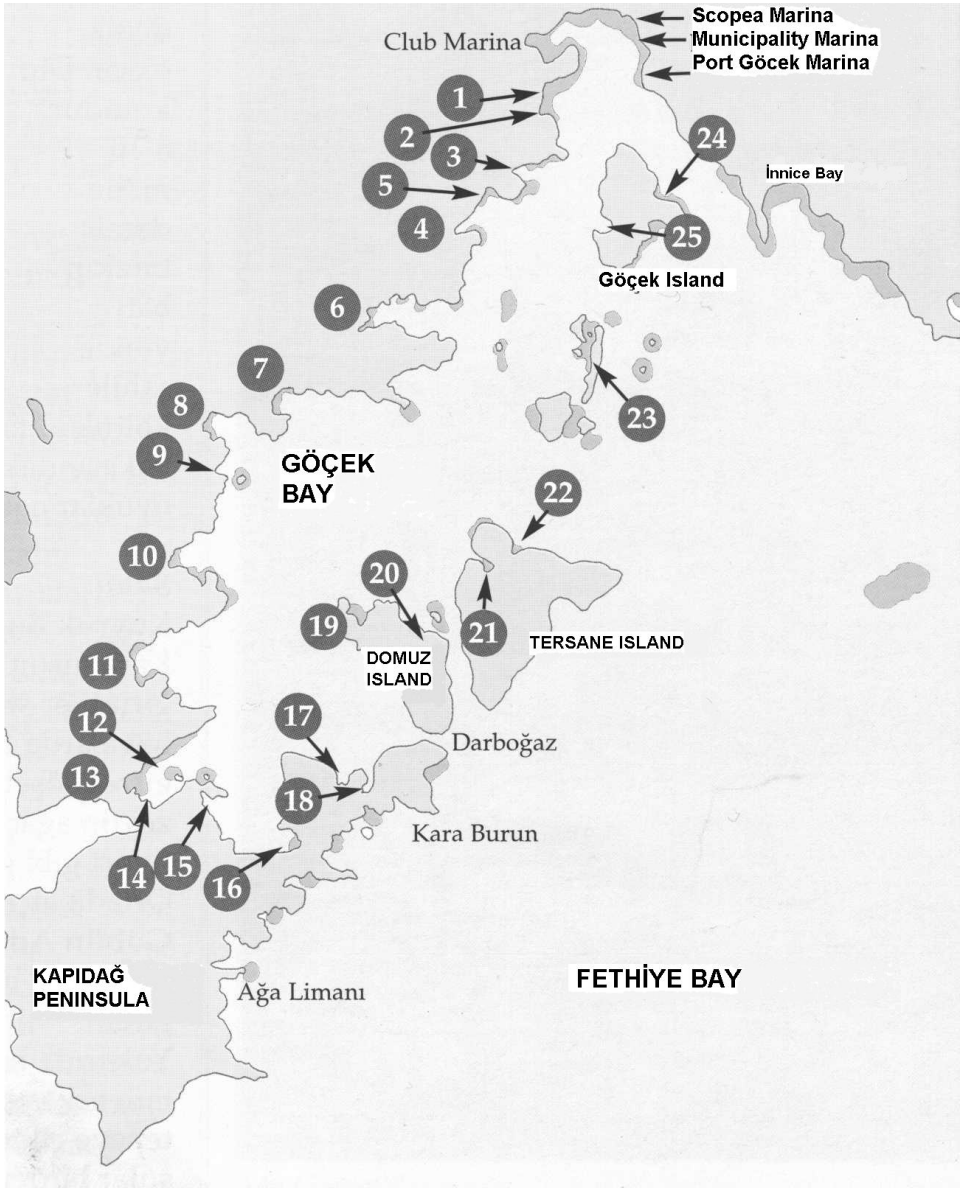
APPENDIX A



1)Çiftlik Bay, 2) Eğri Çam Bay, 3)Osmanağa Çeşmesi, 4) Atbükü, 5)Günlüklü Bay, 6) Boynuzbükü, 7) Killebükü, 8) Taşyaka Bay, 9) Aşılık Bay, 10) Sıralıbük Harbor, 11) Sarsala Bay, 12)Manastır Bay, 13) Kapı Bay, 14) Hamam Bay, 15) Kuyrucak/Kurşunlu Bay, 16) Yavansu Bay, 17) Merdivenli Bay, 18) Göbün, 19) Uzun Ali Bay, 20) Hacıdede Creek, 21)Tersane Bay, 22) Yaz Harbor, 23) Büyük Yassıca, 24)İncirli Bay, 25) Büyük Bay.

APPENDIX B

A QUESTIONNAIRE ON YACHTING IN GÖCEK BAYS (2001)

This questionnaire aims to determine the yacht traffic density in Göcek Bays. It is part of a research project carried out by Middle East Technical University (Ankara) and supported by the Municipality of Göcek. It would mean a lot to this project if you would please take time to complete the following activity. All answers will be held strictly confidential.

Thank you for your assistance.

1. Name of the Bay: ……

2. Name of the Boat: ……

3. Type of the Boat: ❑ Power ❑ Sail

4. Ownership of the Boat: ❑ Privately owned ❑ Rent without crew

   ❑ Rent with crew

5. Sex: ❑ Male ❑ Female

6. Age: ❑ Under 25 years ❑ 26-35 years ❑ 36-45 years

   ❑ 46-55 years ❑ 56-65 years ❑ over 65

7. Nationality:……..…….

8. The highest level of education completed.

   ❑ Primary school ❑ High school ❑ University ❑ Graduate Degree

9. Occupation (profession):…….

10. How many times a year do you take cruising vacation?

❑ 1-2 ❑ 3-5 ❑ more than 5

11. How many times have you cruised along the Turkish Coasts on holidays (the Blue Voyage)?

❑ First time ❑ 2-3 ❑ 4-5 ❑ more than 5 (if possible, give the exact number)…..

