



1856 - 2006

THE 150th ANNIVERSARY OF THE EUROPEAN COMMISSION OF THE DANUBE



Austria



France



Germany



Italy



Great Britain



Russia



Romania



Turkey



Km 0 - Mm 0 OF THE EUROPEAN DANUBE RIVER
SULINA - ROMANIA

Photo cover I

**The decoration of the Sulina City
at the beginning of the XXth century**

Project title:

Europolis - Sulina Rescue

Project realized by the help of:

The National Agency for Governmental Strategies

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The SULINA Town Hall

The Administration of the Biosphere Reservation of the Danube Delta



THE DANUBE

The Danube is an international river of Europe and the one European river which imposed the concept of the Danube States. By its origins, Danube is German, and has its sources in the Black Forest mountains under the Kandel Peak, with two streams, Brigah and Brege. The Danube loses its identity flowing into the Black Sea by a Delta composed by three main arms Chilia, Sulina and Sfantu-Gheorghe.

During the history the Danube has different names: Istros for Argonauts, Psisos for the Phoenicians, Donare for Thracians, Istrus-Ister-Danuvius or Danubius for Romans, Rio Divino on Carol Quintus time and the King of the Rivers of Europe during Napoleon Bonaparte.

The beginning of the juridical settlements concerning the navigation on the Danube are registered in the Austrian -Turkish Pact in 1616, constituting the beginning of the juridical settlements of the Danube navigation, being the first international pact about the Danube problems.

Then there followed the Karlowitz Pacts (1699), Passarowitz (1718), between Austria and Turkey at Kuciuk-Kainargi(1774) and Bucharest (1812).

At the Vienna Congress (1815) England obtained the recognition of the Danube as an International River.

By the Adrianopol Pact (1829), the mouths of the Danube passed to the Russian possession and Russia obtains from the Ottoman Empire free ship circulation in the straits and the ship navigation on the Black Sea.

The Danube, 2,860 Km length, of which 1,075 km (40%) on the Romanian territory, is crossing ten countries and four capitals Vienna, Bratislava, Budapest and Belgrade.

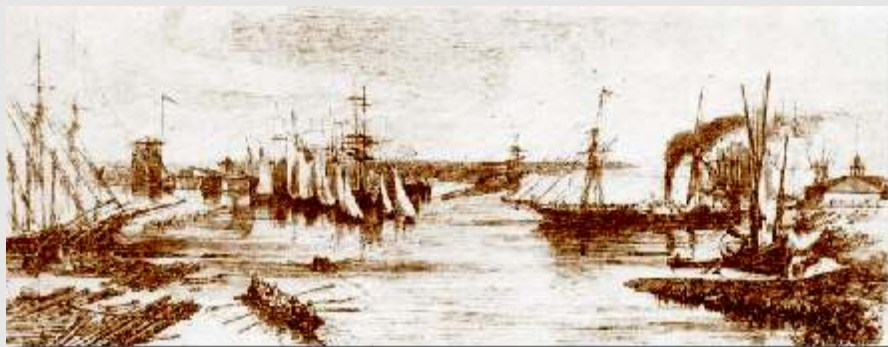
It's the only river with West-East water way oriented. She traverses a large physical and economical variety and the water way meets three main European climates: Atlantic, Mediterranean and continental, resulting a fourth climate, the Danube climate.

The Danube from the sources to the river- mouth has forty-one tributaries.

The river-mouth and the Sulina arm are the main fluvial access way to the sea of Romania and the riveran states, its length is 34 miles, 62,6 km, the depth of the maritime Danube Sulina-Braila (170 km) allowed the navigation of the ships with 7 m draught and with a tonnage of 50.000 tones. In the hydrographic Danube area live about 80 million of people. The Danube is yearly crossed by thousands of maritime and fluvial ships. The hydrographic area of the Danube is 817.000 km² and it represents the twelfth part of Europe.

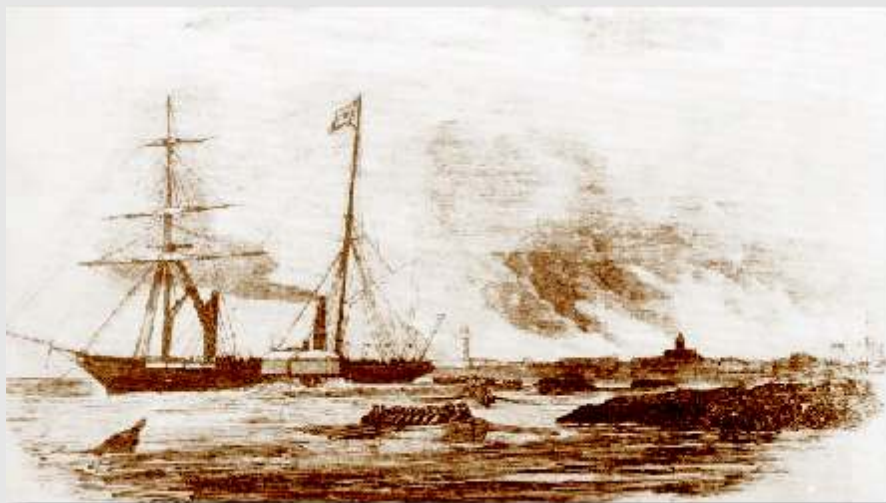
KM0 – MM0 OF THE EUROPEAN RIVER DANUBE

The last passing harbour of the Danube before flowing into the Black Sea is Sulina placed at the river mouth of the Sulina channel in the Danube Delta. The Danube river mouths are mentioned in the ancient sources by Strabon and Ptolemy. Sulina is named by the Ulyses descendants – Selina, by Turkish – Sunne and later by Russian Cossacks Solina.



1853 - Sulina

"Embouchure du Danube a Soulina", woodcut, 87x225mm. Drawing by Jules Hammaire de Hell. "Picture", Paris, 1853, t.II, pag.189, R.S.R. Academy Library, P.I.-III, 13714/C-ta Museum, inv.5/5323



1854 - Sulina

"Sulina...", Woodcut, 95x230mm, Drawing by Durand-Brager, "Picture", Paris, 1854, t.I, pag.396, R.S.R. Academy Library, P.I.-III, 13714/Cta Museum, inv.38/5317

The documentary certification of the locality is registered in the year 950 in the Constantin Porfirogenet's (913-959 the Byzant Emperor) "De Administrando Imperio".

In Annei Comnena's "Alexiada" it is mentioned as Selina city at the river mouth Colostoma (Danube).

In 1318 Sulina becomes a Genovese harbour. In 1327, Pietro Visconti, locates the Sulina harbour in the medieval maps.

A document from July 1469 mentions the fact that "the Turkish naval forces are at the Soline", before the attack against Chilia and Cetatea Alba.

In 1537 Dimitrios Tograss published "Portulanul" where he locates Sulina. Sunne is named in the Turkish documents and naval maps. The Danube as an entrance and an emergence into the Black Sea by Sulina (Sunne) becomes vital for the Sublime Gate. Constantly the commerce develops as a result of the Byzantine needs for wheat, honey, salt, fish, cows, wood.

The Byzantines also make the first step, by building at Sulina the first lighthouse by Beshir Aga, one of the prominent personalities of the Ottoman history of the first half of the XVIII century who founded in 1745 a Vakaf – an Islamic Foundation

His generosity was based on the reishis' complaints (ship captains) against the troubles they faced at the Danube River Mouths in providing the supplies for the High Gate. The commanders' problems become also the Empire's problem which determines Beschir Aga to make a substantial donation for the building of an administrative complex and a lighthouse.

There were built the lighthouse, blocks of flats, grain stores and granaries and for military reasons a redoubt for a strategic control of the entrance river mouth at the passing way from sea to the Danube.

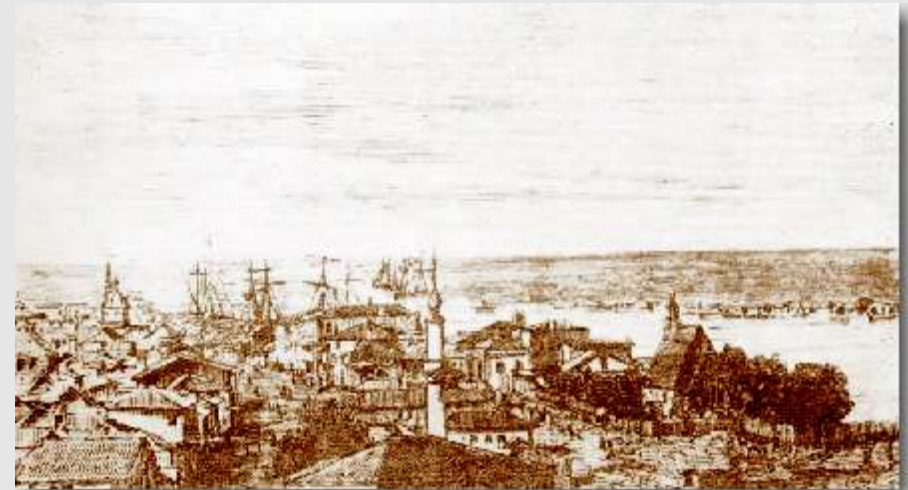
The stone fort was equipped with guns attended by soldiers, 23 flame watchers – lighthouse watchers, captain and sailor of the six small ships. The collected taxes were used for maintenance and for buying the olive oil necessary for the flame lighting of the lighthouse during the night.

The report written on the scroll to the High Gate by the ES Seyyid Ishak Aga – the local administrator, it is probably is the first document which mentioned about Sulina as a big area, with a clear part in the commercial life of those times, of the fluvial and maritime traffic of the Empire's ships and of the Empires on the Danube.

In the middle of the XVIII century Charles de Peyssonel, ex French general consul at Smirna (Izmir – Turkey), published a book “Treatise on the Black Sea commerce”, published in Paris in 1765, the book consist of two veal leather volumes where he presented the Danube as something full of life, movement, tolerance, commerce in spite of the contact and influence zone of the three Empires during that period. He underlines the fact that in that zone, the interest for the commercial relations is predominant and less are the tensions of the empire affiliation.

Born in Marsalis at the Mediterranean Sea he grew up near the ship-owners and ship commanders. He shows to the importance and the advantages of France on the Black Sea and he specifically mentioned the Sulina harbour and not other arm, underlining that at Solina (Greek name) there is a good harbour which has a strategic importance that France needs.

In 1777 William Eton – an English businessman and probably consul or



Sulina

“Sulina Stadt”, woodcut, 65 x 100mm – *anonymous drawing*, “Donau Album malerische reise von Regensburg bis Sulina”, “Hartleben's Verlan”, Wien, Pest, Leipzig, pag 25, R.S.R. Academy Library, Stampe, AG.11.62/Cta Museum, inv.18/5334



1854 - Sulina

“Die Zerstörung von Sulina durch die Englender am 17 Juli 1854”, woodcut, 143 x 227mm, *anonymous drawing*. “Illustrierte Zeitung”, Leipzig, 1854, t.II, pag.157, R>S>R> Academy Library, P.III, 3076/Cta Museum, inv.68/5345



1877 - Sulina

“Der Hafen von Sulina”, woodcut, 107 x 346mm – drawing by *Th. V. Eckenbrecher*.
“Illustrierte Zeitung”, Leipzig, 1877, t.II, pag.36, R.S.R. Academy Library,
 P.III 3076/Cta Museum, inv.75/5348



1877 - Sulina

a) *“Der Donauhafen von Sulina”*, woodcut, 67 x 320mm, b) *“Ausmundung der Donau in's Schwarze Meer”* woodcut, 155 x 320mm. After drawings of *A. Schonberg*, 1877. *“Meer Land u. Meerm”*. 21 pag, pag.412, R.S.R. Academy Library, Stampe, GS.I.91 (418 Sulina), 2/Cta Museum, inv.161/5124.

councilor describes Sulina with a lot of English professionalism in sea and navigation business, impressed by the solidarity of the authorities and sailors on the ships in the Sulina harbour. With a lost mast without storm anchors, the damaged ship in which he arrived, was assisted by five ships during the night in the harbour not to be sunk by an unexpected storm.

In 1782 and 1783, the captain lieutenant Georg Lauterer, an exponent of the Austrian fluvial marine of the pontooner corps, makes a documentation expedition with a detailed description of the shores and of the route from Vienna to the Danube flowing into the Black Sea at Sulina. He describes a lot of nations on the ships on the harbour.

1784 – French marine officer Joseph de Laffite Clave makes a log about the exploitation of the European coast of the Black Sea, which is a part of the mission of the commander Roux de Bonneval, writes a very elaborate document of the Danube river-mouths flowing into the Black Sea. He remarks in his log: This river-mouth of the Danube which Greeks named Sulina is the same with what the Turks named Sunne and it represents the safest way for the ships. He says that at the exit from Sulina his ship fired three gun blows according to the request and paid one techin and three piasters – i.e. a Dutch ducat or an Italian zucchini, money that was meant to the lighthouse commander.

In the spring of 1785 the Turkish commissaries and a group designated by the Moldavian Prince analyzed the Turkish proposal to rearrange the Danube entrance, the work was considered very hard and very expensive by the High Gate. A Moldavian architect took the plan and preplanned it, plan which remained for the future works.

