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**THE 1868 RUSSIAN NAVAL INCIDENT IN ROMANIAN
BESSARABIA: DOCUMENTS FROM THE ARCHIVES**

***Incidentul naval rusesc din 1868 din Basarabia românească:
Documente din arhive***

Abstract: *Incidents involving the violation of sovereignty and international laws are always a reason for concern, especially if they take place between countries with an already strained relationship. The 1868 naval incident from Romanian Bessarabia, triggered by the Russian ship “Olga”, is a perfect example of this. Little studied archival documents from the Romanian Ministry of Foreign Affairs offer us insight regarding the details of this unfortunate event from 150 years ago and the response of both countries in its aftermath. Thus, based on the analysis of historical documents, we can draw conclusions in two directions: the Romanian-Russian relationship at the time, and how the authorities handled the investigation of the incident. Since the naval incident took place in one of Romania’s most disputed regions, Bessarabia, this only adds to the importance of this research topic.*

Keywords: *Russian Empire, Romania, Bessarabia, Danube River, naval history*

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Before delving into the analysis of the archival documents, a few details on the background of the situation are in order. Bessarabia, the region where the 1868 Russian naval incident took place, had been an integral part of the Principality of Moldavia, a Romanian state, from the establishment of the political entity in the 14th century¹. In 1812, the Eastern part of the Principality of Moldavia, from then on called “Bessarabia”, was conquered by the Russian Empire in the aftermath of a war². The new Moldavian-Russian border became the Pruth River, which had historically divided the two geographical parts of the Principality of Moldavia. In 1856,

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¹ Treptow and Popa 1996: 88 and Fedor 1995: 95.

² Roberts 2008: 94. Also see Dragnev, Manolache and Xenofontov, 2016: 21 and King 2000: 19.

as a result of the Crimean War (1853-1856), the Southern part of Bessarabia was reincorporated into the Principality of Moldavia³. The region was organized into three counties: Cahul, Bolgrad, and Ismail. These counties, along with the rest of the Principality of Moldavia, opted for the unification with the Principality of Wallachia, another Romanian state, which led to the formation of modern Romania. After the election of the same ruler, Alexandru Ioan Cuza, the unification of the Principality of Moldavia with the Principality of Wallachia was implemented step by step through the early 1860's and was recognized by the international community⁴. Although Southern Bessarabia had been part of the Principality of Moldavia at the time when modern Romania was created, Bessarabia in its entirety remained a disputed region between Romania and the Russian Empire. It is in this complex and tense historical background that the 1868 naval incident took place. The port of the city of Ismail is the exact location of the incident. So as to differentiate it from the rest of Bessarabia, which was under Russian rule at the time, this article will refer to the region where the incident took place as Romanian Bessarabia or Southern Bessarabia.

At the Ministry of Foreign Affairs of Romania, the archives contain a stand-alone, lengthy folder on the 1868 naval incident. A series of letters that ran between the Ministry of Internal Affairs, the Ministry of Justice and the Ministry of External Affairs of Romania fills in step by step the entire picture regarding the details of the incident which took place 150 years ago. In addition, we have reports and letters sent by the foreign embassies and consulates, namely those of the Russian Empire and of Greece.

We are first informed that the conflict was started between the Romanian border guards and the sailors from the Russian ship "Olga"⁵. The sailors did not only disregard orders by local police, but physically fought off the Romanian sentinel which tried to intervene. After getting on board their ship, the sailors threw rocks at the Romanian soldiers. A similar response came from land towards the ship⁶. The incident was reported following the legal hierarchy, namely the soldiers informed the port captain and he in turn informed the prefect of the county. The incident took place on October 16th 1868 at 7:30 in the evening and was triggered by 9 sailors belonging to two ships: the Russian ship "Olga" and the Greek ship "Pavle Focas". 5 sailors from the Russian ship, including the captain, and 4 from the Greek ship were involved in the attack on the Romanian sentinel. In response to the incident, the Romanian authorities issued an order for the Russian ship "Olga" to be forbidden to leave port before the end of the

³ Oakes and Mowat 1918.

⁴ Dragnev, Manolache and Xenofontov 2016: 22.

⁵ Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860-1868: Relations with Foreign Consuls, Volume 76, page 159.

⁶ *Ibidem*, page 167.

investigation, which was scheduled for October 22nd⁷. The captain of the “Olga” immediately started showing contempt towards the investigation and tried to find ways to leave port before it could take place⁸. The “Olga” had been commissioned to transport 548 kilograms of wheat from Ismail to Constantinople for a Greek citizen and was on a tight schedule⁹.

Two days later, the Romanian authorities issued a warrant asking for the Romanian soldier, the sentinel who was attacked by the sailors, to come to the local tribunal to testify. According to the warrant, the name of the victim was Piciu Ion¹⁰. Later documents would go back and forth between the names “Piciu Ion” and “Piciu Ioan”. It should be noted that “Ion” and “Ioan” are sometimes used interchangeably in the Romanian language for people who have either one of the variants as their first or last name. The prosecutor from the Ismail Tribunal formally registered the indictment against the sailors that same day. They were charged with threatening and physically assaulting the Romanian soldier¹¹. The warrants were issued “in the name of the law and of his highness Charles I. Ruler of Romania”¹².

On the 19th of October the sailors were asked to come to the local tribunal to be interrogated with regards to their side of the story. They refused to accept the warrants issued in their names, citing a need to have prior approval from the consulates of their countries. To make matters more complicated, the archival documents inform that while the ship “Olga” was Russian, in fact part of its sailors were Greek. In total, 9 sailors were issued warrants asking them to come in for questioning. Initially, the authorities believed that out of the 9, 4 of the sailors were Greek, namely Neculai Mavromati, Gherasimo Barbatis, Spiro Panaghi, and Gherasimo Miholitiamos. Concurrently, the other sailors were believed to be Russian citizens¹³. Their names were Gigi Vasiliu, Panait Gheorghiu, George Antoniu, and Eugeniu Barbatis¹⁴. The Russian and Greek consulates were duly informed that Russian and Greek sailors were asked to come in for interrogation¹⁵. The Russian Embassy, through the Russian imperial agent D. Romanenko, immediately replied that it will not give approval for the Russian citizens to be taken in for questioning. Moreover, they put pressure on the Romanian judge who had issued the warrants to let the ship “Olga” exit the port. Not in the least, the Russian agent demanded that the judge disclose the reason for which the Russian sailors were to be interrogated

⁷ *Ibidem*, page 187.

