INTRODUCTION

The Danube Delta is a region in the South-Eastern part of Romania, in Dobrogea. It is an area of land and water, of ancient mountains (around 300-400 million years ago, compared with the Alps or Carpathians, ‘only’ 60 million years old), of forests and steppes, with milder temperatures compared to the rest of Romania (influenced by the Black Sea) but with harsh, strong winds. At the mouth of the Black Sea and between the Danube channels, there has always been a commercial and social exchange between the local population and the navigators on the Black Sea coming from the other shores or from the Mediterranean Sea. An area of ancient road crossings – from the North Sea to the Black Sea and from here to the Mediterranean or from the Russian steppe to Constantinople – it is the homeland of no less than 18 different ethnic groups: Romanians, Aromanians, Bulgarians, Turks, Tatars, Gypsies, Jews, Greeks, Armenians, Russians, Lipovans, Ukrainians, Gagauzians, Germans, Italians, Albanians, Serbs, Hungarians and others. In a way, it can be considered a land of geographic and cultural and diversity.

Sulina Town

During the mid-Byzantine period Sulina was a small cove and in the 14th century a Genoese port inhabited by a handful of sailors, pirates and fishermen. Port town of Sulina (from the Greek word Soulínás, Solina), unique in history, located on Sulina navigation channel, the most daring hydrotechnics achievement in Romania in the second half of the XIXth century at the mouth of the Danube to the Black Sea. It is Romania’s town with the lowest average altitude, of only 4 m above sea level and it covers an area of 14.16 km². Sulina annually attracts thousands of tourists thanks to its fascinating history, unique historical monuments and surrounding wild landscapes. The built heritage of Sulina includes 36 monuments (historical, architectural and funeral) recorded on the List of Historical Monuments, 10 of them having outstanding national and universal values, many of them must be restored.

Town of Sulina the most eastern city of the European Union

Lighthouse built by European Danube Commission in 1869-1870

The lighthouse was built on the right bank of the Sulina branch between 1869 and 1870, having been designed by engineers sir Charles Hontley and M. Engelhardt. Figure 1.

The Palace of the European Danube Commission (EDC) – 1866

The Palace of the European Danube Commission (EDC), in the Neo-Classical style, dominates the Danube cliff. It was built in 1866 and comprises the offices of the Navigation House and the Port Authorities, the facilities required for meetings of the EDC, and flats for staff. The shape of the building in the plan is an “E” from Europe. Figure 2

Water Tower - 1910

Water Tower, the “Water Castle” at Sulina has a history that has been released from the stories. At the end of the last century, a ship was stopped in Sulina with a guest of attention, the Queen of the Netherlands. When she gets down, the queen asked for a glass of water. She did not expect to be offered directly from the Danube. Surprised that in a port with intense activity there is no drinking water, returned home, the queen asked for the water castle construction, with all the distribution network. It was her gift to Sulina. The works began in 1895 and lasted 10 years, ended in 1905. In the second World War, the Germans wanted to blow up the 28 meter high water castle. They didn’t manage because one of the inhabitants of the city cut the fuse. But it burned all the wooden structure from the top part. The Water Castle is still feeding Sulina today and has become the symbol of the city. Figure 3

The maritime cemetery

The maritime cemetery, founded in 1864, is the place where, especially the foreign citizens found their eternal rest. Most of them were employees of the Danube’s European Commission, but also sailors with the most diverse nationalities were buried here. Depending on the main religious faiths of those buried, the cemetery is delimited in many compartments: the Christian cemetery (the cemetery of the Occidental European churches, the orthodox cemetery, and the old rite orthodox cemetery), the Moslem cemetery, the Jewish cemetery. Figure 4

Orthodox Cathedral “St. Nicolae and Alexandru “ - 1938

Orthodox Cathedral "St. Nicolae and Alexandru " - was built in many phases between 1910 and 1938, its foundation being settled by the king Carol I himself with the occasion of the 1910 visit. In the architecture of the building, with Romanian influence, the cable molding belt and the external mosaic medallions are remarkable. Figure 5

CONCLUSIONS

The basis for conservation and reinforcement must take into account both safety evaluation and understanding of historical / cultural significance of the structure; Each intervention should, as far as possible, respect the original concept and construction techniques; Where the application of current design codes would lead to excessive interventions that would involve the loss of historic fabric or historic character, it is necessary to provide adequate safety by alternative means; Repair is always preferable to replacement; Dismantling and reassembly should only be undertaken when required by the nature of the materials and structure and when conservation is more damaging.

REFERENCES