The payments for the execution works were made by Mihai Sutu, the Valachian Prince and Alexandru Mavrocordat Firaris, the Moldavian

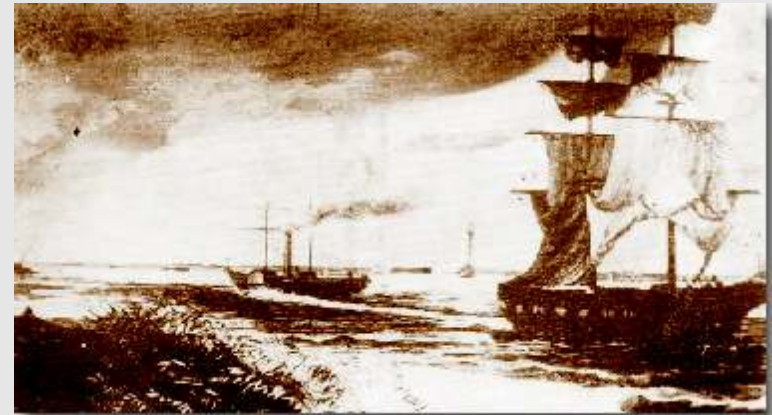
Prince. They finance the buildings for dams to improve the navigation on the Danube and this financial obligation perpetuated in time till the establishment of the European Commission of the Danube.

The interest of the West-European armies represented by marine officers, who were in recognition missions, consul and diplomatic missions.

Wenzel von Brognard – diplomat, after a documentation visit, makes a very elaborated report in 1786 to Vienna “About the new works on the Danube river – mouth at Sunia”. The strategic interest for the regularizations of the Danube river-mouths is mentioned by Venzel von Brognard for the first time and he mentions about a Turkish work from 1784-1785, after a French project.

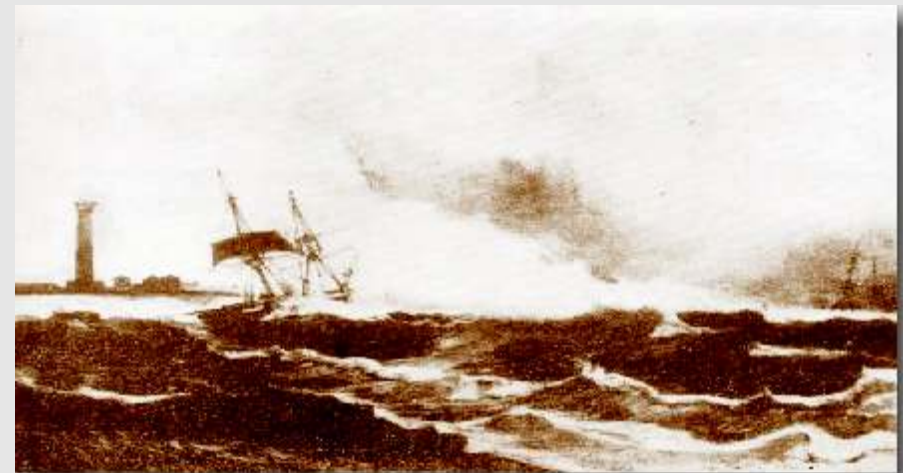
Von Brognard indicates that the responsibility for the maintenance of the channel with ram materials, people and finances belongs to Valachia and Moldavia. The report shows a clear image of the hard conditions of navigation as a result of colmatation of the bar on the Black Sea and the dissatisfaction of the Turkish ship commanders. The commanders claimed the transshipping operations at Sunne, as well as that they couldn't deliver in time the feeding products to Constantinople. Danube is and will be the bounding way between West, Middle East and Central Asia. A specific remark remains to the visitor of the harbour – the big number of coffee houses, lined up along the Sulina keys and of the spoken languages, the peace, the calm and the harmony of a coffee and of those who are preoccupied by commerce, wind and stretched sails.

About the management works of the Sulina bar we find data in another project from 1817 – 1818, in an Anatolian – English work signed by Cara Osman Oglu and Andrew Peace, (Cara Osman Oglu was condemned to jail by the Turkish Government – he accepted to make a project but he



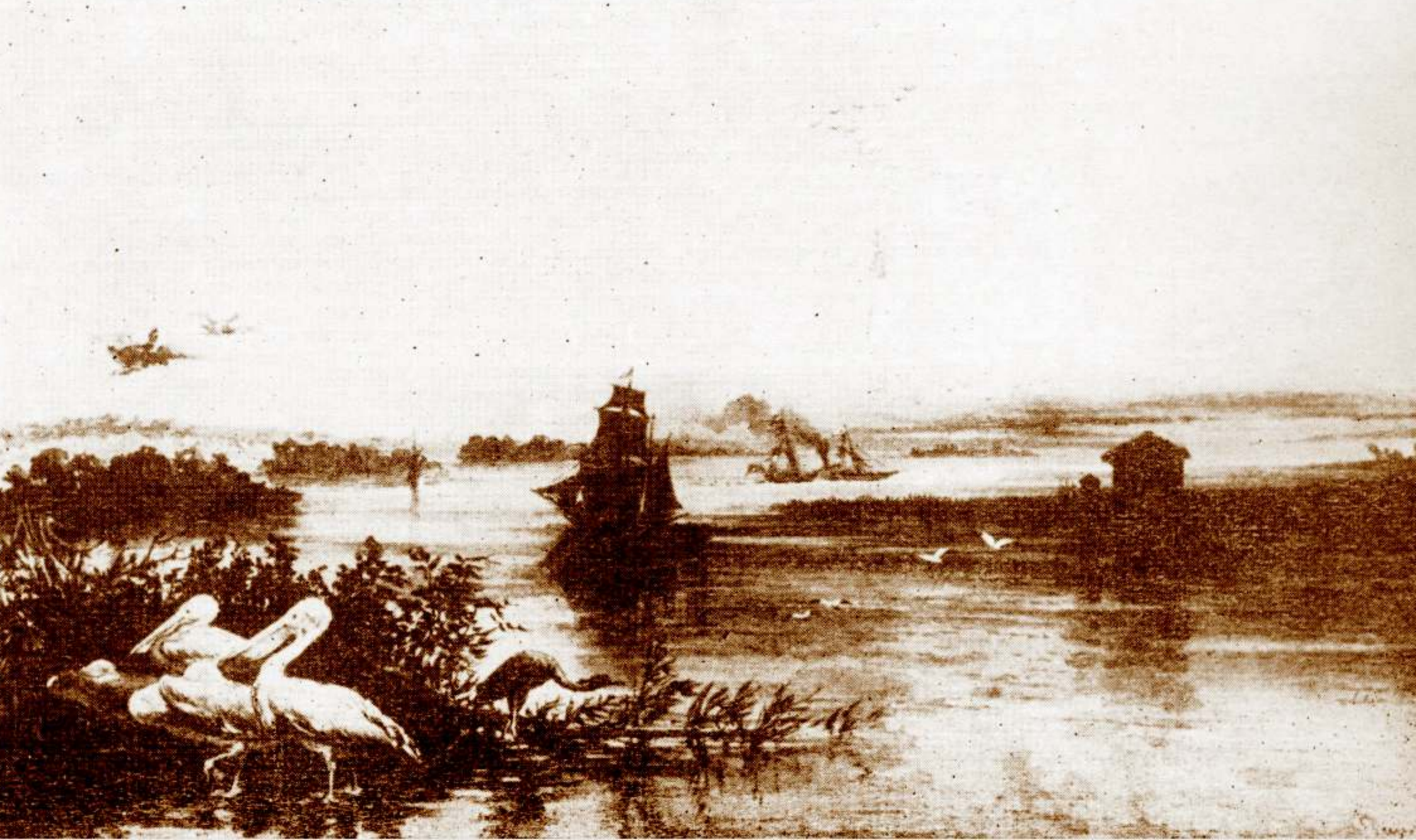
1885 - Sulina

"Sulina in 1855", Photo, 136 x 216 mm, by G. Orengo - after anonymous litography, *"De Soulina à Galatz"*, into the CED album. R.S.R. Academy Library, A. AF.180, inv. 69776/Cta Museum, inv. 162/5078.



Sulina

"Sulina (Embouchure du Danube)". Litography by Durand Brager, photo 162 x 231 mm, by Stelian Petrescu. R.S.R. Academy Library, Stampe, F.II.17218/Cta Museum, inv. 160/5076



1869 - Delta Dunării

"Souvenir de Danube, 8 Juin 1869", Painted (The R.S.R. Art Museum) by Preziosi.
Photography 154 x 223 mm, by Stelian Petrescu, R.S.R. Academy Library, Stampe
F.II 17243/Cta Museum, inv.159/5075

exaggerated the price of a palisade 45 m asking for 4000 workers), the High Gate asked an English man from Gibraltar who reasonably built the Prevesa harbour and that one from Asian Attalia, he was brought to Sulina to remake the hydrotechnics engineer works. He realized the project at a quarter of the price and only with 500 daily paid workers.

The management projects of the Danube river – mouths are not very well seen by Russia of those times. The baron Grigori Alexandrovici Strogonov is nominated as the new ambassador of Russia to Constantinople. He carries very aggressive negotiations with Reis Efendi - the High Gate Minister of Foreign Affairs for Turkey to concede Chilia and Sulina to Russia. The signed protocol will negatively influence the navigation at the Danube river-mouths and will bring along a lot of stress in the European Offices.

A document of the time named Defter presents us the situation in 1817 – 1829 and it contains statistics about the commercial ship water ways. We find out that in 1817, during the navigation season there were 201 ships among which the brig of the Moldavian Voivode, Scarlat Calimachi, brig commanded by a Turkish captain of a German origin Kurt Hasan Zade Mehmet.

In the same year we found a letter sent by Fornetty the French consul in Moldavia, dated 2nd of July 1817, which informed Richelieu that a number of ships under French flags had some problems in providing with bread crumbs of their campuses in Galati harbour.

A year later, Josep Elder von Raab sent on the 20th of March 1818, a report to the Minister of Foreign Affairs of the Imperial Court, Matternich, in which he said that the Danube, when flowing into the sea is cleaned for the access of the big commercial ships, he gave us also details about the

Russian pression upon the Turks at Constantinople, to establish a border at Chilia on the Danube.

We can see how the aggression, the threatening brought the two empires in rivalry to have a common border on the Danube on the Chilia arm, and we also find in this report, which is valuable even today, something that makes us smile.

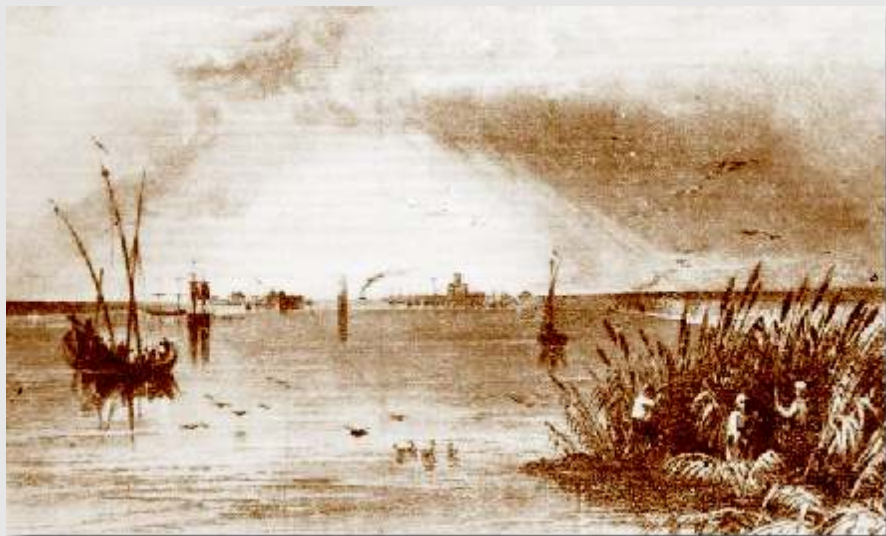
The Russians started to clean the flowing Danube at Chilia and make it to be navigable in order not to have to get in and out Sulina.

The same report underlines that in Sulina there are made fortification works and history becomes predictable.

From the time documents we also find that in 1820 the first pirates appeared in Danube Delta and they attack and robbed the anchored ships during the night.

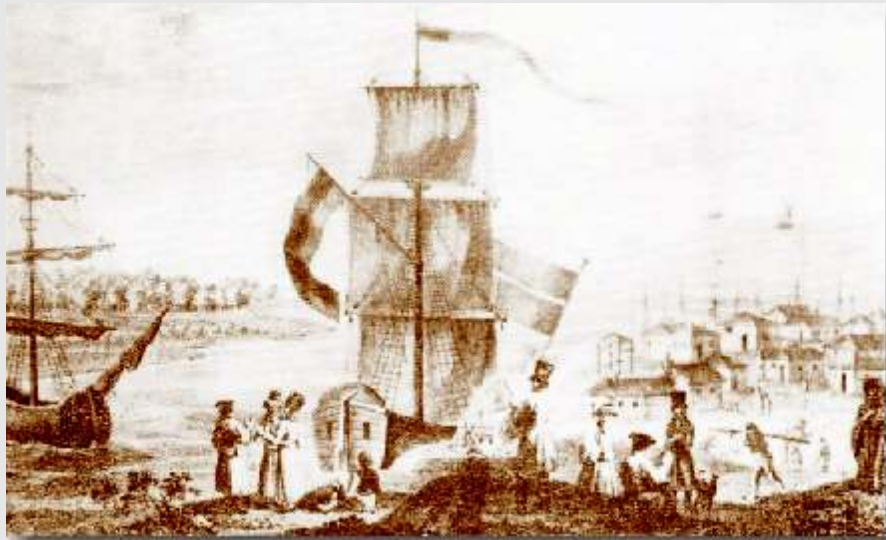
The great anxiety of the European Offices was caused by the agitation of the Sankt Petersburg and Constantinople Cabinets wishing to keep or to occupy the Danube river-mouths. France and England liked the Hellenic Nationalist Movement, the ultimatum given by the tzar from his positions of force for the Turkish troops to leave the Romanian Principates put the European diplomacy in difficulty. Russia starts the ostilities on April 14 1828 and fights in Dobrogea, Tara Romaneasca, the Balcan, and Trancaucazia. On the Danube they fight with gunboats.