⁸ *Ibidem* page 222.

⁹ *Ibidem*, page 249.

¹⁰ *Ibidem*, pages 177, 179 –180.

¹¹ *Ibidem*, pages 177, 195 – 200.

¹² *Ibidem*, page 213.

¹³ *Ibidem*, page 182.

¹⁴ *Ibidem*, page 181.

¹⁵ *Ibidem*, pages 210 – 211.

and gave a 24-hour deadline. Otherwise, the agent wrote, “I will be forced to protest with all my responsibility to the Romanian authorities”¹⁶. Similarly, the Greek Consul in Bessarabia, G. Milios, also refused to accept the warrants for the sailors, citing slightly different reasons, namely that they were expired by the time they reached him and that none of the sailors were in fact from the Greek ship¹⁷. The following day, October 20th, the Russian agent Romanenko sent a letter claiming that the investigation started by the Romanian authorities had no value as long as it had not been done in his presence at the scene of the crime. He declared that we would conduct his own investigation the following day at 11 AM aboard the ship “Olga” and invited the prosecutor and the judge from the Ismail Tribunal to join him¹⁸.

On the 21st of October 1868 the Russian General Consul came to Ismail from Bucharest and boarded the ship “Olga”. He declared that he alone will conduct an investigation of the incident. As expected, the Romanian authorities deemed such actions by a foreign diplomat to be “out of order and against the law”¹⁹. The Captain of Ismail Port quickly informed the Prefect of Ismail County regarding the unexpected visit²⁰. At the time, Henrikh Henrikhovich Offenbergh (b. 1821, d. 1888) was the Russian General Consul in Romania. He was descendent of Lorentz Offenbergh, who had moved from Sweden to Livonia in 1576. Henrikh Henrikhovich Offenbergh was fluent in several languages, had been a clerk in the Russian administration since finishing his education and was a nobleman holding the legal title of “Baron Offenbergh of Courland”. He had been the General Consul at the Russian Embassy in Bucharest since 1863²¹. In the documents found in the archives he is referred to as the “the Russian General Consul” or “Baron Offenbergh”.

In the meantime the official deposition of the victim, Piciu Ioan, was being registered at the Ismail Tribunal. In it, the Romanian sentinel explained that the conflict started when he found a number of the sailors outside their ship at night time, something which was in clear violation of the rules. The sailors were out and about the port, trying to enter a ship when the soldier intervened. As a result, the sailors attacked him with stones when he wanted to apprehend them and defer them to the authorities. Another Romanian soldier, Ionachi Hangalu, also intervened to help the sentinel. In the aftermath of their attack, the sailors tried to flee by moving from ship to ship using a boat²².

¹⁶ *Ibidem*, pages 201 – 203.

¹⁷ *Ibidem*, page 210.

¹⁸ *Ibidem*, pages 234 – 236.

¹⁹ *Ibidem*, page 185.

²⁰ *Ibidem*, page 230.

²¹ Croft and Albrecht 2010: 119 – 120.

²² Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860–1868: Relations with Foreign Consuls, Volume 76, pages 217 – 218.

The following morning at 6 AM, probably partly as a result of the visit of the Russian General Consul, the captain of the ship “Olga”, Neculai Mavromati, removed the ropes and chains that tied the ship to the dock and tried to set sail without any previous approval from the authorities. The sentinel intervened, followed by other Romanian soldiers, in order to stop the ship from leaving. Captain Mavromati was hit in the head with stones²³. Captain Mavromati had both disobeyed the order to stay in port until the end of the investigation and also tried to leave port without the necessary documents, a clear violation of international maritime law²⁴. The state attorney and another official from the Ismail Tribunal came to the port in order to investigate the escalation of the conflict soon after it happened. They concluded that the Romanian soldiers who were on duty took action only after the captain had completely disregarded the laws and started chopping down with an axe the rope and chains tying the ship to the dock. Moreover, the ship’s sailors were pushing the ship away from the dock so as to set sail immediately and had raised the ship’s flag. In response, the Romanian soldiers Grigorie Liciu, 22 years of age, and Ini Laca, 20 years of age, started throwing rocks at the ship’s captain. This was done only after the captain had also ignored multiple requests from the soldiers to stop his attempt at illegal exit²⁵. After the incident, Captain Neculai Mavromati sent a letter of protest to the Russian Imperial Agency asking for financial compensation from the Romanian soldiers for the bodily harm that they had caused him. While most likely intended to do otherwise, the letter in fact confirmed details of the event as they were recorded by the prosecutor, most importantly that the soldiers attacked him with stones after he attempted to set sail. Another crucial aspect is that Captain Mavromati declared that the Romanian soldiers loaded their weapons, but did not say that they used them during the incident²⁶. In the meantime, the Greek ship “Pavle Focas” had obeyed orders and stayed in port. However, it had loaded its goods and was getting ready to set sail. It was unclear what was to happen to its sailors who were scheduled for questioning²⁷. Since the ship’s captain, Pavlo Catevatis, had not been involved in the incident, the ship could not be prevented from leaving altogether²⁸. At worst, it could only be forced to leave behind the accused sailors.

The following day, on October 23rd 1868, the Russian ship “Olga” made another bid, this time successful, to leave the Romanian port illegally. Taking advantage of favorable wind, the ship fled at the cover of night, leaving the documents for its cargo behind in the office of the Romanian

²³ *Ibidem*, page 186.

²⁴ *Ibidem*, page 187.

²⁵ *Ibidem*, pages 219 – 220.

²⁶ *Ibidem*, page 248.

²⁷ *Ibidem*, page 188.