12. How long will you be cruising during this holiday?

❑ 1 week ❑1-2 weeks ❑3-4 weeks ❑1 month ❑2 months ❑longer

13. If this is not your first time in Blue Voyage, how many weeks on the average have you cruised on each Blue Voyage?

❑ 1 week ❑1-2 weeks ❑3-4 weeks ❑1 month ❑2 months ❑longer

14. Which month(s) do you usually have the Blue Voyage? (you may tick more than one)

❑ April ❑ May ❑ June ❑ July ❑ August ❑ September ❑ October

❑ November ❑ other:

15. Please indicate your preferences for the following recreational activities during your cruising holiday:

	Extremely Important ← →				Not Important
Swimming	(5)	(4)	(3)	(2)	(1)
Reading	(5)	(4)	(3)	(2)	(1)
Water Sports	(5)	(4)	(3)	(2)	(1)
Visiting Archeological Sites	(5)	(4)	(3)	(2)	(1)
Trekking	(5)	(4)	(3)	(2)	(1)
Sun Bathing	(5)	(4)	(3)	(2)	(1)
Diving	(5)	(4)	(3)	(2)	(1)
Sailing	(5)	(4)	(3)	(2)	(1)
Snorkeling	(5)	(4)	(3)	(2)	(1)
Fishing/spear fishing	(5)	(4)	(3)	(2)	(1)
Others (Please Specify)					
…….	(5)	(4)	(3)	(2)	(1)
…….	(5)	(4)	(3)	(2)	(1)

16. How essential are the followings for a good anchor location?

	Extremely Essential ← →				Not Essential
Reception of waste water	(5)	(4)	(3)	(2)	(1)
Collection of garbage from yachts	(5)	(4)	(3)	(2)	(1)
Provision of potable water	(5)	(4)	(3)	(2)	(1)
Sanitary facilities, (toilets, shovers on the shore)	(5)	(4)	(3)	(2)	(1)
Restaurants	(5)	(4)	(3)	(2)	(1)
Recreational facilities	(5)	(4)	(3)	(2)	(1)
Tranquility and wind shelter	(5)	(4)	(3)	(2)	(1)
Presence of anchor facilities	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
…….	(5)	(4)	(3)	(2)	(1)
…….	(5)	(4)	(3)	(2)	(1)

17. Indicate the importance of qualities of a bay as listed below in deciding the anchorage location.

	Anchor during **the daytime**					Anchor for **the night**				
	Extremely Important	←		→	Not Important	Extremely Important	←		→	Not Important
Aesthetic quality	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Natural Beauty & Seascape	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Cultural remains	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Anchorage capacity	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Restaurants	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Water sports activities	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Provision of potable water	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Medical facilities	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Tranquility & Wind shelter	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Absence of flies	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Lack of Water pollution	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Lack of Litter	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Lack of Crowd	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Lack of Noise	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Distance from the present location	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
Others (please specify)										
……	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)	(5)	(4)	(3)	(2)	(1)

18. Indicate how satisfying this bay is in relation to the following qualities:

(If you are in a marina, please skip this question)

	Extremely Satisfying	←		→	Not Satisfying
Aesthetic quality	(5)	(4)	(3)	(2)	(1)
Natural Beauty and Seascape	(5)	(4)	(3)	(2)	(1)
Cultural remains	(5)	(4)	(3)	(2)	(1)
Anchorage capacity	(5)	(4)	(3)	(2)	(1)
Restaurants	(5)	(4)	(3)	(2)	(1)
Water sports activities	(5)	(4)	(3)	(2)	(1)
Provision of potable water	(5)	(4)	(3)	(2)	(1)
Medical facilities	(5)	(4)	(3)	(2)	(1)
Tranquility & wind shelter	(5)	(4)	(3)	(2)	(1)
Absence of flies	(5)	(4)	(3)	(2)	(1)
Lack of Water pollution	(5)	(4)	(3)	(2)	(1)
Lack of Litter	(5)	(4)	(3)	(2)	(1)
Lack of Crowd	(5)	(4)	(3)	(2)	(1)
Lack of Noise	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
……	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)

19. How will you spend your time in this bay? (you may tick more than one)

❑ Swimming ❑ Reading ❑ Water sports ❑ Visiting archeological sites

❑ Trekking ❑ Sun bathing ❑ Diving ❑ Sailing ❑ Snorkeling ❑ Fishing

20. How long will you stay in this bay?

❑ 1-2 hrs. ❑ 3-5 hrs. ❑ 5-7 hrs. ❑ more than 7 hrs

21. How would you rank the present bay as an anchor location?

Extremely Good (5)	(4)	(3)	(2)	Extremely bad (1)

22. How do you decide on the places to visit/anchor when on a cruising holiday?

❑ Predetermined at the start of the trip

❑ By the common decision of the people on board on a daily basis

❑ By the decision of the leader of group on a daily basis

23. Please state whether other people on board have any influence on the leader's decision.

❑ All the time ❑ Mostly ❑ Sometimes ❑ Seldom ❑ Never

24. Before you started your cruising, did you receive detailed information about the Göcek Bays? ❑ No

❑ Yes; from previous vacations ❑ Yes, from travel Agent

❑ Yes, from friends ❑ Yes, from books and magazines

❑ Yes, other (please specify)……

25. If you did not receive detailed information about Göcek Bays before starting your cruise, did you receive any information upon your arrival in Göcek?

