A PORT DESCRIPTION

 In the following description, I’m going to present you a port situated on the left shore of the maritime side of Danube, capable to host river and maritime vessels. It was built between 1888 and 1889, after a project of a great Romanian engineer – Anghel Saligny. In the construction process of this port were used for the first time ever in the world blocks of precast concrete.

 The port has two major zones, first one – the old port, and the second – the docks basin, both having a minimum depth of 7.5 m.

 The old port has several sectors according with their special destination:

* the inoperative zone with natural shore,
* berths for small or recreational boats and maritime vessels,
* berths with mooring pontoons for passenger ships, tourism boats and river vessels,
* Sea ​​berth designed for general cargo with two pontoons for loading maritime ships.

The docks basin, equipped with a front port measuring 1475 meters, has berths for commercial vessels and berths for car and passenger ferry.

In these docks, during the interwar period, the Greek ship-owners kept their merchandise for trading and transportation on water, this port being at that time the biggest in Romania.

Built between 1904 and 1906 by the same great engineer Anghel Saligny, the main building in this port is the river station, the center of all activities. It resembles to an old ship, having two towers like two chimneys for steam propelled ships to each side of it. At its opening it has the same role as an airport in our days, barely managing the human swarm, becoming the greatest symbol for the local community. Along with the railway and road transportation developing, the river transportation has gradually lost its importance, there for in our days we can find there only company offices for the port operator S.C. HERCULES s.a. Yet, there is in plan to revitalize a periodic touristic cruising activity with the participation of the local council, making recreational cruises along the river with an old paddle steamer named Borcea owned by Children’s Palace of the City.

The main importance for the port still remains the grain transportation from the European granary to the entire world, in this sense the economic importance being crucial for local community.

This is the presentation of the port of the city of my childhood – BRAILA.

 I hope you enjoyed it.