²⁸ *Ibidem*, page 237.

authorities²⁹. During the same day, a report which had been written previously by the Russian imperial agent Romanenko was translated by the Romanian authorities. Presumably the report had been written on the 21st of October in the presence of or under the order of the Russian General Consul, the day after Romanenko had stated that he would conduct an investigation. The report included the statements of the 7 crew members and 2 minors who had been on board the ship “Olga” on the 16th of October. Through this document the Romanian authorities found out that despite his Greek name Neculai Mavromati, the captain of the ship “Olga”, was also a Russian citizen and “had never been a Greek subject”³⁰. Gheorghie Vasiliu, later written as “Georgie Vasiliu” in the same document, is presumably the “Gigi Vasiliu” from previous documents. He was found to in fact be an Ottoman subject³¹. Panait Gheorghiu and Gheorghie Antoniu, who was probably “George Antoniu” from the previous document, were also found out to be Ottoman subjects³². Eugeniu Barbatis turned out to be a Greek citizen, while previously the authorities thought he was Russian³³. Gherasimo Miholitiamos declared himself to be a minor 16 years of age and his citizenship was not recorded in the official documents³⁴. Thus, in terms of numbers the sailors were Russian, Ottoman and Greek, in this order. Despite the change in the distribution of citizenship of the suspects, since the ship “Olga” was sailing under the Russian flag, the captain Neculai Mavromati was a Russian subject, coupled with the intervention of the Russian General Consul, the incident came to be defined as a Russian issue. In many ways the event was representative for Romanian-Russian relations at the time: considerable economic exchange, but poor diplomatic relations. In their statements, the sailors described the incident from the 16th of October as a misunderstanding. They claimed that they simply wanted to visit the ship “Pavle Focas” to hang out with friends and were allowed to do so when leaving, but were prevented to return to their own ship later on, not acknowledging that by then the curfew had started. They also claimed that they failed to obey the orders of the sentinel simply due to the dark which had set by then³⁵.

Also on October 23rd, since the Greek ship “Pavle Focas” had cooperated in the investigation and obeyed the orders received from the authorities, the captain of the Ismail Port was given the order to allow the ship to leave³⁶. Despite the fact that the ship “Olga” had by now left Romanian territory, this was not going to be the end of the story. A very

²⁹ *Ibidem*, page 189.

³⁰ *Ibidem*, pages 244 – 245.

³¹ *Ibidem*, page 246.

³² *Ibidem*, pages 246 – 247.

³³ *Ibidem*, pages 246 – 247.

³⁴ *Ibidem*, pages 246 – 247.

³⁵ *Ibidem*, pages 245 – 246.

³⁶ *Ibidem*, pages 192 – 194.

interesting document to be found in the archival folder dedicated to the 1868 naval incident is a letter sent from the Ministry of Internal Affairs of Romania to the Ministry of External Affairs of Romania. The letter, dated 24th of October 1868, mentions the setup of a mixed commission to investigate the incident with the Russian ship which took place in Ismail. We are informed that the mixed commission was to be composed of Mr. D. N. Catargiu, the Prefect of Covurlui County, representing the Ministry of Internal Affairs of Romania, and Colonel Lupascu, the Chief of the Territorial Division, representing the Ministry of War of Romania. Moreover, the letter asked the Romanian Minister of Foreign Affairs to contact the General Consulate of Russia in Romania to appoint a representative from their side to the mixed commission³⁷. By setting up a mixed commission, Romania was trying to get to the bottom of the story in a professional and unbiased matter. The mixed commission was to involve not only multiple ministries belonging to the Romanian Government, but also Russian representatives concurrently. It should be noted that while the initial report on the incident was sent by the Prefect of Ismail County to the Ministry of Internal Affairs of Romania, the Prefect of Covurlui County was to be the representative of the Ministry of Internal Affairs of Romania in the mixed commission³⁸. This meant that the person who did the initial reporting was not to be the person who would do the latter investigation. In addition, while Ismail County was the easternmost county of Romania at the time and belonged to the region of Bessarabia, Covurlui County was a county more to the West, basically two counties over from Ismail, and it belonged to Western Moldavia. In those times the office of the Prefect was the highest representative of the Romanian Government at the regional level. Choosing a prefect from the other side of the Pruth River to investigate the incident which had taken place in Bessarabia is another sign that the Romanian authorities wanted a professional, unbiased investigation.

In response, however, the Ministry of Foreign Affairs of the Russian Empire communicated through a letter composed in French and sent by the Russian General Consulate in Romania that it declared “null and illegal” the decisions and documents issued by the local tribunal and that only the Imperial Ministry of Russia could investigate such incidents. Moreover, it claimed that the investigation went against civil and maritime law. Not in the least, the investigation was deemed to be arbitrary³⁹. Of course, such statements can be interpreted only as lack of recognition and disregard for Romanian sovereignty. Since the incident had taken place on Romanian soil, within the internationally-recognized borders of the Romanian State, the Romanian authorities had not only the right to investigate the incident,

³⁷ *Ibidem*, page 152.

³⁸ *Ibidem*, page 152.

³⁹ *Ibidem*, pages 157 – 158.

but also the responsibility to do so. Moreover, the Romanian authorities had invited the Russian side to take part in a mixed Romanian-Russian commission so as to provide an unbiased investigation.

Despite the Russian refusal to take part in the investigative commission, the Romanian authorities continued the investigation on their own. Their decision was based on international laws which existed at the time and which were duly cited in the responses sent to the General Consul of Russia in Romania in the last couple of months of 1868 and the beginning of 1869. In a lengthy letter sent from the Minister of Justice of Romania to the Minister of External Affairs of Romania, the Romanian authorities stated that the right of the state to investigate crimes, offences, and incidents which take place on its own territory is “uncontested and uncontestable”. Also, it clarified that privileges of extraterritoriality could not be lawfully claimed by the Russian Empire since the incident did not take place at sea, but on a river inside the borders of the Romanian State. Moreover, the incident did not take place between different crew members of the ship, but between crew members and the Romanian sentinel, marking another element which places the crime under local jurisdiction. In addition, the incident had disturbed the tranquility of the entire port and as such this made the Romanian authorities responsible to intervene in order to protect the different interests of other individuals and companies which engaged in various economic activities at that location. Lastly, the Romanian authorities concluded that without these international rules and regulations virtually no port would have law and order. The refusal of the Russian authorities to cooperate and, more importantly, to not allow the suspects to be interrogated, were ascribed as going under the obstruction of justice and represented an obstacle for a complete investigation and a speedy deliberation⁴⁰. Although not stated in the letter from the Minister of Justice of Romania it was also clear that since the sailors were not foreign diplomats, they were also unable to claim any diplomatic immunity which could have insulated them from any investigation or prosecution.