❑ Yes (from): …… ❑ No

26. How many bays on the average do you visit and anchor in a day?

❑ 1 ❑ 2-3 ❑ 3-4 ❑ 4-5 ❑ more than 5

27. What is your average duration of stay in a bay? (excluding night stays)

❑ 1-2 hrs. ❑ 3-5 hrs. ❑ 5-7 hrs. ❑ more than 7 hrs

28. Where did you start your cruise?

❑Marmaris ❑Bodrum ❑Göcek ❑Antalya ❑Ayvalık ❑Other ……..

29. Please circle the names of the bays you have previously anchored during this holiday (please refer to the map at the end of the questionnaire for the name of the bays):

(1) Çiftlik Bay (Doruklu)	(10) Sıralıbük Harbour	(19) Uzun Ali Bay (Domuz Island)
(2) Eğri Çam Bay	(11) Sarsala Bay	(20) Hacıdede (Domuz Island)
(3) Osmanağa Çeşmesi	(12) Manastır Bay	(21) Tersane Bay
(4) Atbükü	(13) Kapı Bay	(22) Yaz Harbour
(5) Günlüklü Bay	(14) Hamam Bay	(23) Büyük Yassıca (Yassıca Island)
(6) Boynuzbükü	(15) Kuyrucak (Kurşunlu) Bay	(24) İncirli Bay (Göcek Island)
(7) Killebükü	(16) Yavansu Bay (Yavan)	(25) Büyük Bay (Göcek Island)
(8) Taşyaka Bay (Bedri Rahmi)	(17) Merdivenli Bay	(26) Yılanlı Island
(9) Aşılık Bay	(18) Göbün Bay	(27) Zeytinli Island
Other(s) …….		

30. From which bay did you come from to this bay, and where will you go next? (please refer to the map at the end of the questionnaire for the name of the bays)

Come from: ……

Go to: ……

31. Indicate the times when you usually move from one anchor location to another

❑ 6:00-8:00 ❑ 8:00-10:00 ❑ 10:00-12:00 ❑ 12:00-16:00

❑ 16:00-18:00 ❑ after 18:00

32. How much are you informed about the marine/coastal environmental issues?

Extremely Informed (5)	(4)	(3)	(2)	Not Informed At All (1)

33. Have you taken any courses/training on marine/coastal environmental issues?

❑ No ❑ Yes (please specify): ……..

34. Would you agree to include the following measures in the future management plan of Göcek Bays?

	Strongly Agree	←		→	Strongly Disagree
Strict Enforcement of quotas for number of boats in a bay at any time	(5)	(4)	(3)	(2)	(1)
Enforcement of limitations on some potentially dangerous water activities (water skiing, jet ski, speed boats)	(5)	(4)	(3)	(2)	(1)
Use of a patrol boat for enforcement of environmental rules	(5)	(4)	(3)	(2)	(1)
Restriction on loud music From boats and restaurants	(5)	(4)	(3)	(2)	(1)
Restriction on the usage of engine/generators during night time	(5)	(4)	(3)	(2)	(1)
Others (please specify) ……	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)

35. Based on your observations, is there anything that you would like to inform us about the present and future environmental issues and management needs for Göcek Bays?

THANK YOU FOR YOUR CONTRIBUTION! If you would like to be informed about the results of this survey, please provide your correspondence details.

Fax:

E-mail:

Address:

A QUESTIONNAIRE ON YACHTING IN GÖCEK BAYS (2000)

This questionnaire is part of a project which aims to determine the yacht traffic density in Göcek Bays. It would mean a lot to this project if you would please take time to complete the following activity. It will only take 5-8 minutes to complete and all answers will be held strictly confidential.

Thank you for your assistance.

1. Name of the Bay: ……

2. Name of the Boat: ……

3. Type of the Boat: ❑ Power ❑ Sail

4. Ownership of the Boat: ❑ Privately owned ❑ Rent without crew

   ❑ Rent with crew ❑ Daily cruise boat

5. Boat Length …… meters

6. Passenger capacity …… people

7. Maximum cruise speed …… knots

8. Sex : ❑ Male ❑ Female

9. Age : ❑ Under 25 years ❑ 26-35 years ❑ 36-45 years

   ❑ 46-55 years ❑ 56-65 years ❑ over 65

10. Nationality …….

11. The highest level of education completed.

❑ Grade school ❑ High school ❑ College ❑ Graduate

12. Occupation …….

13. Annual income

❑ less than US$15,000 ❑ US$15,000 – US$100,000 ❑ more than US$100,000

14. How many times a year do you take crusing vacation?

❑ 1-2 ❑ 3-5 ❑ more than 5

15. How many times have you been cruising along the Turkish Coasts on holidays (the Blue Voyage)?

❑First time ❑ 2-5 ❑ more than 5 (if possible, give the exact the number)…..

16. How long will you be crusing in this holiday?

❑ 1 week ❑ 1-2 weeks ❑ more than 2 weeks

If this is not your first time in Blue Voyage, how many weeks on the average have you cruised on each Blue Voyage?