The Moldavian golden harbours on the Danube – Galati and Valachia – Braila are full of goelets, brigantines, brigs and schooners in spite of the terrible destroys caused by the Russian – Turkish conflicts in the Romanian Principalities, there were a lot of export wheat, salt..., the configuration of the flags at the mast changed and became different from 1829: English, French, Prussic, Austrian, Dutch, Valach, Moldavian,



1850 - Sulina

"Sulina, Mouth of the Danube...", steel cut, 118 x 150mm, de R. Wallis – Drawing by H. W. Bartlett. *"The Danube"* by W. Beattie, London, 8 New York, Virtue, c.1850, R.S.R. Academy Library, Stampe, AG.III.18/Cta Museum, inv.36/5321



1826 - Sulina

Lithography, 245 x 343 mm by A. V. Saar, drawing by Erminy, *"Zweihundert vier und sechzig Donau Ansichten..."*, Adolph Kunike, Wien, 1826, R.S.R. Academy Library, Stampe, 557/Cta Museum, inv.24/5309

Turkish.

Sankt Petersburg becomes the owner of the Danube for three decades from now on the practice of the blockades being felt by the commerce.

The Russian politics consisted of redirecting the ships to Odessa harbour, city founded in the XVIIth century by the French duke Armand Emanuelle de Richelieu.

On February 7 1836 the Russian Tzar – Nicolae I gives an ukase to set the quarantine on the left shore of the Danube at Sulina, to control the entrance over the indefinite border, it is a militarized action on the pretext that he protects the sanity of the place. The English ships were teased in Sulina, 20 English ships with tonnage of 4,000 - 5,000 TDW are retained and sent to Odessa. The English Parliament respond by the help of the deputy Patrick Stewart and Lord Dudley Stewart in the Common Chamber. The English Minister of Foreign Affairs Palmerston on March 17 1837 in the Chamber of Commons declares: the extension the Russian borders at the Danube's Mouths is not in accordance with the solemn declaration made by Russia in front of the entire Europe before they start the war with Turkey.

In response the Russian Minister of Foreign Affairs published in the Petersburg papers an article in which "the problem to set up a quarantine" in Sulina is misinterpreted, it does not work and so it didn't come into force.

Making an analyze of the expansionism we find out that Russia has obtained the Chilia arm in 1812 through the Bucharest Pact, Sulina in 1826 through the Ackermann Pact and Sfantu Gheorghe through the Adrianople Pact in 1829.

The distinguish Earl Semion Romanovici Vorontov – the ambassador of

the Russian Empire in London, a fine observer and annalist of the time – paid attention to the imperial Russian court that England defined the commerce as a problem of the entire English political class and nation in the name of which she is ready to sacrifice any other interests. The Earl paid attention to the imperial Office that England will not remain passive in trying to block its access to the grain stores of the Romanian Principalities.

The Russian presence and their behavior at the Danube's mouths is registered by Charles Cunningham who says that they do not make any dredging works, trying to ruin the Danubian commerce, sinking ships into the channel to stop the navigation, and he establishes that the English commerce declined at 30,000 pounds during the last floating season.

The Russian – Austrian convention concluded at Sankt Petersburg (1840) is the first document of international legislation which nominalized Sulina as a fluvial – maritime harbour.

A French peregrine Xavier Hummaire de Hell registered in 1840, in his diary that in Sulina there are 120 houses, wind mills built from ships rests, over 300 battements, graceful and nice ships, a harbor life full of surprises through a mixture of nation sailors, public inns, coffee houses and, certainly, women.

In Regensburg, in 1841, there are published two volumes by Adalbert Muller about the Danube and Black Sea Mouths where Sulina was considered to be an important strategic harbour.

1843 – 1844 the Prussic vice-consul in Moldavia – Kukh describes in a letter that “the Danube is the street where the German commerce to East is very well done”.

Russia continues to tease the European commerce, it makes nothing to

improve the navigation at Sulina, promises, threats, postpones. The Offices are worried, its politics rushes the discussions which will lead to the confrontation which will be concluded in the Crimean War.

In 1843 the English ships which crossed the Danube Mouths were 7, in 1849 – 128 ships, a ship at two days, the Romanian export value raised from 1,440,582 sterling pounds in 1840 to 3,762,480 sterling pounds in 1850.

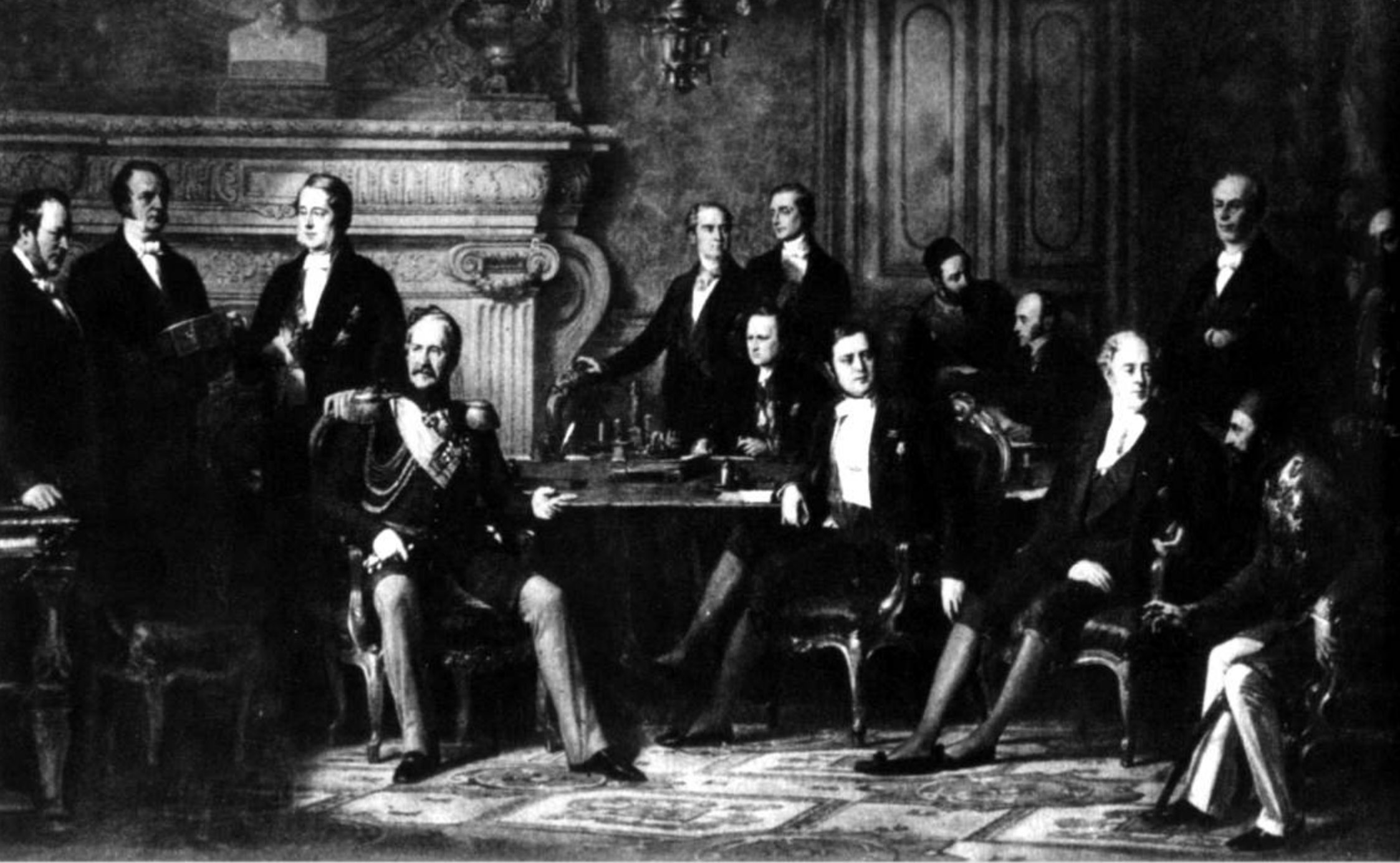
The Danube Mouths problems hasten and take the European proportions in Sulina where governments spied disguised in business men, ship-owners, ships commanders who analyzed the present situation, all after a collective thinking with a precise purpose but yet undeclared.

Among the Danube Mouth visitors there was Edmond Enghelhart, the first commissary, the French delegate to the European Commission of the Danube. He notes that in 1853 Sulina had 1200 people, Ionan Greeks coming from the Ionic Islands under British sovereignty, Maltese, lots of them bar-pilots.

The French Boucher de Perthes speaks in his “Voyage in Constantinople, in Italy, at Sicily and Greece” in two volumes published in Paris in 1855. He is impressed to discover that 300 ships wait at the entrance in Sulina, 5 – 6 brigs in the harbour and a lot of cabers overturned in the cannal, it seems all miraculous and strange like you are in another world.

The Crimean or the Oriental War restore the balance of the powers and peace in this part of Europe by the Peace Congress in Paris, 13/25 February – 18/20 1856.

The European Commission of the Danube becomes the first European partnership with uninterrupted function at Km0 of the Danube, 82 ages, from 1856 to 1939.



The Peace Congress from Paris (25 February – 30 March 1856)

The European Commission of the Danube

The necessity of some essential and administrative, political - military changes at the Danube Mouths has old roots, caused by the permanent altercations in Sulina, after 1829. The West European severe drought from 1847, the potatoe crisis caused by the Colorado bugs, requested massive grain imports from the Romanian Principalities, the books of the ship-owners, commanders and merchants for complaints, referred to the obstructions at the entrance on the river, forced the European Chancellaries to accept the lighting up of the powder barrel.

The Crimeean War begins in order to put in agreement the European political and economical interests, in that geographical area.

The Crimeean War (1854 – 1856) ends in the Russian disadvantage and concluded over the Peace Pact to Paris (1856). Sulina and Danube Delta are taken from Russians, coming back to the Turkey.

The first preliminary meeting to set up the European Commission of the Danube, took place in Galati at 5 March 1856 and had as main character the delegates of those times powers: Austria: Becke, France: Engelhard, Great Britain: Stoches, Prussia: Bitter, Russia: baron Offenbergh, Sardinia: marquess d'Aste, Turkey: Omer Fevzi-Pasa.

Between 18 – 30 March 1856 the peace talks begin in Paris, the works were finalized by signing the Peace Treaty which stipulates: the withdrawal and the evacuation of Crimea by the conquerors, the return of the three Basarabian South counties, neutralize of the Black Sea, free navigation on the Danube and set up of E.C.D.

So by the common ration, dialogue between those involved, in the middle of the XVIIIth century, the first and the most stable international partnership is born represented by the Commission that functioned for 83 years in spite of the power changes and of military conflicts at the European level.

The signed document gives to the Danube the right to benefit the stipulations from the Vienna Treaty – 8 Juin 1815, a document in which it is established fundamental principle applied to the international rivers

Rhin, Necker, Main, Moselle, Meuse, Escart.

The European Commission of the Danube (ECD) is composed by: England, France, Prussia, Sardinia and the three empires: Austrian, Russian and Turkish.

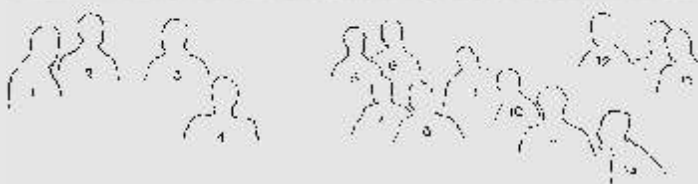
The headquarters of ECD is not mentioned in the Treaty but is tacitly accepted to function at Galati, represented by a general secretariate. The General Secretariate was founded in 1856 in Sulina moving to Galati in 1878. It was managed by Edmond Mohler (1857-1887) till he died being replaced in order by French H.Balanger, A.Gauvin, J.M.Savoye, G.Donnet, G.Demorgny, the last one being Francis Rey (1913-1938).

The technical headquarters for main activities was in Sulina. Here there was the entire technical patrimony, dredging ships, hydrotechnical ships, rescue ships, tug ships, sanitary ships, naval workshops for the maintenance of the ships, navigation house, piloting service and bar, book-keeping.

The main attributions of the technical service of the Commission were to improve the Danube Mouths and the maritime Danube up to Braila. It was founded in 1856 and it was managed by the engineer Sir Charles Augustus Hartley a very world known English specialist in hydrotechnics in the middle of the XIXth century, later nicknamed for his activity and works the Father of the Danube. After Sir Hartley's retirement the technical service was assured for 30 years until 1907 by Carl Kuhl, then by the Danish Eug. Magnusen (both buried in Sulina). In 1981 there was finished the extension of the Black Sea break-water at the Danube flowing into Sulina.

The book-keeping service was managed by the German Edgar de Wolf (1861-1891) until he died, followed by the Englishman W.Eagle, by the French Ch. Forgues, the last being the Belgian Joules Ghisels (1919-1938) who gave to Romania the documents of the Commission.

Until 1868 ECD used three currencies – the Austrian ducats and the Romanian Principalities lei and the little coins. After 1868 the membership countries decided to use French francs. The used amount from 1856 until 1931 was 158,435,711 golden francs.



Paris Congress (25 February – 30 March 1856)

1. The Conte de Cavour (Sardinia). 2. Cowley (Great Britain). 3. The Conte de Buol-Schauenstein (Ostrich).
4. The Conte Orloff (Russia). 5. The Baron de Bourqueney (France). 6. The Baron de Hubner (Ostrich).
7. The Baron de Manteuffel (Ostrich). 8. The Conte Walewski (France). 9. Mehemmed-Djemil-Bey (Turkey).
10. Benedetti (France) Secretary. 11. The Conte de Clarendon (Great Britain). 12. The Baron de Brunnov (Russia).
13. Mouhammed - Emin - Aali-Pacha (Turkey). 14. The Conte Hatzfeldt-Wildenburg-Schoenstein (Prussia).
15. The Marquese Villamarina (Sardinia)



The European Commission of the Danube in 1930

- Up from the right to left; MM. Mouille Osmin Laporte (France), C. Rossetti (Italy),
Sir John Baldwin (Great Britain), C. Contzesco (Romania).
- Down from right to left; MM. G. Mouille (France supplementary delegate),
G.B. Dolfini (Italy supplementary delegate), T.B. Wildman (Great Britain supplementary delegate),
E. Bonachi (Romania supplementary delegate), Francis Rey (general secretary).