Later, the Russian General Consul, Baron Offenbergh, did appoint a Russian representative to the mixed Romanian-Russian commission. However, in the final report of the commission, which was written in both Romanian and Russian, the Russian side maintained that they deemed illegal the decision of the Romanian authorities to investigate the incident and still refused to recognize Romanian jurisdiction. At the same time, the Romanian side maintained their accusations against the Russian citizens, though it was by now clear that the Russian Empire was never going to extradite them to stand for trial. The report became final on February 6th 1869, after more than a couple of months of investigation⁴¹.

⁴⁰ *Ibidem*, pages 165 – 168.

⁴¹ *Ibidem*, pages 172 – 176.

A general review of the documents and the way they were written shows the transition period that Romania, particularly the Romanian administration was going through at the time. On the one hand there are documents which have a modern ink seal. On the other hand, others have a wax seal typical for medieval and feudal Europe. Similarly, some documents are handwritten and have little if any structure, while others were printed templates which had to be filled in with specific information. All this should not be too surprising as Romania was going through a period of rapid modernization in the second part of the 19th century, in an attempt to play catch up with Western Europe. Given the significant amounts of reports and other documents that can be found, coupled with the way in which they were written, we can argue that the Romanian authorities conducted a rather professional investigation. Many of the procedures, including the setup of a mixed commission, the interrogation of witnesses, and the issuing of official reports by institutions and authorities at different levels, are all too familiar to modern investigators, being either criminal investigators or accident investigators. In the end, while the naval incident produced no considerable material damage and involved a rather limited amount of human to human violence, the blatant violation of international law should not be glossed over. Some wars throughout human history have started for less.

If we take into account the citizenship of the participants, the incident involved four countries: Romania, Russia, the Ottoman Empire, and Greece. Nevertheless, most documents are about the Russian ship “Olga”. Moreover, the archival folder at the Ministry of External Affairs of Romania is named “The incident which took place in Ismail with a Russian ship and the behavior of the Russian Consul”⁴². The participation of the Greek ship in the incident seems to have been given less attention both due to the fact that it followed the rules once the investigation began and because it obeyed orders from the Romanian authorities. At the other side of the spectrum, the behavior both of the captain of the Russian ship “Olga” and of the Russian Consul can be deemed as inappropriate, illegal, and arrogant. Finally, it should be mentioned that had the Romanian soldiers reacted differently, such as by using their fire weapons, the incident could have gone to a whole new level. The Romanian soldiers showed restraint and professionalism. Had they done nothing, they would most likely have been accused of incompetence and/or betrayal. Had they fired shots, they would have been accused of starting a war. In consequence, they struck a proper balance. Nevertheless, the fact that the ship managed to slip clandestinely out of the port at the cover of darkness was no reason for celebration and showed the weakness of Ismail port security, as the indicted sailors managed to escape prosecution. After the incident, Baron Offenbergh continued his career as a high level diplomat of the Russian

⁴² *Ibidem*, pages 150 – 151.

Empire. He was General Consul at the Russian Embassy in Romania until 1872. That year, he was appointed by Tsar Alexander II to be the Ambassador of the Russian Empire in the United States of America. After presenting his credentials to American President Ulysses S. Grant, Baron Offenbergs was Russian Ambassador in Washington until 1875⁴³.

We must end by noting that while the archival folder at the Ministry of External Affairs of Romania is named “The incident which took place in Ismail with a Russian ship and the behavior of the Russian Consul”, in fact we identified in this article four separate incidents. One is from the 16th of October when the Romanian sentinel tried to apprehend the sailors who had violated port regulation and was attacked with stones. The second is from the 21st of October when the Russian General Consul made the diplomatic gaffe. The third is on the 22nd of October when Captain Neculai Mavromati tried to leave port illegally and was attacked with stones by the Romanian soldiers. And finally, the fourth incident was on the 23rd of October when the Russian ship “Olga” left the port of Ismail clandestinely at the cover of darkness. All in all, the events from 1868 on the Danube River in the port of Ismail from Romanian Bessarabia are worthy of remaining in the annals of history for remembering and analysis by future generations.