……

17. Which month do you usually have the Blue Voyage? ……..

18. How do you decide on the places to visit/anchor when on a crusing holiday?

- ❑ Predetermined at the start of the trip
- ❑ By the common decision of the people on board on a daily basis
- ❑ By the decision of the leader of group on a daily basis

19. Please state whether other people on board have any influence on your decision.

❑ All the time ❑ Mostly ❑ Sometimes ❑ Seldom ❑ Never

20. Before you started your cruising, did you get detailed information about the Göcek Bays?

❑ Yes ❑ No

21. If your answer to Q.20 is "YES", where did you get the information?

❑ From previous vacations ❑ Travel Agent ❑ Friends

❑ Books and magazines ❑ Other (please specify)

22. If you did not get detailed information about Göcek Bays before starting your cruise, did you get any information upon your arrival in Göcek?

❑ Yes ❑ No

If your answer is “YES”, from where did you get the information?……..

……

23. Do you visit and anchor in more than one bay in a day?

❑ Always ❑ Usually ❑ Sometimes ❑ Rarely ❑ Never

If “YES”, how many bays a day on the average? ……

24. What is your average duration of stay in a bay? (excluding night stays)

❑ 1-2 hrs. ❑ 3-5 hrs. ❑ 5-7 hrs. ❑ more than 7 hrs ❑ greatly varies

25. The harbor where the cruising started: …….

26. The names of the bays you have previously anchored:

1. ……
2. ……
3. ……
4. ……
5. ……
6. ……
7. ……
8. ……
9 ……
10. ……

27. The names of the bays you plan to visit/anchor:

1. ……
2. ……
3. ……
4. ……
5. ……
5 ……..
6. ……
7. ……
8. ……
10. ……

28. Indicate the times when you usually move from one anchor location to another

❑ 6:00-8:00 ❑ 8:00-10:00 ❑ 10:00-12:00 ❑ 16:00-18:00 ❑ after 18:00

❑ greatly varies

29. How much are you interested in environmental issues?

Extremely Interested (5)	(4)	(3)	(2)	Not Interested At All (1)

30. Have you taken any courses/training on environmental issues?

❑ Yes ❑ No

If "YES", please indicate the type of training: ……..

……

31. Please indicate your preferences for the following recreational activities during your cruising holiday:

	Extremely Important				Not Important
Swimming	(5)	(4)	(3)	(2)	(1)
Reading	(5)	(4)	(3)	(2)	(1)
Water Sports	(5)	(4)	(3)	(2)	(1)
Visiting Archeological Sites	(5)	(4)	(3)	(2)	(1)
Trekking	(5)	(4)	(3)	(2)	(1)
Sun Bathing	(5)	(4)	(3)	(2)	(1)
Others (Please Specify)					
……	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)

32. Which of the below categories, would you consider most descriptive for yourself as a person?

❑ Cultural ❑ Nature loving ❑ Active ❑ Easygoing ❑ Inquisitive

33. Indicate the importance of qualities of a bay as listed below in deciding the next anchorage location.

	Extremely Important	←		→	Not Important
Aesthetic quality	(5)	(4)	(3)	(2)	(1)
Cultural remains	(5)	(4)	(3)	(2)	(1)
Anchorage capacity	(5)	(4)	(3)	(2)	(1)
Facilities (organized recreational activities, restaurants)	(5)	(4)	(3)	(2)	(1)
Water sports activities	(5)	(4)	(3)	(2)	(1)
Tranquility	(5)	(4)	(3)	(2)	(1)
Water pollution	(5)	(4)	(3)	(2)	(1)
Litter	(5)	(4)	(3)	(2)	(1)
Crowd	(5)	(4)	(3)	(2)	(1)
Noise	(5)	(4)	(3)	(2)	(1)
Distance from the present location	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
……..	(5)	(4)	(3)	(2)	(1)
……..	(5)	(4)	(3)	(2)	(1)

34. What are the most important attributes of the bay which you choose for anchoring over the night?

	Extremely Important	←		→	Not Important
Tranquility	(5)	(4)	(3)	(2)	(1)
Lack of crowd	(5)	(4)	(3)	(2)	(1)
Lack of Noise	(5)	(4)	(3)	(2)	(1)
Lack of Pollution	(5)	(4)	(3)	(2)	(1)
Natural Beauty and Seascape	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
…….	(5)	(4)	(3)	(2)	(1)
…….	(5)	(4)	(3)	(2)	(1)

35. How essential are the followings for an anchor location?

	Extremely Essential	←		→	Not Essential
Reception of waste water	(5)	(4)	(3)	(2)	(1)
Collection of garbage from yachts	(5)	(4)	(3)	(2)	(1)
Provision of potable water	(5)	(4)	(3)	(2)	(1)
Sanitary facilities, (toilets, shovers on the shore)	(5)	(4)	(3)	(2)	(1)
Restaurants	(5)	(4)	(3)	(2)	(1)
Recreational facilities	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
…….	(5)	(4)	(3)	(2)	(1)
…….	(5)	(4)	(3)	(2)	(1)

36. Indicate how satisfying this bay is from the view point of the following qualities

(If you are in a marina, please skip this question)