The navigation house that cashed the harbour and channel taxes, founded by the goodwill of the member states in 19 October 1859, was managed by the Jew Jacobson until 1869 when he died in Sulina. He is replaced by E. de Wolf until 1874 when he is changed with the English man H. A. Jakson. Among the personalities who managed this office there was and the Italian Giovanni Matteuci until 1932 when he died. He is burried in the Catholic cemetery in Sulina.

At the proposal of the Administrative Committee of the Commission on 27 March 1857 it is organized at Sulina a sanitary office founded by a chief doctor Emil Eghelhart with master's degree obtained at Strasbourg, two surgeon doctors G. Rolando and G. Martone, (buried in Sulina), French doctor Jelinec and German Vignard. The hospital begins its activity on 25 September 1857 and it had at its disposal an intervention and sanitary inspection ship. During the time the medical services were provided by Romanian doctors V. Boroni, dr. Panaitescu 1924 – 1948 buried at the Romanian cemetery in Sulina).

The navigation inspectorate is founded in 1861 and it is recognized by Turkey only in 1865 but it financed it until 1878. The Berlin Treaty from 1878 takes it over as a ECD subordinate.

The Police service is founded in 28 February 1857, and from 1861 is under the Navigation Inspectorate's subordinate and has attributions from Sulina to Isaccea.

The Pilot service is established in 31 March 1857 under de Sulina harbour master's office subordinate. The first chief inspector was De Drigalski (11861 – 1877); F.C.Horn (11897 – 1902); G. Neittzke (1903 – 1905); H Lienau (1905 – 1916); all German citizens, the last being the Italian B.Bordignoni (1919 – 1938).

Five Special Committees have the mission to solve the technical, administrative, economical and financial problems, those problems were examined and approved by the plenary sessions.

In 6 January 1857, a special conference in Paris concluded a protocol in which the Snake Island, situated directly to Danube Mouths, is given to Turkey and enters under international administration of ECD.

The period function of the ECD was supposed to be 2 years, but during some international meeting there were adopted the Danube settlements which consecutively prolonged their function until 1939. The public act from Galati 1856, the Paris Conference 1866, the London Treaty 1871, the Berlin Treaty 1878, the London Conference 1883, in 23 July 1921, in Paris the definitive Statute of the Danube is signed at the International Conference of the Danube with an additional protocol, the prolongations were justified by the necessity and continuity of the Sulina bar and on the maritime cannal of Danube.

The ECD secret agenda consisted in a compromise of the Great Powers to realize a forum with an European mandate with strategic role in order to neutralize the political area with a view to develop the commercial, social and political connections in the interest of the Member states of the Commission.

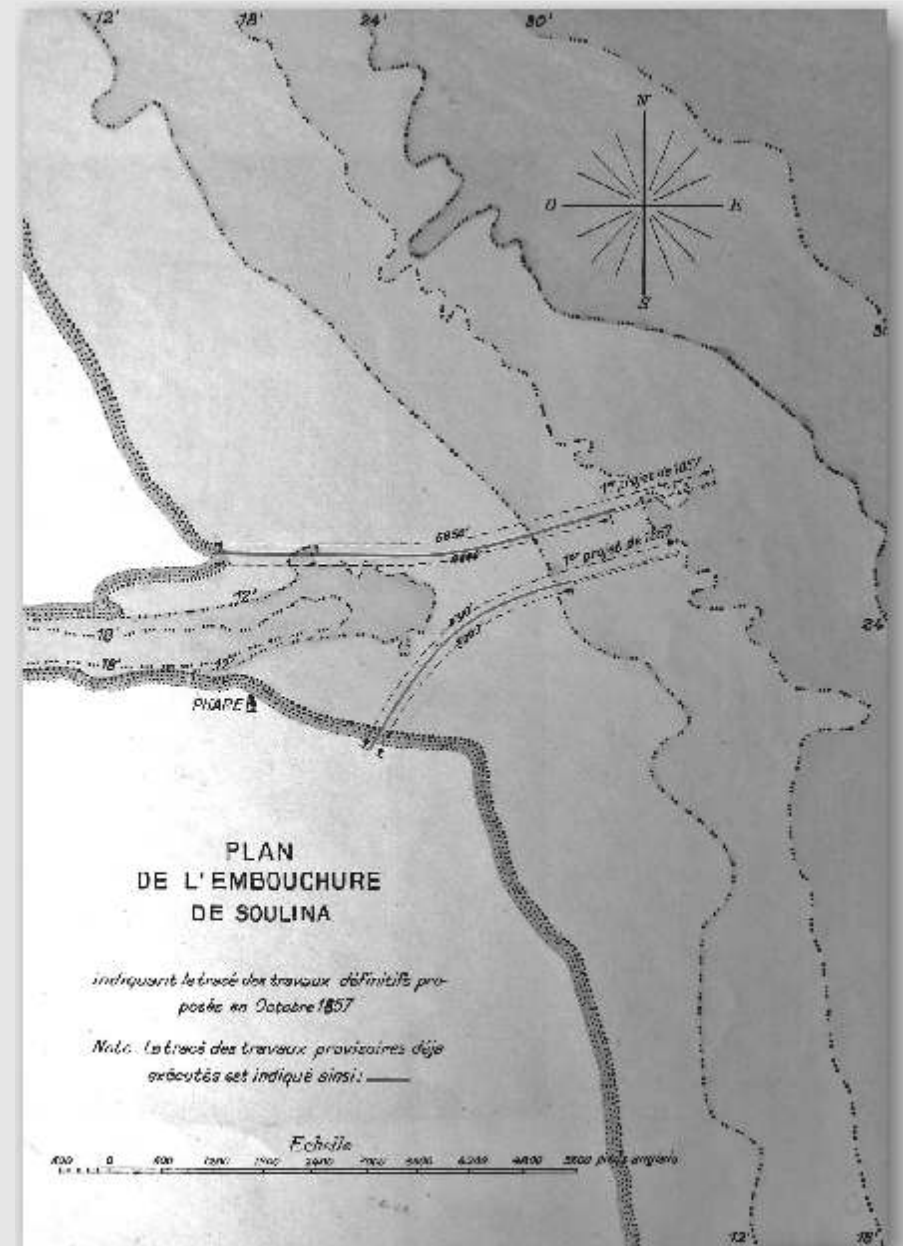
The ECD declared purpose, according to the Paris Treaty, was to assure it's function by technical dredging works of the river mouth, digging the Sulina channel to develop the trans European and maritime commerce on the Black Sea. The 17th article of this international forum established:

1. To elaborate the Navigation regulations and Fluvial Police;
2. To disappear all the obstacles, which were still against the application of the Vienna Treaty;
3. It will order and will make the necessary works on the entire Danube;
4. It will watch, after the dissolution of the European Commission of the Danube to maintain the navigability at the Danube Mouths and on the Black Sea neighbourhood.

After the unification of Italy (1860 – 1861), the Sardinia delegate is named, in the documents of the Commission, as the Italian delegate.

In the protocol of the meeting, dated Aprin 27, 1868, the Prussian delegate was found in the documents as a representative of the Northern German Convention.

On the 30 April 1872, the Colonel Stokes, the Great Britain delegate is



The Sulina Mouth Channel plan



The lighthouse on the Northern dam



The lighthouse of the European Commission of the Danube

replaced after 14 years in ECD with the Colonel Gordon. In the same year on the 12 March, the baron d'Offenberg, the Russian delegate is named in an extraordinary mission in the United States of the Northern America, his place being taken by Zenoviev.

The Russian – Romanian – Turkish war (1877 – 1878) caused essential changes in the European configuration. Romania became a state, Dobrogea is united to Romania.

Between 1- 13 July 1878, in Berlin it is signed the new Treaty rectifying the Paris and the London Treaty. The new document registered that the Snake Island now belongs to Romania – art.56 notifies that the ECD must come now to an agreement with the right officials to whom belongs for maintenance and use it by ECD like an international exponent. The lighthouse is identified at the 45.16'' 17' and 30.14'' 23' latitude with white lights with a rolling period of 30 seconds, being seen at 18 miles.

The first ECD meeting, after Berlin Treaty, in which Romania also took part was held on 5 November 1878. The permanent delegates were: Germany – Dr.Arendt, Austria – Hungary – the baron de Haan, France – Herbette, Great Britain – colonel Siborne, Italy – Cavalier Simonetti, Russia – A. Romanenco, Turkey – Constantin Effendi et.Carateodory, Romania – G. Rescanu. On the Danube there were patrolling military ships given by the ECD member states.

From that moment to ECD are granted special immunities, and Sulina is one of them, where are raised ECD flags which grants it the extra territorial statute, neutrality during peace or war and fiscal privileges. Sulina becomes a state harbour, neutral, without any army, under the Commission's umbrella.

ECD was granted new legislatives, judicial and administrative attributions, immunity and privileges:

- to elaborate the navigation and fluvial police regulations of the Danube's mouths at the Iron Gates (1,073 Km);
- to judge primarily, the minor contraventions on the Danube, to judge the appeal against these decisions, without the right to appeal (judicial);

- the establishment and cashing of the taxes from the ships passing the Danube to cover the expenses on maintenance and management of the river, to secure the navigation conditions between the Danubian harbours and the Black Sea by the new Sulina Channel.

The Commission is in full swing, the ships develop in dimensions and tonnage, they are now propelled by steam power. The Commission carries out the Forum mission with international mandate, functioning on the base of international financing Treaty.

The Commission does not remain insensible to the problems of Sulina and makes charity works contributing to the development of the town which was made State, with neutral statute during peace and war. The Honour of the Commission we find it in the charity works, there were built hospitals, schools, roads.

The history's engine is functioning perpetually also in Europe, the noise of the guns can be heard again. The first World War reduces the ECD enthusiasm but the relations between the members of the commission do not change, each member country, although belligerent, solve all of its obligations, working going on without any troubles. Maybe it is an undiscovered secret, but we presume that the state relation was replaced by an inter-professional relation based on respect and friendship which was built during the meeting years.

In 1930 the Commission was formed by; C. Contescu – Romania, sir J. Baldwin – England, C. Rosetti – Italy, La Porte – France, F. Rey secretary. E. Bonachi – Romania, T.B. Wildman – England, C.D. Dolfini – Italy, M.G. Mouille – France. The Belgian Joules Chysels was the manager. Then peace helps people start cooperating, fighting for a better life. ECD resurrects but not for long, the force balance in Europe has been changed.

Romania, after external pressions, tries to take measures in order to make changes in the ECD statute by imposing new regulations in navigation. It takes place the Sinaia Arrangement on 9 August 1938 and on 18 August 1938, this arrangement was signed only by France and England, Italy



The Southern dam lighthouse



The Snake Island

excuses itself not taking part because it considered itself to be excluded.

The relative arrangement makes ECD to lose its authority, by stopping its prerogatives. The position of England and France is a positive one, without any reaction. The Sulina harbour loses the international character passing under the Romanian authority. ECD remains though a supervising and controlling authority which guarantees the freedom of the navigation. In the signed Agreement there is the 23 article in which it is underlined that it operates after three months from the signing of the report of the component countries and those who want to adhere. Italy resumes its adhesion process at the beginning of 1939. The Germany is permitted to enter the ECD and the Romanian Minister of Foreign Affairs Grigore Gafencu makes a public announcement about the two possible admissions of Greece and Poland. On 27 March 1939 an extraordinary Session takes a place to establish the transfer modalities from the European Commission of the Danube to Romanian State.

At 16 May 1939 ECD stopped its activity. The ceremony takes place at Sulina in front of the Palace of the European Commission. In the harbour there were two destroyers, the participants climbed on the King Carol II ship. At 8 o'clock it raised the Romanian flag and the flag of the European Commission of the Danube. The raising of the flag was announced by a gun shot simultaneously with the last bell beat. On the ship there were Romanian officialties, the Minister of Foreign Affairs - Grigore Gafencu, General Paul Teodorescu - the Air and Marine Minister, the President of the European Commission of the Danube, Doctor Martius, Douglas Keane, Paul Norad, Publio Landucci – the German, English, French and Italian delegates. Mr Prat Soutzo, the Spain Minister in Bucharest, the general consuls Baur (Germany), Macrae (England), Nandi (Italy) and Ernest Rossi (Romania)... There were also 60 foreign and Romanian journalists. Then they started changing the flag of the European Commission and the mast flag in front of the Palace of the European Commission of the Danube. The descending of the Commission flag was signalled by a gun shot from the destroyer Queen Maria. During the salute, the marine music sang the national anthem of the participant countries at the European Commission of the Danube:

Germany, France, Great Britain and Italy. While singing the anthems, the ships descended the ECD flags. After the Italian national anthem the music started singing the Romanian Royal anthem, saluted with a gun shot. In the same time it was raised the Romanian flag on all ships of the European Commission of the Danube.

At 1 pm on the ship of the King Carol IInd a dinner took place with all representatives and authorities of the European Commission of the Danube.

In May 1939 the Romania received a mandate through its practice by Maritime Direction of the Danube, specially created, under the ECD juridical and technical control, remained only with international forum attributions in the interest of the free navigation of all flags.