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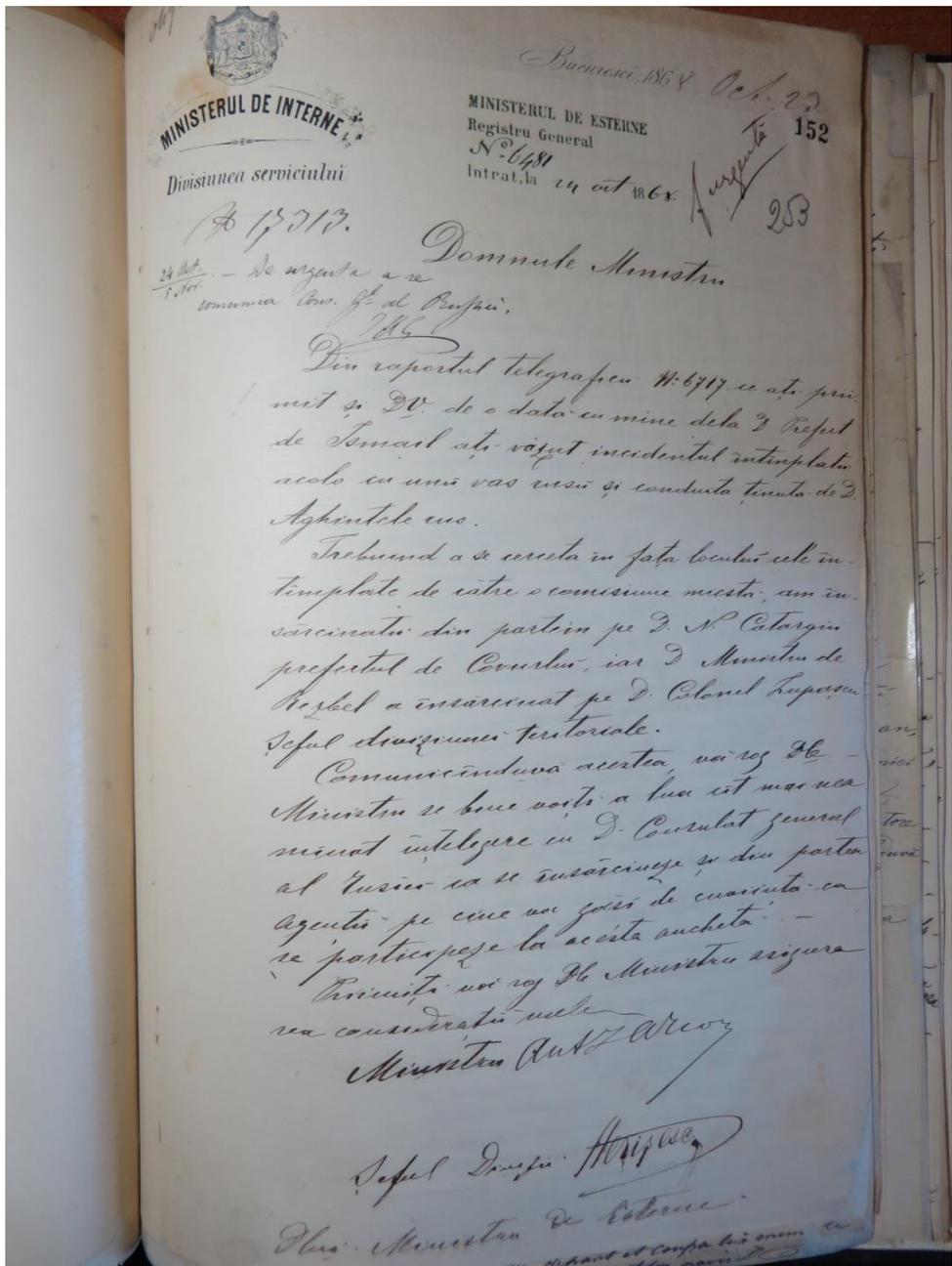
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⁴³ Croft and Albrecht 2010: 120.

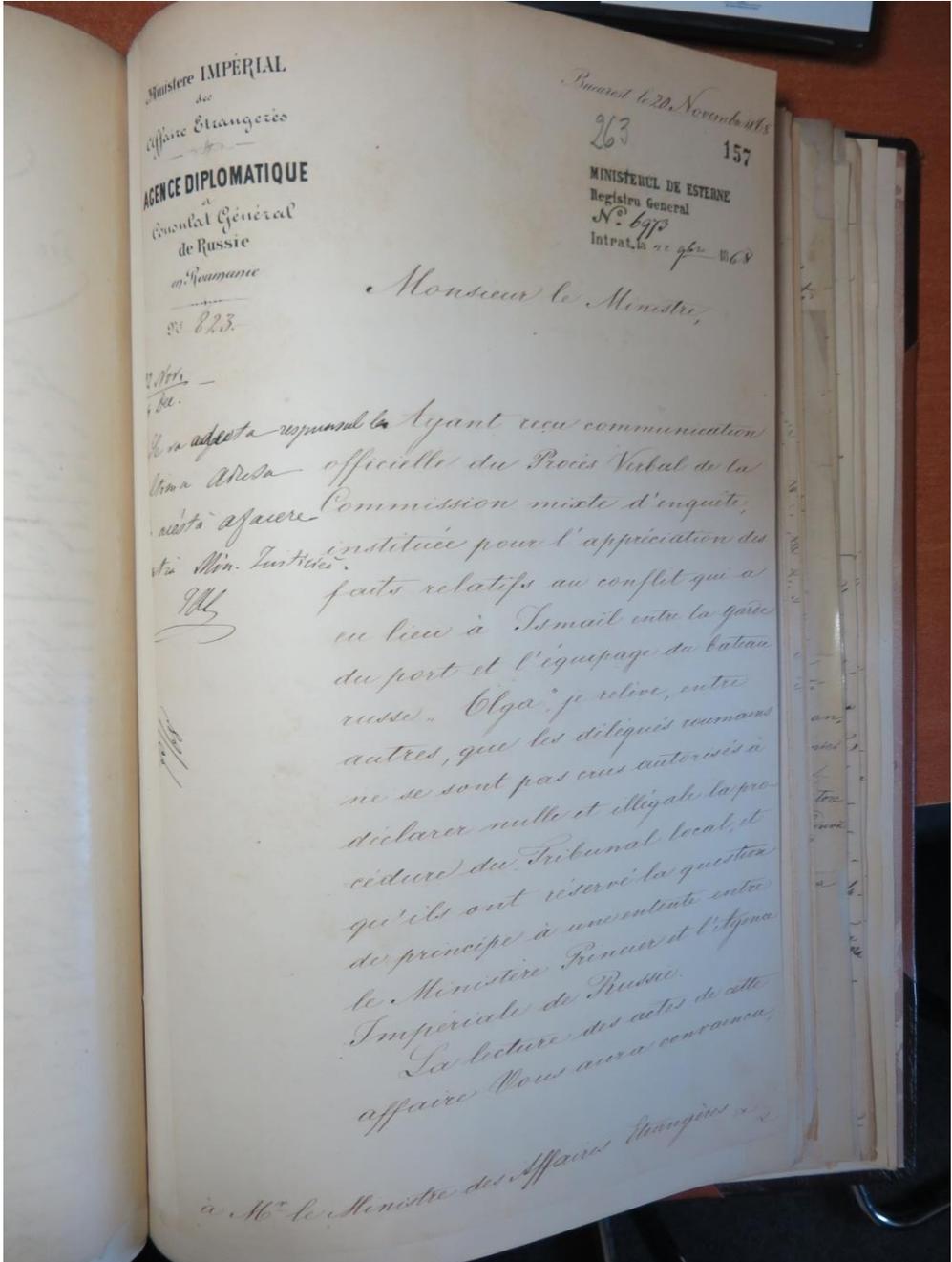
ANNEXES

Annex 1, Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, page

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Annex 2, Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, pages 157 – 158