	Extremely Satisfying	←		→	Not Satisfying
Aesthetic quality	(5)	(4)	(3)	(2)	(1)
Natural Beauty and Seascape	(5)	(4)	(3)	(2)	(1)
Cultural remains	(5)	(4)	(3)	(2)	(1)
Anchorage capacity	(5)	(4)	(3)	(2)	(1)
Facilities (organized recreational activities, restaurants)	(5)	(4)	(3)	(2)	(1)
Water sports activities	(5)	(4)	(3)	(2)	(1)
Tranquility	(5)	(4)	(3)	(2)	(1)
Water pollution	(5)	(4)	(3)	(2)	(1)
Litter	(5)	(4)	(3)	(2)	(1)
Crowd	(5)	(4)	(3)	(2)	(1)
Noise	(5)	(4)	(3)	(2)	(1)
Distance from the present location	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
……	(5)	(4)	(3)	(2)	(1)
……...	(5)	(4)	(3)	(2)	(1)

37. To which extend the following measures should be included in the future management plan of Göcek Bays?

	Strongly Agree	←		→	Strongly Disagree
Strict Enforcement of quotas for number of boats in a bay at any time	(5)	(4)	(3)	(2)	(1)
Enforcement of limitations on some potentially dangerous water activities (water skiing, jet ski, speed boats)	(5)	(4)	(3)	(2)	(1)
Use of a patrol boat for enforcement of environmental rules	(5)	(4)	(3)	(2)	(1)
Restriction on loud music from boats and restaurants	(5)	(4)	(3)	(2)	(1)
Others (please specify)					
……	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)
……	(5)	(4)	(3)	(2)	(1)

38. As a last remark, is there anything that you would like to state specifically for Göcek Bays that you have seen so far regarding the present and future environmental issues and management measures?

Thank you for your contribution. If you would like to be informed about the results of this survey, please provide your correspondence details.

Fax:

E-mail:

Address:

APPENDIX C

Table C.1 - Evaluation of the recreational actIvItIes

Summer of 2001

SWIMMING

	Number	Percent
NOT IMPORTANT	1	0,4
SLIGHTLY IMPORTANT	9	3,8
IMPORTANT	13	5,6
VERY IMPORTANT	26	11,1
EXTREMELY IMPORTANT	180	76,9
NOT ANSWERED	5	2,1
Total	234	100,0

READING

	Number	Percent
NOT IMPORTANT	19	8,1
SLIGHTLY IMPORTANT	28	12,0
IMPORTANT	56	23,9
VERY IMPORTANT	54	23,1
EXTREMELY IMPORTANT	58	24,8
NOT ANSWERED	19	8,1
Total	234	100,0

WATER SPORTS

	Number	Percent
NOT IMPORTANT	44	18,8
SLIGHTLY IMPORTANT	45	19,2
IMPORTANT	42	17,9
VERY IMPORTANT	32	13,7
EXTREMELY IMPORTANT	44	18,8
NOT ANSWERED	27	11,5
Total	234	100,0

VISITING ARCH. SITES

	Number	Percent
NOT IMPORTANT	21	9,0
SLIGHTLY IMPORTANT	37	15,8
IMPORTANT	73	31,2
VERY IMPORTANT	47	20,1
EXTREMELY IMPORTANT	35	15,0
NOT ANSWERED	21	9,0
Total	234	100,0

Summer of 2000

SWIMMING

	Number	Percent
NOT IMPORTANT	1	0,5
SLIGHTLY IMPORTANT	4	2,0
IMPORTANT	14	7,0
VERY IMPORTANT	41	20,5
EXTREMELY IMPORTANT	131	65,5
NOT ANSWERED	9	4,5
Total	200	100,0

READING

	Number	Percent
NOT IMPORTANT	16	8,0
SLIGHTLY IMPORTANT	23	11,5
IMPORTANT	38	19,0
VERY IMPORTANT	45	22,5
EXTREMELY IMPORTANT	56	28,0
NOT ANSWERED	22	11,0
Total	200	100,0

WATER SPORTS

	Number	Percent
NOT ANSWERED	38	19,0
NOT IMPORTANT	27	13,5
SLIGHTLY IMPORTANT	25	12,5
IMPORTANT	28	14,0
VERY IMPORTANT	32	16,0
EXTREMELY IMPORTANT	50	25,0
Total	200	100,0

VISITING ARCH. SITES

	Number	Percent
NOT ANSWERED	27	13,5
NOT IMPORTANT	5	2,5
SLIGHTLY IMPORTANT	35	17,5
IMPORTANT	49	24,5
VERY IMPORTANT	46	23,0
EXTREMELY IMPORTANT	38	19,0
Total	200	100,0

TREKKING

	Number	Percent
NOT IMPORTANT	93	39,7
SLIGHTLY IMPORTANT	56	23,9
IMPORTANT	27	11,5
VERY IMPORTANT	21	9,0
EXTREMELY IMPORTANT	8	3,4
NOT ANSWERED	29	12,4
Total	234	100,0

TREKKING

	Number	Percent
NOT ANSWERED	43	21,5
NOT IMPORTANT	62	31,0
SLIGHTLY IMPORTANT	41	20,5
IMPORTANT	33	16,5
VERY IMPORTANT	9	4,5
EXTREMELY IMPORTANT	12	6,0
Total	200	100,0

SUN BATHING

	Number	Percent
NOT IMPORTANT	39	16,7
SLIGHTLY IMPORTANT	39	16,7
IMPORTANT	50	21,4
VERY IMPORTANT	41	17,5
EXTREMELY IMPORTANT	42	17,9
NOT ANSWERED	23	9,8
Total	234	100,0