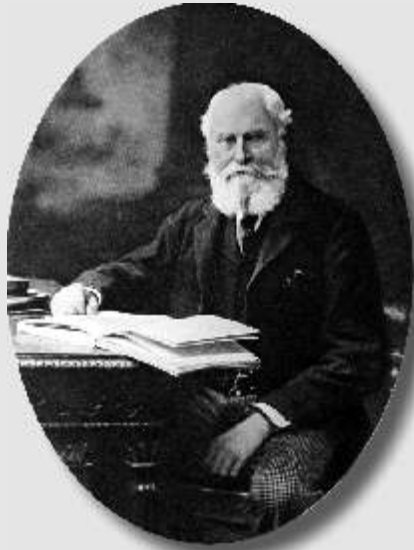
In 1939 the Romanian King pays documentation visits in England and Germany, trying to obtain support. On 23 August, the same year, it is signed the secret protocol Ribentropp – Molotov, a treaty whose effects are valid also in present times. It begins the Second World War, Sulina and the Danube Mouths became scenes of the military operations.

Sulina is bombed by the allies on 25 August 1945 and 60 % of the cultural patrimony is destroyed. Over the Eastern Europe the calm imposed by the political conquerors is laid. ECD becomes an “imperialist” subject and it's forbidden to discuss, comment or publish in the journals until the Romanian Revolution.

And so Sulina, being supported by the most prestigious Romanian institutions, reminds Europe the forgotten example of the Collaboration Respect and Peace, Partnership, where the wisdom defeated the vanities for 83 years – at the Km 0 of the Danube.

We wish to call up a moment from the European history, Sulina celebrates with pride and respect 150 years from the foundation of the European Commission of the Danube, of what the European Commission of the Danube represents in the European and Romanian consciousness.

Sir Charles Augustus Hartley (1825 - 1915)



SIR CHARLES HARTLEY,
THE CHIEF ENGINEER OF THE EUROPEAN COMMISSION
OF THE DANUBE BETWEEN 1856 -1872,
CONSULTING ENGINEER BETWEEN 1872 -1907



KARL KÜHL
THE CHIEF ENGINEER OF THE EUROPEAN COMMISSION
OF THE DANUBE BETWEEN 1872 - 1907
CONSULTING ENGINEER BETWEEN 1908 – 1919.

Sir Charles Augustus Hartley was the chief engineer of the European Commission between 1856 – 1907, he also was a foreign member of honor at the Romanian Academy, and received the Great Cross of the Romanian Crown, the second order of the Romanian Star, the Golden Medal of Romanian Bene Meriti, the fourth Order of Medjidia, the golden Medal Albert from the Royal Society of Arts, the Telford, Watt and George medals, the Telford and Manby prizes, the Crampton prize from the Civil Engineering Institute.

He published some works in USA, Canada, such as Navigation in Europe, and the History of the Engineering Works at the Suez Channel.

He was captain in Crimea and belonged to the English - Turkish contingent (1855 – 1856). He was awarded by the Russian Emperor with the great award of 8000 silver rubles for designing the plans for the Odessa harbour modernization. As a member of the board of engineers for the Mississippi River regularization (1875) and Member of the Paris Congress he is entitled by the American president to decide upon the best road on the channel along the Panama isthmus (1879). He made regularities on Don and Gange. He was named in 1884 member of the International Technical Commission of the Suez Channel by the British Government.

He was consultant of the Romanian, Indian, Egyptian, Austrian, Russian, Bulgarian governments in different periods.

He contributed to the modernization of some commercial harbours, such as Constanta, Burgas, Varna, Trieste and Odessa.

He mounted the 0 mark of the Danube River at Sulina and 0 level marks for the Black Sea in the lighthouse at Sulina.

He was named the Father of the Danube for his published works.

Sulina was the second country for Sir Charles Augustus Hartley, a place where he studied and where he made hydro-technical and hydrological research.



46 years Anniversary Medal



50 years Anniversary Medal



E.C.D. medal
- Courage and Devotion -



75 years Anniversary Medal



150 years Anniversary Medal
AFDJ Galati 2006



150 years Anniversary Medal
National bank of Romania



125 years Anniversary plate



125 years Anniversary plate



125 years Anniversary plate



125 years back of the anniversary plate



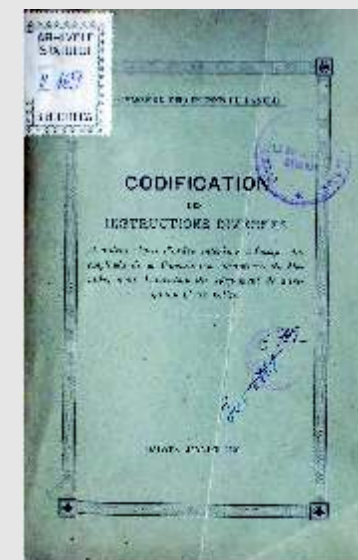
125 years Anniversary plate



125 years Anniversary plate from the ECD founded



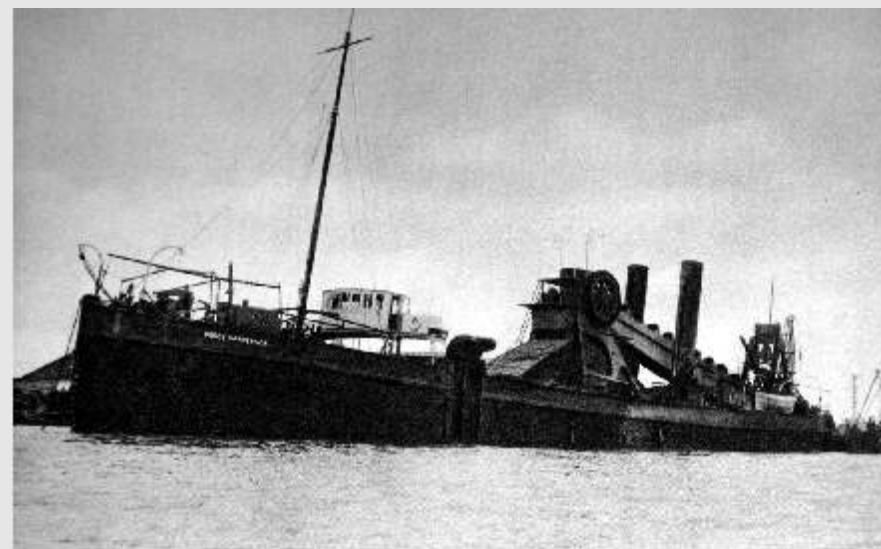
125 years Anniversary plate



The archive documents from the period of the European Commission of the Danube



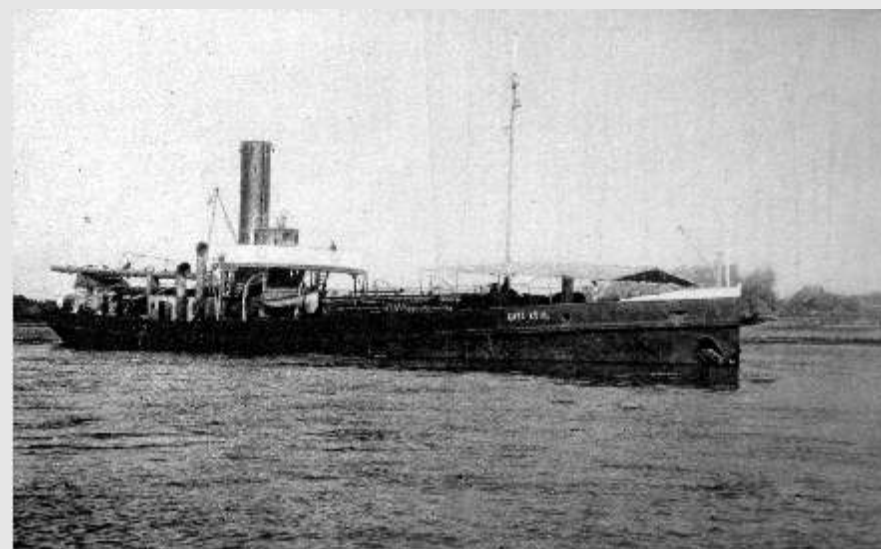
Sulina drag with brackets
 (Built in 1923, 950 PH, 67 m length, 12.80 m breadth, 5.33 m draught,
 1,164.75 t brute tone, 420 mc capacity, 8 running-knot speed)



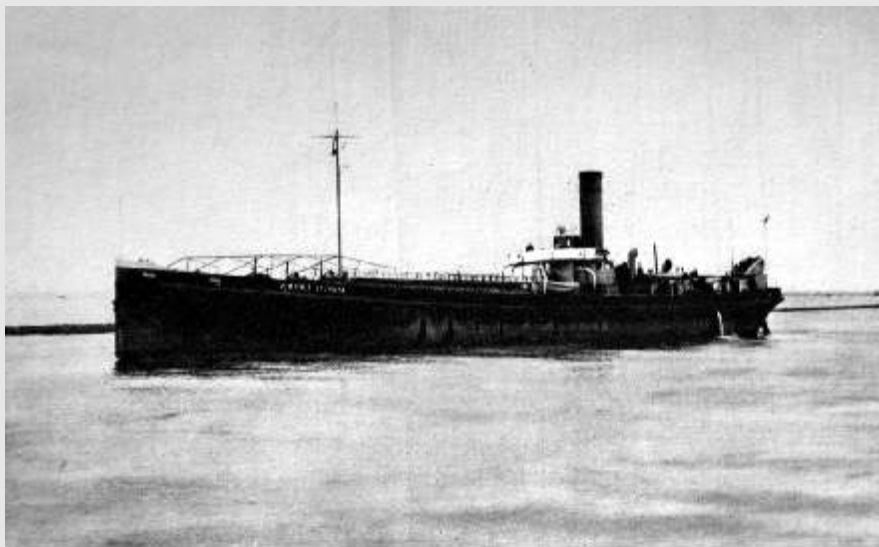
Percy-Sanderson drag with brackets
 (Built in 1894, 1,250 PH, 67.05 m length, 12.19 m breadth, 5.23 m draught,
 1,168 t brute tone, 600 mc capacity, 8 running-knot speed)



Sir Charles-Hartley drag with brackets
 (Built in 1891, 250 PH, 37.79 m length, 8.53 m breadth, 3.95 m draught,
 313,57 t brute tone)



Karl Kühl absorbent suppress drag
 (Built in 1920, 1,000 PH, 10.51 m length, 4.50 m draught,
 749.66 t brute tone, 420 mc capacity, 9 running-knot speed)



Dimitrie-Sturdza absorbent suppress drag
(Built in 1908, 1,200 PH, 67.05 m length, 12.50 m breadth, 5.23 m draught, 1,300 t brute tone, 750 mc capacity)



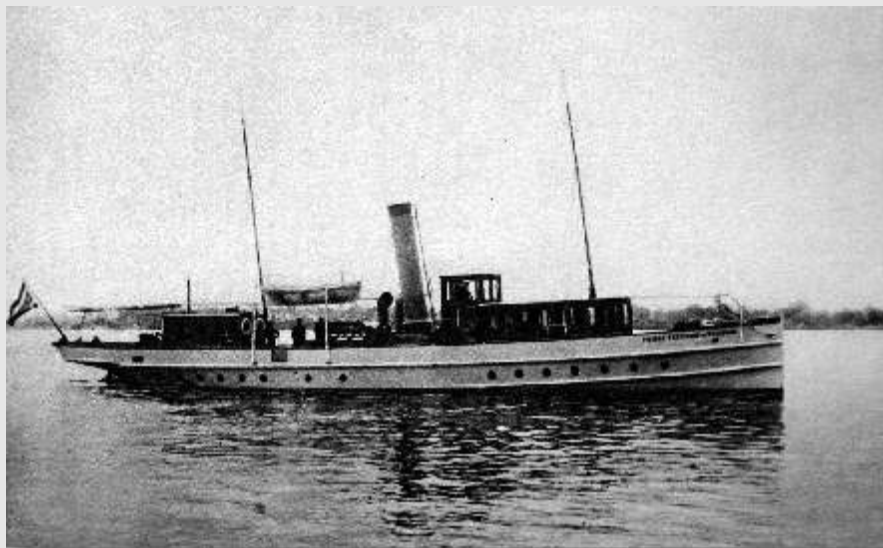
Concordia Hydrographic ship
(Built in 1924, 340 PH, 31.50 m length, 7.30 m breadth, 3.50 m draught, 250.99 t brute tone, 9.6 running-knot speed)



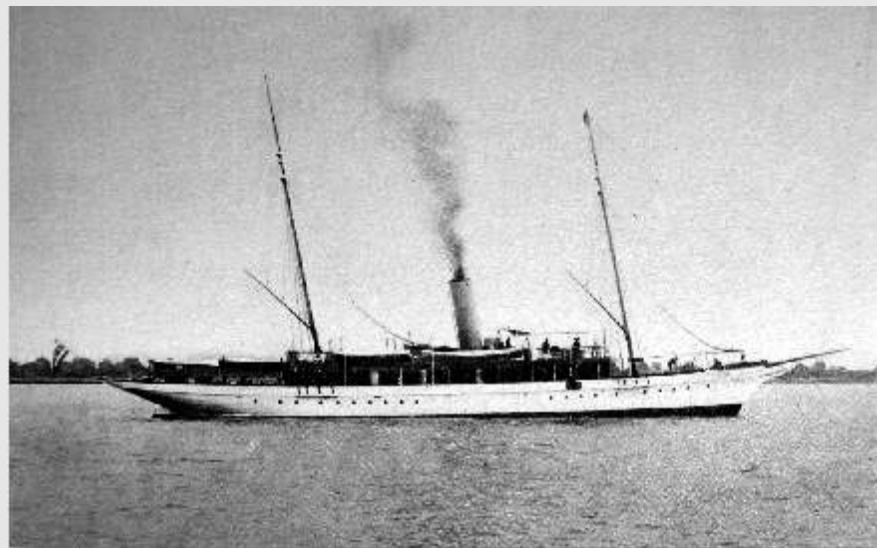
Percy-Sanderson drag with brackets
(Built in 1894, 1,250 PH, 67.05 m length, 12.19 m breadth, 5.23 m draught, 1,168 t brute tone, 600 mc capacity, 8 running-knot speed)