Monsieur le Ministre, que le Procureur et le Juge d'Instruction d'Ismaïl, ne tenant compte ni du droit Conventionnel ni du droit maritime ont procédé à l'égard du dit bâtiment russe de la manière la plus arbitraire, et que leur intervention irrégulière a été la cause plus ou moins directe des violences qui ont été commises par la garde, comme aussi de la résistance du Capitaine. Il suffira de rappeler: 1°) que le Juge d'Instruction a prétendu étendre son enquête à l'égard d'une rixe avec des matelots grecs, sur des faits qui se sont passés à bord même de l'Olga et par conséquent sous le pavillon russe. 2°) que des mandats de comparation ont été envoyés directement à bord du dit navire et 3°) que l'ordre d'arrêter le bâtiment a été donné par le procureur, bien que les hommes

de l'équipage
titre de
En
et afin
fraction
j'ai l'h
sieur le
provoque
déclare
port
contre
et co
Mise
hau

158

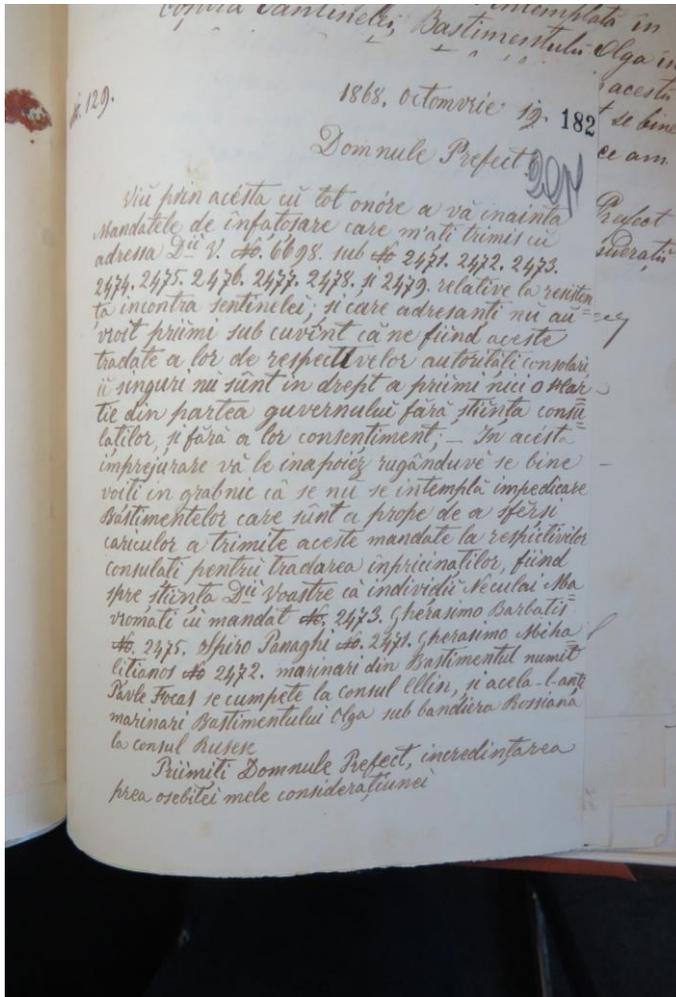
de l'équipage n'eussent été cités qu'à
titre de termoins.

En considération de ces faits
et afin de prévenir d'autres in-
fractiones de la même nature,
j'ai l'honneur de Vous prier, Mes-
sieur le Ministre, de vouloir bien
provoquer par la voie légale une
déclaration de nullité par rap-
port à la procédure suivie
contre le bâtiment russe Olga
et contre son équipage.

Veuillez agréer, Monsieur le
Ministre, l'assurance de ma
haute considération.

De la Roche

Annex 4, Archives of the Ministry of Foreign Affairs of Romania, Fund
Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, page
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Annex 6, Archives of the Ministry of Foreign Affairs of Romania, Fund
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1868 Octombrie 22.

Romania
Tara Tului
Ysmail

N^o 132.

186
298
190

Domnule Prefect!

Vă scriu aceasta cu tot cauze în
grabnică a încununării Noștre ca în
lăi Maronati Capitanul Partimentului
Olga sub pavilion rusesc care la 6 Oct. 1855
diminuată se arse în pringhile și lănturi peste
de fier și ai departat dela mal, ^{cu} ^{contine} la muntă
stighină în a futor, ai venit în oala altă și au
mălteră care impotrevinuse la o aseră: cănd
ne apăta cu pedră ai lovit în Capu și lăncare
Capitan de corabia Niculai Maronati, ^{capitan}
în felinul că se găsece în pre rea starea.

Vă comunică aceasta de urgență și
Prefect plicat vă rog se dăne voita a
regula cele ce veți găsi de curiinta
Prumiti vă rog și Prefect încri-
dintarea pica orebită melle considerati.

Capitan Portu

Al. Domnii Solle!
Prefect Districtului Ysmail

Annex 7, Archives of the Ministry of Foreign Affairs of Romania, Fund
Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, page
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1868 Octombrie 22. ca.
Bessarabia
Carnatului
lui Jmail
N. 132.

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Domnule Prefect!

Vă scriu aceasta cu tot onor în
grăbire a încununării. Vă scriu ca în
lăi Maronate Capităniul Districtului
Alga sub pavilion ruse care la 12.5
diminuată se arde și în lăi de
de fieri s'au deparat dela mal, și în
strigă în a puter, au venit în căta alți
mălăteru care în puter înse la caseriu, cănd
ne fapta cu pedre au lovit în Capu
Capitan de corabia Nicolai Maronate
is felintu ca de gârrec în pe via starea.