SUN BATHING

	Number	Percent
NOT ANSWERED	34	17,0
NOT IMPORTANT	25	12,5
SLIGHTLY IMPORTANT	32	16,0
IMPORTANT	35	17,5
VERY IMPORTANT	42	21,0
EXTREMELY IMPORTANT	32	16,0
Total	200	100,0

DIVING

	Number	Percent
NOT IMPORTANT	72	30,8
SLIGHTLY IMPORTANT	32	13,7
IMPORTANT	41	17,5
VERY IMPORTANT	27	11,5
EXTREMELY IMPORTANT	33	14,1
NOT ANSWERED	29	12,4
Total	234	100,0

DIVING

	Number	Percent
NOT ANSWERED	197	98,5
SLIGHTLY IMPORTANT	1	0,5
EXTREMELY IMPORTANT	2	1,0
Total	200	100,0

SAILING

	Number	Percent
NOT IMPORTANT	16	6,8
SLIGHTLY IMPORTANT	7	3,0
IMPORTANT	10	4,3
VERY IMPORTANT	24	10,3
EXTREMELY IMPORTANT	165	70,5
NOT ANSWERED	12	5,1
Total	234	100,0

SAILING

	Number	Percent
NOT ANSWERED	175	87,5
VERY IMPORTANT	2	1,0
EXTREMELY IMPORTANT	23	11,5
Total	200	100,0

SNORKELING

	Number	Percent
NOT IMPORTANT	17	7,3
SLIGHTLY IMPORTANT	19	8,1
IMPORTANT	38	16,2
VERY IMPORTANT	48	20,5
EXTREMELY IMPORTANT	88	37,6
NOT ANSWERED	24	10,3
Total	234	100,0

SNORKELING

	Number	Percent
NOT ANSWERED	192	96,0
IMPORTANT	2	1,0
VERY IMPORTANT	2	1,0
EXTREMELY IMPORTANT	4	2,0
Total	200	100,0

FISHING/SPEAR FISHING

	Number	Percent
NOT IMPORTANT	105	44,9
SLIGHTLY IMPORTANT	30	12,8
IMPORTANT	28	12,0
VERY IMPORTANT	15	6,4
EXTREMELY IMPORTANT	28	12,0
NOT ANSWERED	28	12,0
Total	234	100,0

FISHING

	Number	Percent
NOT ANSWERED	194	97,0
IMPORTANT	2	1,0
VERY IMPORTANT	2	1,0
EXTREMELY IMPORTANT	2	1,0
Total	200	100,0

GOOD RESTAURANTS

	Number	Percent
IMPORTANT	3	1,3
EXTREMELY IMPORTANT	3	1,3
Total	6	2,6
Missing	228	97,4
Total	234	100,0

BIRD SPOTTING

	Number	Percent
NOT ANSWERED	198	99,0
IMPORTANT	1	0,5
EXTREMELY IMPORTANT	1	0,5
Total	200	100,0

YOGA

	Number	Percent
NOT ANSWERED	198	99,0
SLIGHTLY IMPORTANT	1	0,5
EXTREMELY IMPORTANT	1	0,5
Total	200	100,0

VISITING FRIENDS

	Number	Percent
NOT ANSWERED	197	98,5
VERY IMPORTANT	1	0,5
EXTREMELY IMPORTANT	1	0,5
Total	199	99,5
Missing	1	0,5
Total	200	100,0

SAMPLING LOCAL FOOD

	Number	Percent
NOT ANSWERED	191	95,5
VERY IMPORTANT	4	2,0
EXTREMELY IMPORTANT	5	2,5
Total	200	100,0

RECOGNIZING LOCAL PEOPLE

	Number	Percent
NOT ANSWERED	195	97,5
VERY IMPORTANT	1	0,5
EXTREMELY IMPORTANT	4	2,0
Total	200	100,0

APPENDIX D

Summer of 2001

AESTHETIC QUALITY AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	3	1,3	18	7,7
SLIGHTLY IMPORTANT	2	0,9	13	5,6
IMPORTANT	14	6,0	29	12,4
VERY IMPORTANT	63	26,9	49	20,9
EXTREMELY IMPORTANT	124	53,0	67	28,6
NOT ANSWERED	28	12,0	58	24,8
Total	234	100,0	234	100,0

CULTURAL REMAINS AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	20	8,5	67	28,6
SLIGHTLY IMPORTANT	34	14,5	31	13,2
IMPORTANT	76	32,5	43	18,4
VERY IMPORTANT	44	18,8	20	8,5
EXTREMELY IMPORTANT	31	13,2	11	4,7
NOT ANSWERED	29	12,4	62	26,5
Total	234	100,0	234	100,0

Summer of 2000

AESTHETIC QUALITY AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	34	17,0		
NOT IMPORTANT	4	2,0		
SLIGHTLY IMPORTANT	2	1,0		
IMPORTANT	13	6,5		
VERY IMPORTANT	62	31,0		
EXTREMELY IMPORTANT	85	42,5		
Total	200	100,0		

CULTURAL REMAINS AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	44	22,0		
NOT IMPORTANT	13	6,5		
SLIGHTLY IMPORTANT	28	14,0		
IMPORTANT	58	29,0		
VERY IMPORTANT	40	20,0		
EXTREMELY IMPORTANT	17	8,5		
Total	200	100,0		

ANCHORAGE CAPACITY AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	8	3,4	4	1,7
SLIGHTLY IMPORTANT	18	7,7	13	5,6
IMPORTANT	53	22,6	28	12,0
VERY IMPORTANT	56	23,9	41	17,5
EXTREMELY IMPORTANT	77	32,9	95	40,6
NOT ANSWERED	22	9,4	53	22,6
Total	234	100,0	234	100,0