Ismail tug boat
(Built in 1919, 500 PH, 28.80 m length, 6.40 m breadth, 2.60 m draught, 145.02 t brute tone, 10 running-knot speed)



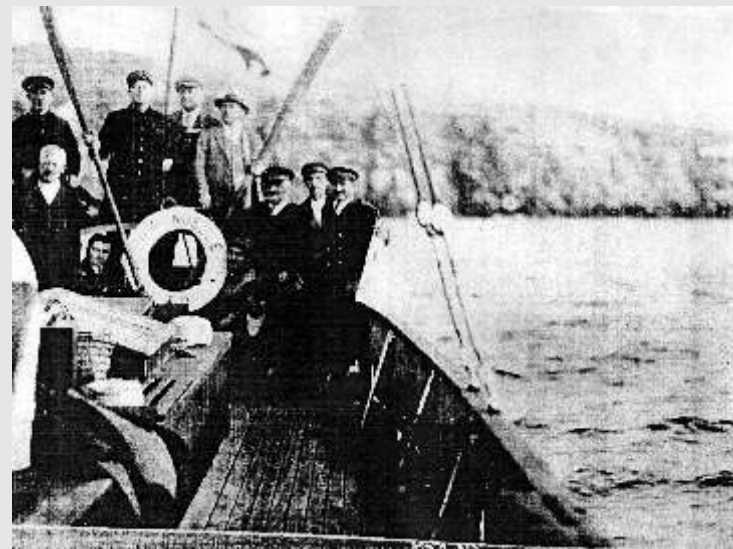
Inspection ship of the **Prince-Ferdinand-de-Roumanie** navigation
(Built in 1897, 300 PH, 29.87 m length, 4.90 m breadth, 2.95 m draught,
102.64 t brute tone, 12 running-knot speed)



Inspection ship of the **Carol-Primus** European Commission of the Danube
(Built in 1903, 300 PH, 45.16 m length, 7.16 m breadth, 4.09 m draught,
274.90 t brute tone, 11.5 running-knot speed)



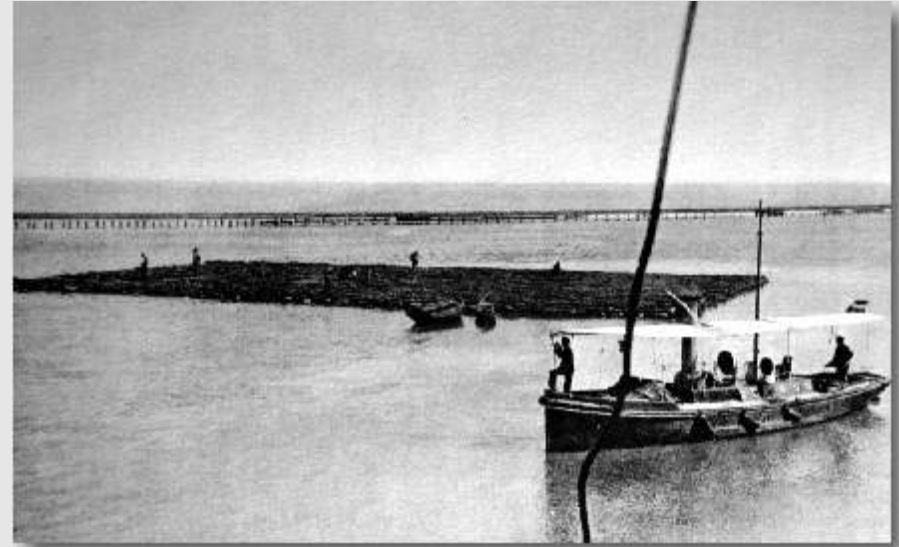
The rescue boat of the European Commission of the Danube



"The Swallow" ship performing the personal changes on the Snake Islands,
being on the international administration – ECD



The dams' prolongation with fascine mattress launched by floating and bound up with wire (1921 – 1930)



Fascine transportation, then their sinking by the help of stones.



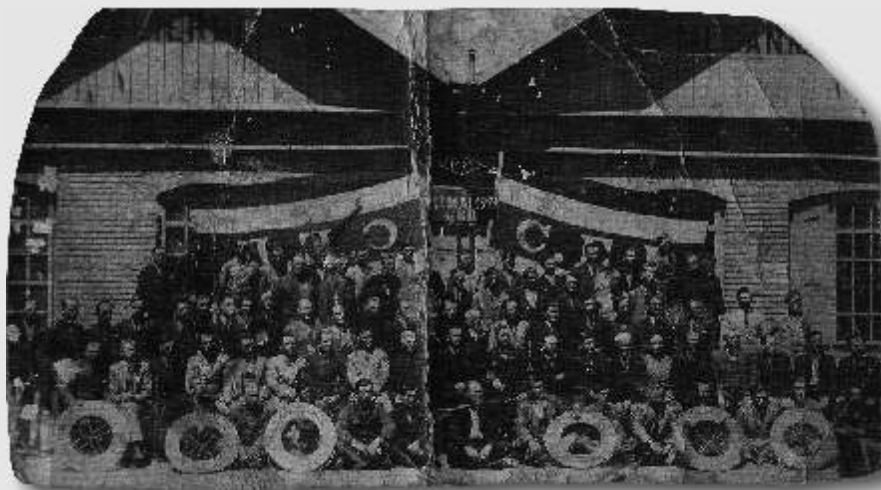
The workshop of the European Commission of the Danube.



The beating of the pillars by the help of the steam drop hammer equipped with a 500 - 1,000 kg ram.



Europolis coffee house



The European Commission of the Danube Trade Union

Sulina and the Europolis phenomenon

Sulina town is Romania's most eastern place, surrounded by Danube Delta and it is the only town situated at the Danube confluence with the Black Sea, on the coordinates; 29.41'24" longitude 45.09'36" latitude.

The history and the destiny of this little town may be compared with a river floating into the sea. Greek trimmers, Romans galleys, caravels, clippers and lofty ships with a lot of masts were found thrown by the storm on the sand bars from the Black Sea Mouth at Sulina.

Sulina – Serlina – Soline – Sunne like a fluvial – maritime harbour from immemorial times, took off and carried the colonists stamp like Greek, Phoenician, Genovese, Romanian Principalities, Turkish, Russian became international harbour, by the great powers kindness and later it became State Harbour, statute conferred by the European Commission of the Danube, benefiting of extra-territorial, neutrality during peace or war and of fiscal privileges.

Sulina is the European town which off the record carried by the Europolis name because of the heterogenic structure of the communities and ethnic tolerance spirit. The phenomenon was based on respect and lucidity in a plurality of cultural atmosphere, unique in Europe at that time, fact consented in works, in diplomat, commander and traveler reports.

We heard from the different asset time works about pirates and malefactors, but we discovered in these works some unexplained things: the harbour full of ships with flags and banners on the masts from all the empire conquerors. And in this mosaïque of nations and religions in the life of this little harbour, the drunk sailors may be sent, side by side, in sailor pipe smoke, days and weeks, waiting for the sea to be suitable for sailing, to raise the sails and leave again.

At the crossroads of the empires, the nation vanity died, there were established many friendships only in the way the sailors knew to appreciate and respect, because their ways crossed in other harbours, in other inns, in the same smoke with stories and joy shouts, in their

language and drinking rum.

The population of Sulina fluctuated between 5,000 - 15,000, 20,000 subject to function with the naval commercial operations, the population increasing and decreasing influenced also by the richness of the grains production.

Salt, wheat, wood were loaded in the harbour.

The sailors and later the navigators from the steam period from the carcaboats which remain in the harbour during the winter time for repairs, worked in the dockers post offices spontaneously formed on nation criteria to double their wages.

The harbour attracted like a magnet, dockers from everywhere. They won three times more than in any other harbour, because of the fiscal privileges. Some of them saved money and repatriate. Others married and became locals, others were lost in alcohol and were taken by a ship with an incomplete crew, losing themselves on the water ways.

From a statistic letter discovered in the archive of the Commission we learn that Sulina has become the little European town, in which, there were 27 nations with 5,000 inhabitants, at the end of XIX century: Greeks 2,056, Romanians 803, Armenians 444, Turks 268, Jews 173, Russians 594, Austro-Hungarians 211, Albanians 117, Tartars 22, Bulgarians 35, Germans 49, Danes 6, Italians 45, Englishmen 24, Frenchmen 11, Gagauzi 5, Montenegroes 22, Polish 17, Lippovans with priest 7, Indians 4, Senegal 10, Ethiopians 5, Algerians 8.

The spoken language in the Sulina community was the Greek language, official language – French, followed by Romanian, Russian, Italian, Turkish languages, and the life of the city was more like the life in a harbour caught in the game of the great powers.

The education was provided by two Greek schools, two Romanian schools, a German school, an Italian school, a Gymnasium, an Art School for girls learning in French, a Jewish school and an English Marine institute.

And all the nations gathered with their faith built with their money and



The anniversary of the harbour flag syndicate hallowing.



Handicraftsmen Union



Harbour activity



Harbour activity – Carol I Street

according to their need a saint place to honor the Creator, so the confessional process was provided by 10 different churches: Anglican, a Jewish temple, a Turkish mosque, Christians churches – Greek, Armenian, two Romanian churches, Russian church, Lippovan and Catholic churches.

And those who have come from the four cardinal points have found a house they could have their faith and their traditions and they all could have been burried according to their own religion in those 5 cemeteries that still exist nowadays, because people are born, live and die in Sulina like everywhere in the world, no matter of their nation, only when the destiny wants that. The Sulina cemetery has been declared historical monument class A - of national interest, unique in Romania, it is represented by a complex of cemeteries: Christian, Catholic, Moslem, Jewish, Protestant.

Between Sulina and Galati there existed a telegraphic line from 1857 and a phone line from 1903.

In 1882 Sir Hartley brought from the United States of Northern America the first electric generator which provides the lighting of the Commission Palace, the gardens and the piers, so from 1903 it became first town from Romania which was entirely illuminated.

Lots of consular agencies with vice-consuls, England – Norway, Austria, Italy, Holland, Denmark, Turkey, Russia, Greece and Belgium functioned during that period in Sulina.

There were regular ship cruises to Tulcea an Galati and once a week a voyage was made to Istanbul, where from they brought fresh greens and colonials during winter time.

Sulina was an open town, cosmopolite with 1200 houses, 70 little enterprises, which offered repair services for ships, anchors, food, sails and cables, 154 luxury shops and groceries, cabarets with pool halls, navigation and commerce houses, banks, casinos on the beach, where during the night there were changed fortunes based on testimonial documents which were won or lost at the roulette, an electric plant, a

water plant, a 5 mile road, 300 places theatre, some hotels and like in any other harbour, cathouses.

The life of the harbour goes on, houses are built one near the other because of lack of space, with a lot of restaurants and Greek coffee houses with music, noise, backgammon and joy, with Jewish shops from where you can buy everything you want. It was a noisy world where life was lived in a cosmopolitan way, where people respected their national culture and traditions, and whose sacred purpose was mutual respect.

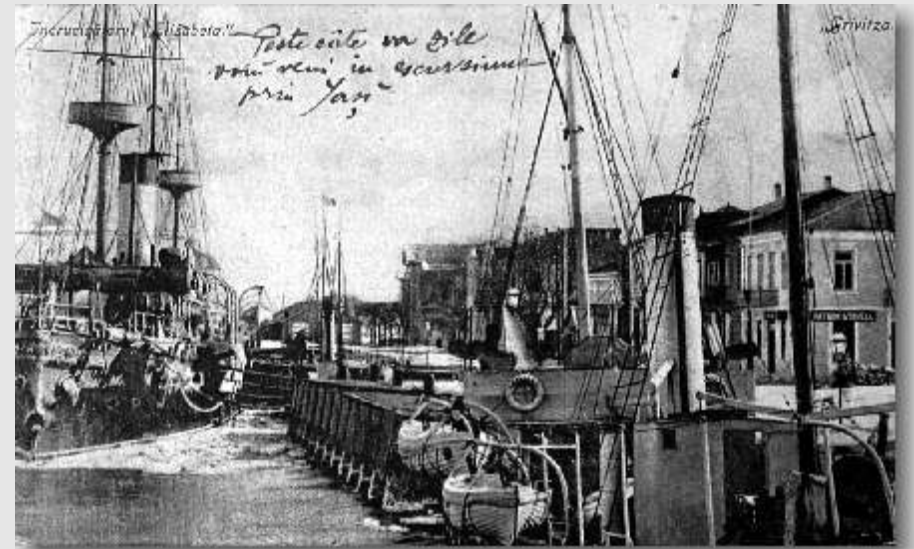
We establish that it was an aristocratic town with high officials who worked in foreign consulates, high officials ECD , engineers, high state officials and intellectuals, banks clerks, ship commanders, the Danube and bar pilots, barge owners, commercial house merchandisers and cleigy. It followed the great team of the ECD handicraftsmen of board and reparation mechanics, the melting iron furnace, ship carpenters, dockers and carpenters. There were also the ships of the military patrols in the town.

In 1897 the Dutch Queen financed the building of a drinking water plant.

The local print houses edited series of newspapers; “Gazeta Sulinei”, “Analele Sulinei”, “Delta Sulinei”, “Curierul Sulinei”. In their pages there were published articles in Greek, French and Italian languages.

With the ECD support there were built in Sulina two hospitals equipped with modern hospitalization equipment, which assured the ECD personnel medical assistance and hospitalization, but also for the inhabitants and the passing sailors. The working personnel from the ECD workshops had full sanitary services.