Vă comunicu acesta de urgență și
Prefect plecat vă rog se dăm voia a
regula celi ce veti găsi de urgență
sumți vă rog și Prefect înri-
dintarea prea osebile mell' consideratu
Capitan Portu

Al. Dozmin Solb.
Prefect Districtului Jmail

Annex 8, Archives of the Ministry of Foreign Affairs of Romania, Fund
Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, page
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începutul încărcarea de produse, și când
 a terminată și a fost în stare de pleca
 în stare

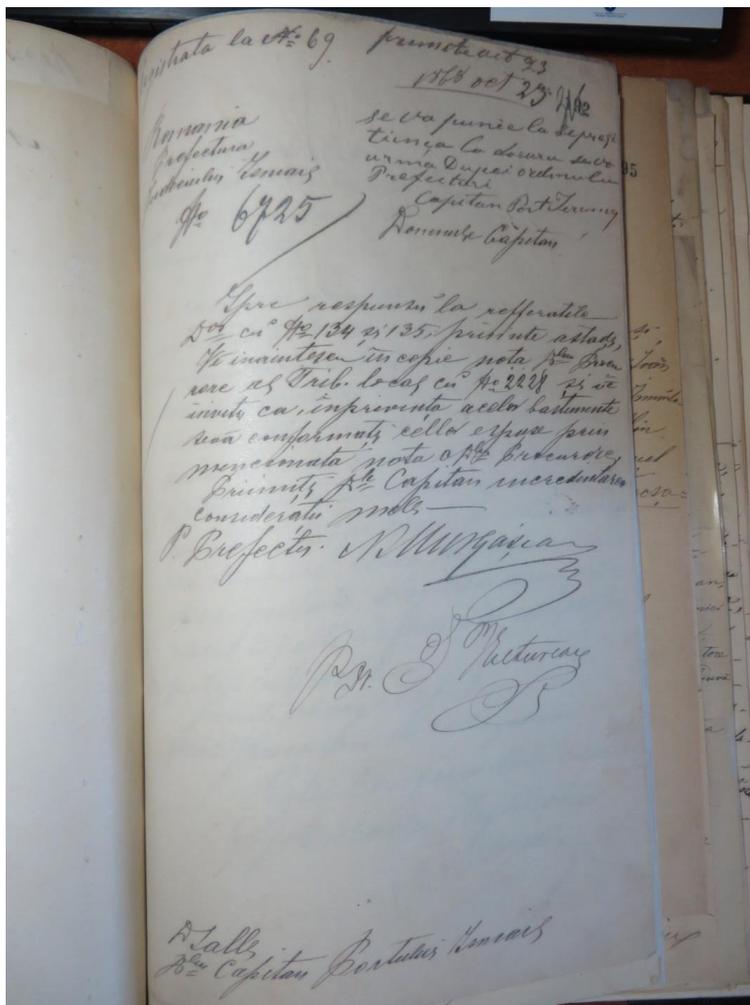
No. 135. Ismail 1868. Octomorie 23.

Domnule Prefect 189

Vău prin acesta cu onoare a va în-
 cunoștința că corabia numită Olga,
 sub pavilion Rospian comandată de
 Capitanul Seculai Navromati, care
 ieri deminca, fără a se prezenta mai
 înainte în capitania a cere documen-
 tele sale pentru libera plecarea
 sa de aici, prin forța din partea țării
 prîngii și lanturi de fieru său deparat
 dela malul tragându-se la adinca, astă
 noapte tîrziu avînd un vînt favorabil
 au fugit din portu lăsînd elarțile
 de bordu în acestu oficiu - ^{de urgent}
 Sîi această vîu a vă comunica spre tînta
 Sîi voastre și spre celle ce veti gasi de
 curînta

M

Annex 9, Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, pages 192 – 194



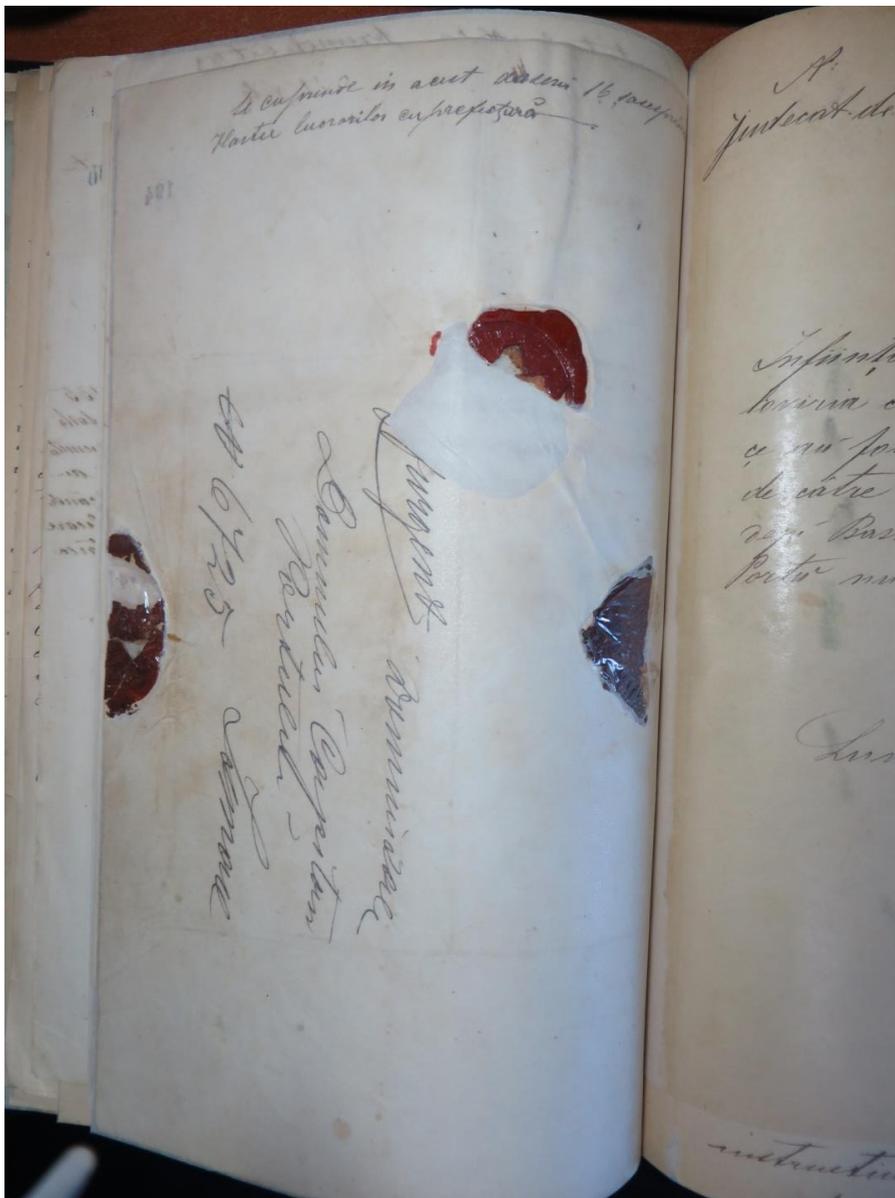
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copie după adresa & procurator Tribunalului
 de mai întâi nr 228 adresa Prefecturii Timișoara
 și înregistrat la nr 7690 am intrare din 23 de
 Ianuarie 1888.