ANCHORAGE CAPACITY AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	33	16,5		
NOT IMPORTANT	4	2,0		
SLIGHTLY IMPORTANT	11	5,5		
IMPORTANT	35	17,5		
VERY IMPORTANT	57	28,5		
EXTREMELY IMPORTANT	60	30,0		
Total	200	100,0		

WATER SPORTS ACTIVITIES AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	105	44,9	124	53,0
SLIGHTLY IMPORTANT	32	13,7	19	8,1
IMPORTANT	37	15,8	19	8,1
VERY IMPORTANT	19	8,1	6	2,6
EXTREMELY IMPORTANT	13	5,6	3	1,3
NOT ANSWERED	28	12,0	63	26,9
Total	234	100,0	234	100,0

WATER SPORTS ACTIVITIES AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	54	27,0		
NOT IMPORTANT	65	32,5		
SLIGHTLY IMPORTANT	36	18,0		
IMPORTANT	15	7,5		
VERY IMPORTANT	14	7,0		
EXTREMELY IMPORTANT	16	8,0		
Total	200	100,0		

TRANQUILITY & WIND SHELTER AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	4	1,7	4	1,7
SLIGHTLY IMPORTANT	10	4,3	3	1,3
IMPORTANT	25	10,7	6	2,6
VERY IMPORTANT	52	22,2	30	12,8
EXTREMELY IMPORTANT	129	55,1	148	63,2
NOT ANSWERED	14	6,0	43	18,4
Total	234	100,0	234	100,0

TRANQUILITY AS A FACTOR IN DECIDING THE

	NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	44	22,0	52	26,0
NOT IMPORTANT	2	1,0	1	0,5
SLIGHTLY IMPORTANT	3	1,5	2	1,0
IMPORTANT	22	11,0	16	8,0
VERY IMPORTANT	30	15,0	29	14,5
EXTREMELY IMPORTANT	99	49,5	100	50,0
Total	200	100,0	200	100,0

LACK OF WATER POLLUTION AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	2	0,9	1	0,4
SLIGHTLY IMPORTANT	1	0,4	2	0,9
IMPORTANT	5	2,1	11	4,7
VERY IMPORTANT	11	4,7	17	7,3
EXTREMELY IMPORTANT	203	86,8	158	67,5
NOT ANSWERED	12	5,1	45	19,2
Total	234	100,0	234	100,0

WATER POLLUTION AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	26	13,0		
NOT IMPORTANT	1	0,5		
SLIGHTLY IMPORTANT	2	1,0		
IMPORTANT	7	3,5		
VERY IMPORTANT	20	10,0		
EXTREMELY IMPORTANT	144	72,0		
Total	200	100,0		

LACK OF LITTER AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	2	0,9	3	1,3
SLIGHTLY IMPORTANT	1	0,4	1	0,4
IMPORTANT	9	3,8	10	4,3
VERY IMPORTANT	17	7,3	19	8,1
EXTREMELY IMPORTANT	183	78,2	147	62,8
NOT ANSWERED	22	9,4	54	23,1
Total	234	100,0	234	100,0

LITTER AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	34	17,0		
NOT IMPORTANT	1	0,5		
SLIGHTLY IMPORTANT	3	1,5		
IMPORTANT	9	4,5		
VERY IMPORTANT	30	15,0		
EXTREMELY IMPORTANT	123	61,5		
Total	200	100,0		

LACK OF CROWD AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	4	1,7	3	1,3
SLIGHTLY IMPORTANT	4	1,7	3	1,3
IMPORTANT	28	12,0	23	9,8
VERY IMPORTANT	44	18,8	36	15,4
EXTREMELY IMPORTANT	136	58,1	122	52,1
NOT ANSWERED	18	7,7	47	20,1
Total	234	100,0	234	100,0

CROWD AS A FACTOR IN DECIDING THE

	NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	29	14,5	40	20,0
NOT IMPORTANT	7	3,5	1	0,5
SLIGHTLY IMPORTANT	7	3,5	13	6,5
IMPORTANT	17	8,5	45	22,5
VERY IMPORTANT	41	20,5	26	13,0
EXTREMELY IMPORTANT	99	49,5	75	37,5
Total	200	100,0	200	100,0

LACK OF NOISE AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	6	2,6	5	2,1
SLIGHTLY IMPORTANT	9	3,8	1	0,4
IMPORTANT	20	8,5	11	4,7
VERY IMPORTANT	44	18,8	24	10,3
EXTREMELY IMPORTANT	141	60,3	147	62,8
NOT ANSWERED	14	6,0	46	19,7
Total	234	100,0	234	100,0

NOISE AS A FACTOR IN DECIDING THE

	NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	35	17,5	32	16,0
NOT IMPORTANT	5	2,5	1	0,5
SLIGHTLY IMPORTANT	5	2,5	17	8,5
IMPORTANT	11	5,5	26	13,0
VERY IMPORTANT	31	15,5	124	62,0
EXTREMELY IMPORTANT	113	56,5	200	100,0
Total	200	100,0	200	100,0

DISTANCE B/W AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	44	18,8	42	17,9
SLIGHTLY IMPORTANT	30	12,8	17	7,3
IMPORTANT	66	28,2	55	23,5
VERY IMPORTANT	30	12,8	29	12,4
EXTREMELY IMPORTANT	17	7,3	15	6,4
NOT ANSWERED	47	20,1	76	32,5
Total	234	100,0	234	100,0