The medicine doctor Emil Engelhart, with a master's degree at Strasbourg, made serious recherche which were sent to one of its colleges recommending their very tired friends to be sent to Sulina. Enghelhart discovered with a magnetograph that in Sulina's subsoil there are mineral layers, which produced serious modifications of the magnetic field. He wrote in a register the name of those who came to the treatment “recovery by the help of the magnetic decompression” The conclusion



Harbour activity (in the left the Elisabeth battleship)



Harbour activity



Harbour activity – the Danube entrance



The Mircea brig

noted by the doctor was that all patients were sleeping too much, lots of them, recovered coming back next year on the Sulina beach.

Some navigation Companies agencies which functioned at Sulina as: Romanian Maritime Service – RMS, which had a rescue ship; Deutsch Levante Line – D.L.L. (Germany); Society “Lloyd Austria” (Austria); Society “Florio et Rubatino” (Italy), Johnston Line (England); Westcott Line (Belgium); Company “messageries Maritimes” (France); Company “Egeo” (Greece).

At least twice a month there was a social event organized by the consulates by the occasion of their country's national day. The Commission consuls and personnel together with the ship commanders at the Camberi Hotel or at the sea beach Casino, between them disguised in business men were the great powers of the spies. There were made and broken understandings, there were sold economical and political secrets, real and imaginary secrets, there were made friendships which secretly influenced the world. The good secrets were easier bought in Sulina and carried away to Istanbul with the first ship and then resold for a lot of money.

As in the harbour all over the world, in Sulina was practiced the smuggling and the piracy, hidden guns brought on the Danube between other goods and they were loaded during the night under the protection of the darkness in sea caiucs and carried to Odessa. Those who were caught went to prison in Tulcea between two and five years. The jails were full of ship pirates and ship plunders, smugglers brought from Sulina.

The Prince Constantin Moruzi, the Sulina's subprefect, built a 300 places theatre with two stage boxes, and coated on the outside with lumber. On the theatre scene sang a lot of Romanian and foreign groups. The Sulina inhabitants were polyglots they spoke a lot of easily learned languages. Children played together and learnt each other's language, enjoying the holiday gifts, no matter their religion, when they were visiting their friends at home.

A lot of cultural personalities like, sir Hartley, Jean Bart the writer, Europolis novel author, the great conductor George Georgescu, were

born in Sulina. Also Alexandru Macedonski the poet, the writer August Hobart- English belligerent admiral in the Turkish naval force with Hobart Pasa named, Constantin Moruzi the writer and others were born there

The Sulina theatre was destroyed by the fire during a night, because of a revolutionary group who found home and understanding in this town, and who repatriated themselves by running in a caiuc to the country from which they had been running from the end of the first World War.

After the First World War Sulina entered in a stagnation and descending period, caused by economical and preliminary period of the Second World War.

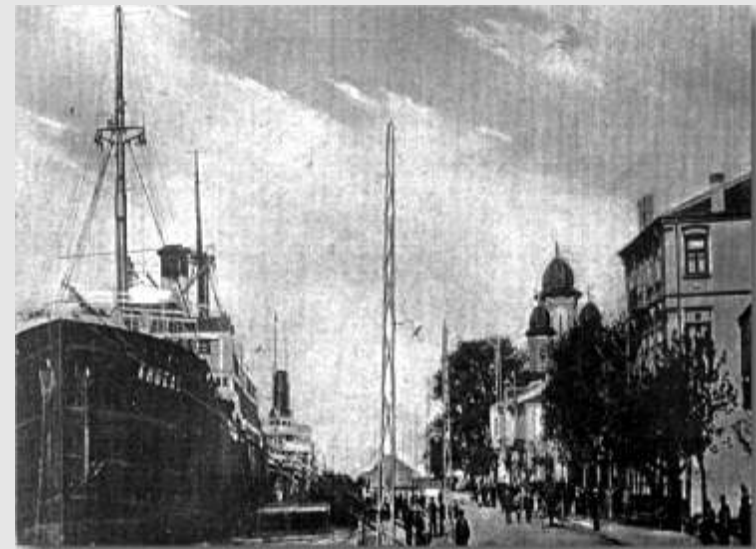
The discrete little town from the Sea Mouth served also to repatriate the Jews before the beginning of the Second World War and even during the same period the Jews embarked on Bulgarians ships which were not torpedoed by the Russian submarines and went to Istanbul.

This little town has a lot of history, today it also has a specific and picturesque aspect given by the various and different architecture, so it remains, like in XVII and XIX centuries as a jewel of the architectural creativity.

The Second War began, and the town had no massive damages. Because of an error it was bombed on 25 August 1944 by the Allies, because the white peace flags were too small and they were not seen. The result was hundreds of victims and 65 – 70% destroyed patrimony.

After the war the Sulina glory and brilliance died.

Today the little town gracefully remembers the history loaded with significations and oneness and with great obligation to celebrate – 150 years anniversary of the ECD, institution which has brought to it a lot of glory and prestige. The community and his invitations celebrate this event because we have the right to sustain with modesty that the United Europe concept and ethnical acceptation between communities and states, also was been in Sulina of those times. We have the obligation to let Europe know what have happend in the Europolis of those times.



Harbour activity



Quarantine ships



The Palace of the European Commission of the Danube



Sulina sightseeing



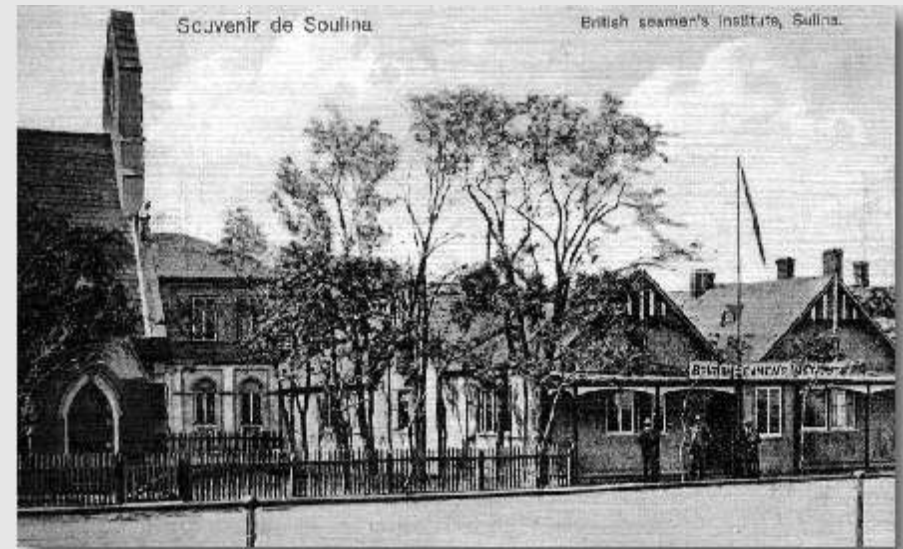
Harbour activity



The Prefecture, the Town Hall, The Court of Law and the Tax Collector Office



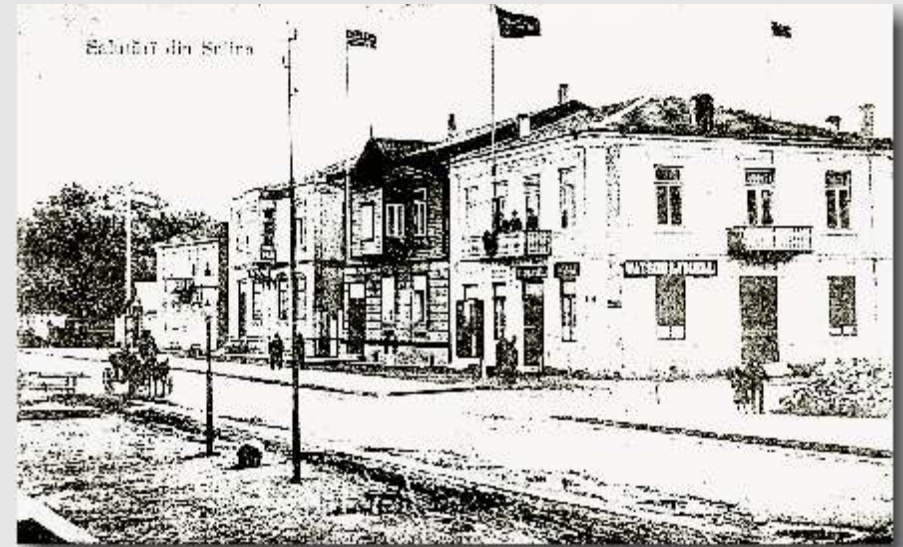
The Belgium Consulate



The British Marine Institute



The Greek Consulate



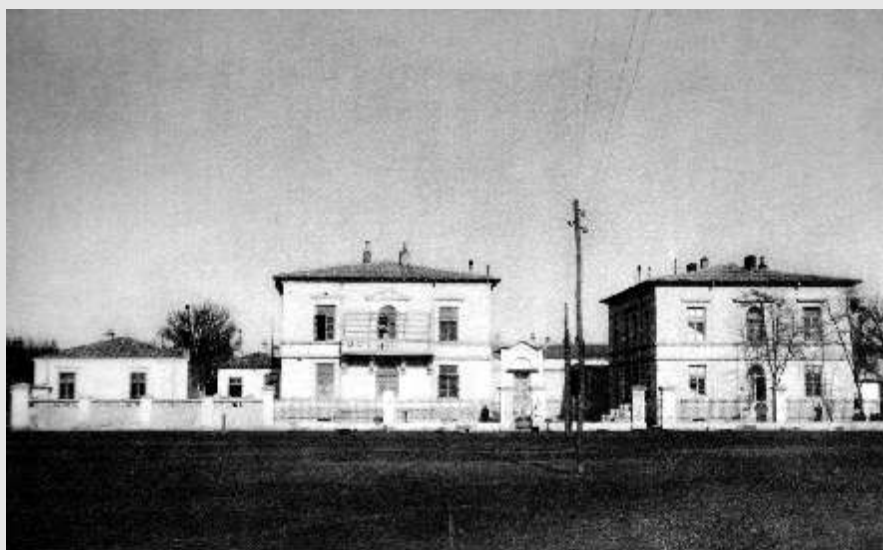
The English Consulate and the Norwegian Kingdom Consulate



The Camberi Hotel



Elizabeta Street



The Hospital of the European Commission of the Danube



The Sulina sanitary health unit



The Anglican Church



The Greek Church



The Catholic Church



The Armenian Church



The Mosque



The Lippovean Church



The Orthodox Church



English captain tomb



Turkish policeman tomb



Jewish tomb



Greek tomb



Pirate tomb



Navigation and faith symbol



Professional symbol



Sailor's symbol



The buffet of the sea beach baths



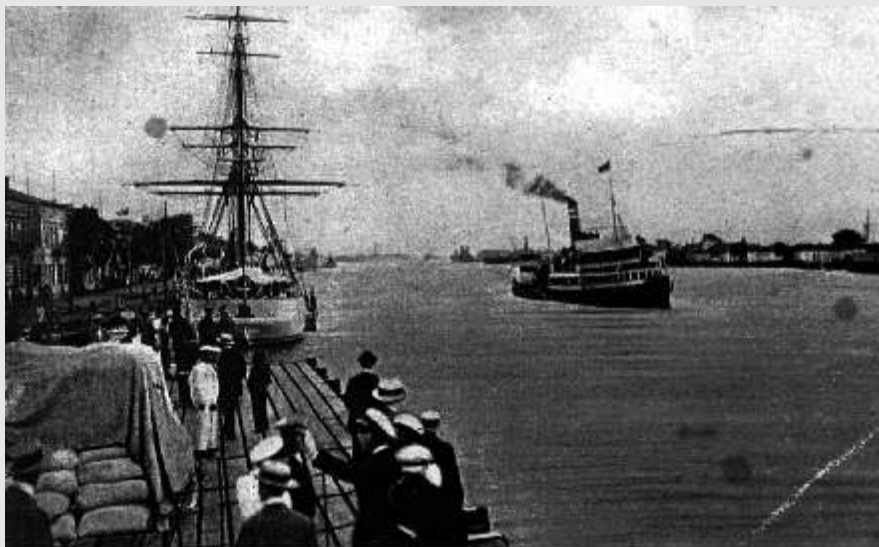
The Sulina harbour during winter (1928 – 1929)