DISTANCE B/W AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	51	25,5		
NOT IMPORTANT	33	16,5		
SLIGHTLY IMPORTANT	30	15,0		
IMPORTANT	56	28,0		
VERY IMPORTANT	21	10,5		
EXTREMELY IMPORTANT	9	4,5		
Total	200	100,0		

PROVISION OF POTABLE WATER AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	41	17,5	39	16,7
SLIGHTLY IMPORTANT	28	12,0	19	8,1
IMPORTANT	40	17,1	34	14,5
VERY IMPORTANT	35	15,0	28	12,0
EXTREMELY IMPORTANT	64	27,4	56	23,9
NOT ANSWERED	26	11,1	58	24,8
Total	234	100,0	234	100,0

LACK OF POLLUTION AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED			29	14,5
NOT IMPORTANT			0	0
SLIGHTLY IMPORTANT			0	0
IMPORTANT			6	3,0
VERY IMPORTANT			23	11,5
EXTREMELY IMPORTANT			142	71,0
Total			200	100,0

MEDICAL FACILITIES AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	70	29,9	58	24,8
SLIGHTLY IMPORTANT	40	17,1	33	14,1
IMPORTANT	44	18,8	38	16,2
VERY IMPORTANT	24	10,3	15	6,4
EXTREMELY IMPORTANT	24	10,3	25	10,7
NOT ANSWERED	32	13,7	65	27,8
Total	234	100,0	234	100,0

MEDICAL FACILITIES AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	199	99,5	199	99,5
NOT IMPORTANT			0	0
SLIGHTLY IMPORTANT			0	0
IMPORTANT			0	0
VERY IMPORTANT			0	0
EXTREMELY IMPORTANT	1	0,5	1	0,5
Total	200	100,0	200	100,0

ABSENCE OF FLIES AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	7	3,0	7	3,0
SLIGHTLY IMPORTANT	8	3,4	7	3,0
IMPORTANT	34	14,5	19	8,1
VERY IMPORTANT	43	18,4	32	13,7
EXTREMELY IMPORTANT	118	50,4	119	50,9
NOT ANSWERED	24	10,3	50	21,4
Total	234	100,0	234	100,0

NATURAL BEAUTY AND SEASCAPE AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED			27	13,5
NOT IMPORTANT			0	0
SLIGHTLY IMPORTANT			2	1,0
IMPORTANT			9	4,5
VERY IMPORTANT			46	23,0
EXTREMELY IMPORTANT			116	58,0
Total			200	100,0

RESTAURANTS AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT	76	32,5	43	18,4
SLIGHTLY IMPORTANT	33	14,1	14	6,0
IMPORTANT	42	17,9	40	17,1
VERY IMPORTANT	31	13,2	40	17,1
EXTREMELY IMPORTANT	25	10,7	44	18,8
NOT ANSWERED	27	11,5	53	22,6
Total	234	100,0	234	100,0

WIND SHELTER AND GOOD HOLDING AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	192	96,0	179	89,5
NOT IMPORTANT	0	0	0	0
SLIGHTLY IMPORTANT	0	0	0	0
IMPORTANT	0	0	0	0
VERY IMPORTANT	0	0	2	1,0
EXTREMELY IMPORTANT	8	4,0	19	9,5
Total	200	100,0	200	100,0

NATURAL BEAUTY & SEASCAPE AS A FACTOR IN DECIDING THE BAY

	DAYTIME		NIGHT	
	Number	Percent	Number	Percent
NOT IMPORTANT			9	3,8
SLIGHTLY IMPORTANT			9	3,8
IMPORTANT	7	3,0	24	10,3
VERY IMPORTANT	43	18,4	44	18,8
EXTREMELY IMPORTANT	176	75,2	95	40,6
NOT ANSWERED	8	3,4	53	22,6
Total	234	100,0	234	100,0

RESTAURANTS AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED			197	98,5
NOT IMPORTANT			0	0
SLIGHTLY IMPORTANT			0	0
IMPORTANT			0	0
VERY IMPORTANT			0	0
EXTREMELY IMPORTANT			3	1,5
Total			200	100,0

SEEING FRIENDS AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED			199	99,5
NOT IMPORTANT			0	0
SLIGHTLY IMPORTANT			0	0
IMPORTANT			0	0
VERY IMPORTANT			0	0
EXTREMELY IMPORTANT			1	0,5
Total			200	100,0

SECURITY AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	196	98,0		
NOT IMPORTANT				
SLIGHTLY IMPORTANT				
IMPORTANT				
VERY IMPORTANT	1	0,5		
EXTREMELY IMPORTANT	3	1,5		
Total	200	100,0		

ABSENCE OF FLIES AND WASPS AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED			198	99,0
NOT IMPORTANT				
SLIGHTLY IMPORTANT				
IMPORTANT			1	0,5
VERY IMPORTANT				
EXTREMELY IMPORTANT			1	0,5
Total			200	100,0

DEPTH OF WATER AS A FACTOR IN DECIDING

	THE NEXT BAY		NIGHT STAY	
	Number	Percent	Number	Percent
NOT ANSWERED	195	97,5		
NOT IMPORTANT				
SLIGHTLY IMPORTANT				
IMPORTANT	1	0,5		
VERY IMPORTANT				
EXTREMELY IMPORTANT	4	2,0		
Total	200	100,0		