Teachers and pupils at the Greek school



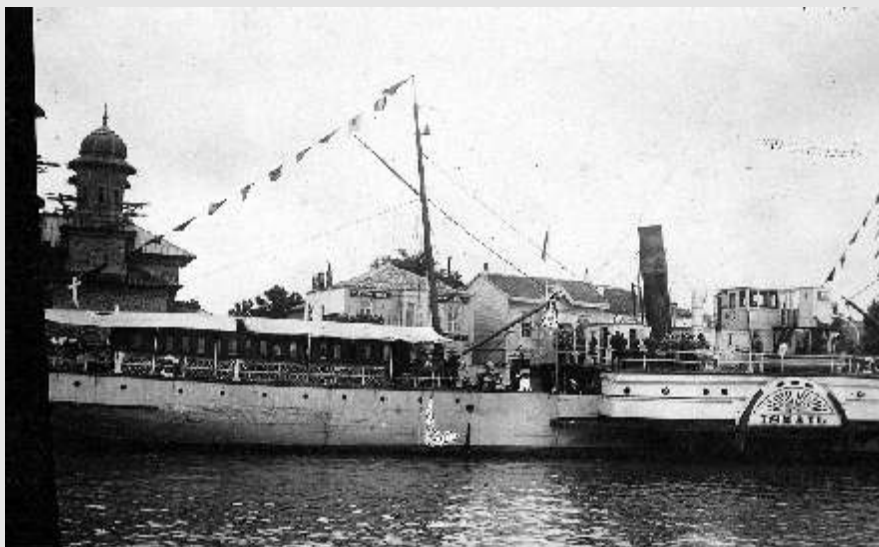
A ship blocked in the ice on the Danube



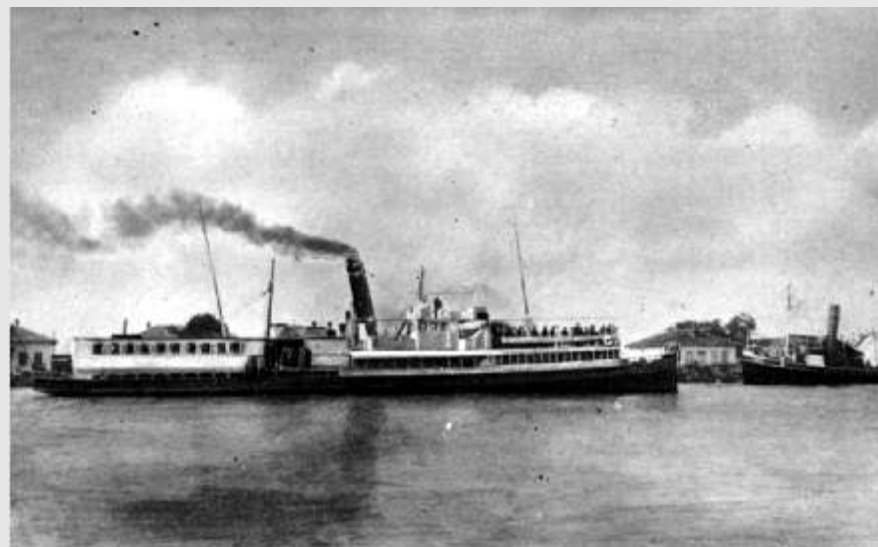
The passenger's ship arrival



The descending of the passengers during the bath period



"Ismail" - the passengers' ship



Domnul Tudor – the passengers' ship



The Sulina beach



The Sulina beach



The Sulina beach



The Sulina beach



Sunrise on the Sulina beach



The Sulina beach



The Sulina beach



The Sulina beach



The new Sulina lighthouse



The exit of a cutter boat on the channel



The return of the cutter boat on the harbour



The entrance of a commercial boat on the channel



Maritime cruising ship at Sulina



Fluvial cruising ship at the Sulina harbour



Sailing ship on the Danube at Sulina



The brig "Mircea" on the Danube at Sulina



A ship at the pier



Danube ship



View of the gorge



Commercial ships on the Danube



Commercial ships on the Danube



Rescue ship on the Danube



Commercial ships on the Danube



Ships on the Danube



Winter landscape in Sulina



A passengers' ship arrival



A ferryboat on the Danube



A maritime cruising ship waiting for tourists' changes
with a fluvial cruising ship



Nautical competition



Small ships on the Danube



Passenger on the Danube



Catamaran Navrom Delta on the Danube



ECD light house, museum today



Water plant



The Orthodox Church



Town sightseeing



ECD Palace - today the administrative building of the River Administration of the Lower Danube



A foggy sunrise



Sulina park



Commemorative plate of the conductor George Georgescu



A group photo of the participants at the
150 years Anniversary of the European Commission of the Danube



Aspects during the sessions



Aspects during the sessions



Aspects during the sessions



Local event – The Minorities' Festival dedicated to the Anniversary of 150 years of the European Commission of the Danube



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The celebration at the local level in front of the ECD Palace of the 150 years of the European Commission of the Danube



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Spectators at the Anniversary event



The celebration at the local level in front of the ECD Palace of the 150 years of the European Commission of the Danube



The fourth day of the event



Amadeus band



ASIA band



Air demonstration in Sulina on the honour
of the 150 years Anniversary of the European Commission of the Danube



Air demonstration in Sulina



Air demonstration in Sulina



Inhabitants and tourists assisting at the Air demonstration



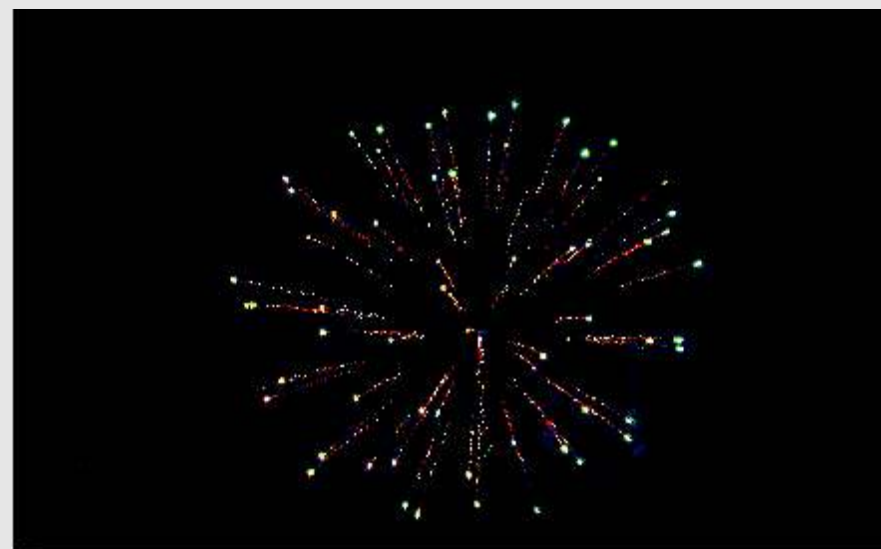
Marine Day – Neptune's arrival



Marine Day



Marine Day



Fairy evenings

By the occasion of the visit of the late academician and French explorer Jacques Yves Cousteau in 1991, he had a local meeting with the Sulina local community where he declared: the Danube Delta represents a strategic reservation for science and for the European tourism and each of us has the moral obligation to defend and to protect this fortune which was offered to the people by nature.

The Danube Delta

On the way to the Black Sea, the Danube, the European river created a Delta represented by a natural hydrographical network, made of three arms Chilia, Sulina and Sfântu Gheorghe.

The Danube Delta is on the third place in Europe from the dimension on point of view, after the Volga Delta and 21st on the globe.

The Danube Delta is an European geographical zone belonging to Romania and Ukraine with permanent underwater areas, with land areas and rivers in which there are specific geographical elements and formations.

The Danube Delta has 5,212 km² from which 4,423 km² are on the Romanian territory and 1,377 km² on the Ukraine territory.

The three different biotopes fluvial delta, maritime delta and Laguna complex gives it an originality statute.

In 1993 was elaborated and adopted by the Romanian Parliament a special law concerning the Danube Delta Biosphere Reservation constitution which gives a varied biogeographical, ecological and esthetical importance, with a national and universal patrimony value.

The Danube delta Reservation administration which manages the Delta problems has the headquarter in the county's capital, Tulcea.



J.Y.Cousteau in the Danube Delta – Sulina 3 September 1990



Cousteau met by the community



Cousteau speaking to local community



Finished visit

The visit card of the Danube Delta Biosphere Reservation

Danube Delta is mirifique and fascinating for the visitor, it offers a large space, rich in landscapes, with balanced elements in which the organic entity is in inter-relation with the other elements, it attracted by novelty, originality, flora and fauna belonging to rare species.

It consist of over 25 natural ecosystems types, 110 vegetal species, 1,530 species of insects, 75 fresh water fish species, 34 mammal species, 70 mollusks and shells, 16 reptile species, 300 bird species, 60 % world population of small cormorants, half of the world population of red neck duck, the majority population of common pelican and curly pelican.

Plants and animals give it a special scientific importance.

Romania adhere at he Convention concerning the international, cultural and natural patrimony adopted at the UNESCO General Conference at 16 November 1972 (MAB – the Human and the Biosphere), Danube Delta was registered on the international patrimony list in December 1991 and declared as a Biosphere Reservation.

The UNESCO Convention and Ramsar Convention establish a protection system at the national and international levels of this geographical zone.

The UNESCO Convention establishes the liability of all countries to protect these extraordinary natural and cultural assets, which belong to the world and their commitment to not take a susceptible measure to directly or indirectly damage of this patrimony.



Black Sea sunrise



Danube sunrise



Danube Delta sunset



Danube Delta sunset



Water lily



Pelican colony nesting



Pelicans



Channel with willows and egrets



White water lily



Yellow water lily



Pelicans' flight



Harmony



Swan



Pelicans and cormorants at fishing



Baby Shoveller



Cormorants' colony



Codalb eagle



Turtle



Egret and glossy ibis



Reptile

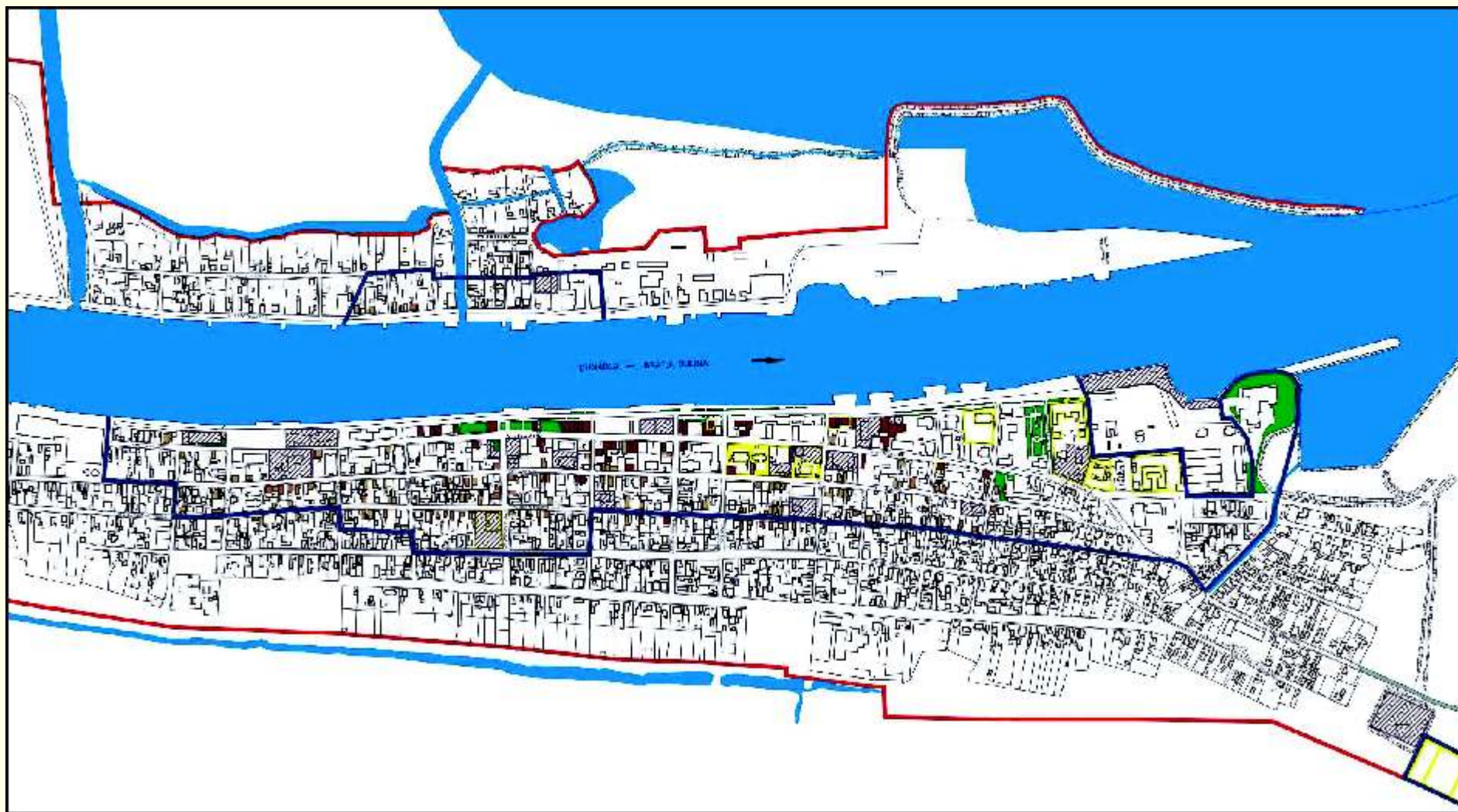


The AD -HOC Working Group,

Between 8 - 10 of July, 2005 the group had a meeting in Sulina in order to start a project concerning the anniversary in 2006 of 150 years from the foundation of ECD, event of a major importance regarding the European destiny of the Central and Eastern Europe from Km 0 - Mm 0 of the Danube River considered to be a place for communication and exchange of values between people:

- Ahmed R'Okcun – The Ambassador of the Republic of Turkey in Romania
- Ion Caramitru – Ex Minister of Culture, General Manager of the "I. L. Caragiale" National Theatre in Bucharest
- Pavel Susara – editor, art critic
- Aurel Dumitriu – Mayor of Sulina
- Nicolae Răducu – main aplicant in the Euroart project, Sulina Rescue Project, President of the Foundation "Friends of the Danbe Delta" – Sulina

- The Ministry of Cults and Culture
- Dr. Cornelia Stoica
- Dr. Ana Barca
- Architect Dr. Hana Derer
- Eng. Cristina Vărzaru
- Architect Daniela Enescu
- The County Council of Tulcea
 - Octavian Moțoc – Manager of the County Development Office
- Architect Mioara Gălățeanu
- The Inspection for Cults and Culture Tulcea
- Axenia Hoge
- The Agency for the South-Eastern 2nd Regional Development
 - Luminița Mihailov
- The Eco – Museum Institute Tulcea
- Dr Florin Topoleanu



The "Friends of the Danube Delta"
Foundation

www.delta-sulina.ro



Anniversary Plate