La adresa de nr 6718 de astăzi, subsemnatul
 are onoare să vă în cunoștință că după de
 înțelegere în marele cârmărie, căreia este prezent
 Procesul despre care tratați, nota de
 dvs. aluat în marele pentru traducere
 a celor două nr în marele de ale, spre cum
 plecare în cunoștință prin agentul
 Timișoara, cât și în marele pentru
 sub Poindreș. El în, și în marele
 și în marele de la pite și în marele
 narul în marele și în marele
 pentru reținere cu.

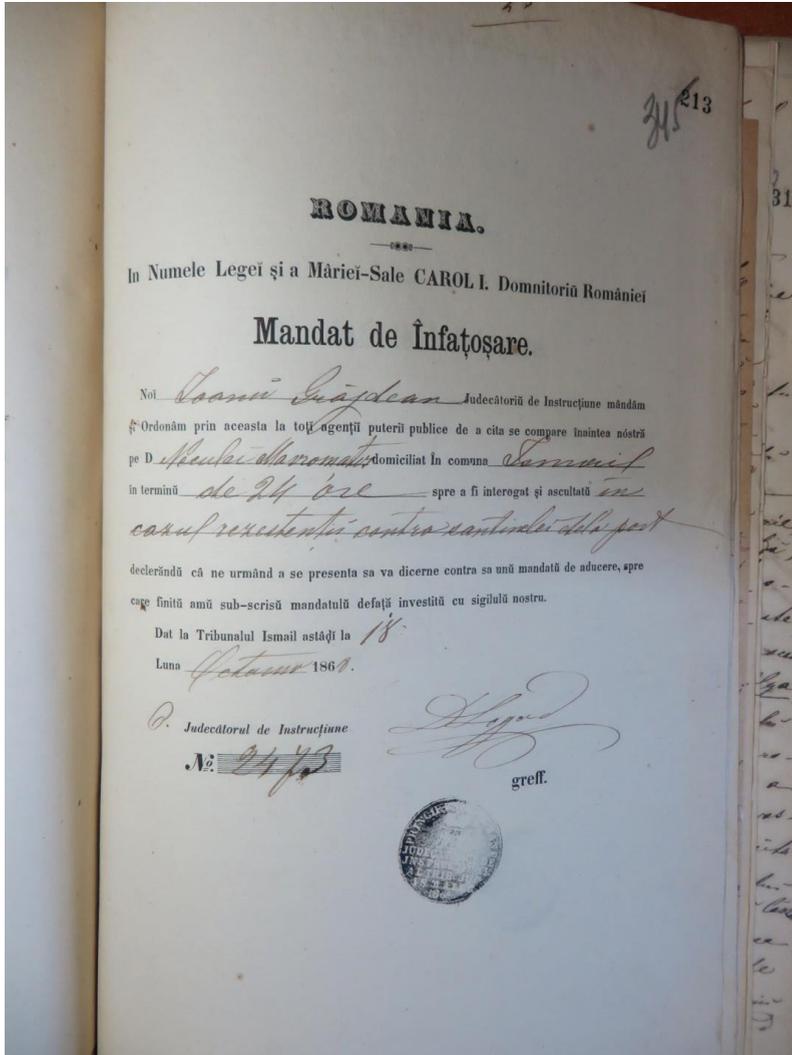
Prin urmare, vă rog să
 să vă în marele de la pite

Pentru Conformitate eu și
 Șef Biroului Registraturii
 M. M. M.



Annex 10, Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860 – 1868: Relations with Foreign Consuls, Volume 76, page

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1899 - Arbore

Constatanduse pe soldatul punctului din Compania a doua
 anume Gurgore Hicci si lui Hoca; ceia intai in etate
 de 20 ani si cel al doilea de 20 ani; neau declarat ei d'ora
 si ei soldatii de santinela aflanduse puri la portii pe ma-
 lului diminea pe candu bastimentul Olga, se se plece au
 somat ea se stea pe loci pana ce va veni capitanul portii
 din ea se le deo permisiune de plecare insoi capitanului
 vasului Maromatis, incepandu se stea adgacanele si fieri
 opia operandu cu concurul celor lanti mateloti de plecare
 atunci unul din mateloti au r'adecatii bandiera va-
 sului; candu soldatii au strigat pe sarjentul de garda
 si mai repetandu ea se stea, atunci matelotii din
 ordinea capitanului au raspuns: "Hela in apa, si va-
 dindu cu capitanului vasului opero circa pragiei si
 o lantulelui si matelotii au anuncat lantul in apa, solda-
 tiul de santinela Gurgore Hicci au fortii nevoiti
 se anunca cu o peatru l'omndul in capu pe capitanului
 Vasului numit Neulax Maromatis. -

Intrebanduse pe sarjentul Toma Coruti in etate
 de 20 ani de amurca au declarat ei d'ora si d'ora
 chemati de soldatii de santinela acelu punct au vadut
 cum capitanul cu matelotii vasului Olga se prepara
 de plecare, in catu soldatii vadindu ea stea franghiale
 si adgacanele vasului au anuncat numoi cu o peatru l'omndul
 pe l'uminitul capitan al vasului Olga. -

Unu capitan matelotii Roman neau declarat ei capitan
 nul si matelotii bastimentului Olga, ne avandu permisiune
 une de plecare pana ce nu se va termina conflictul unorat
 cu mallatanea soldatului de mar in nauite, neau putut
 se eliberede documentele de mar in nauite, neau putut
 si cu capitanul Vasului au venit se plece cu forta iradecati
 din ordinea D. Romanesco agentele Consular al Rourei
 tra legior Quanciere ale Tarii. - Deinde cele nemi

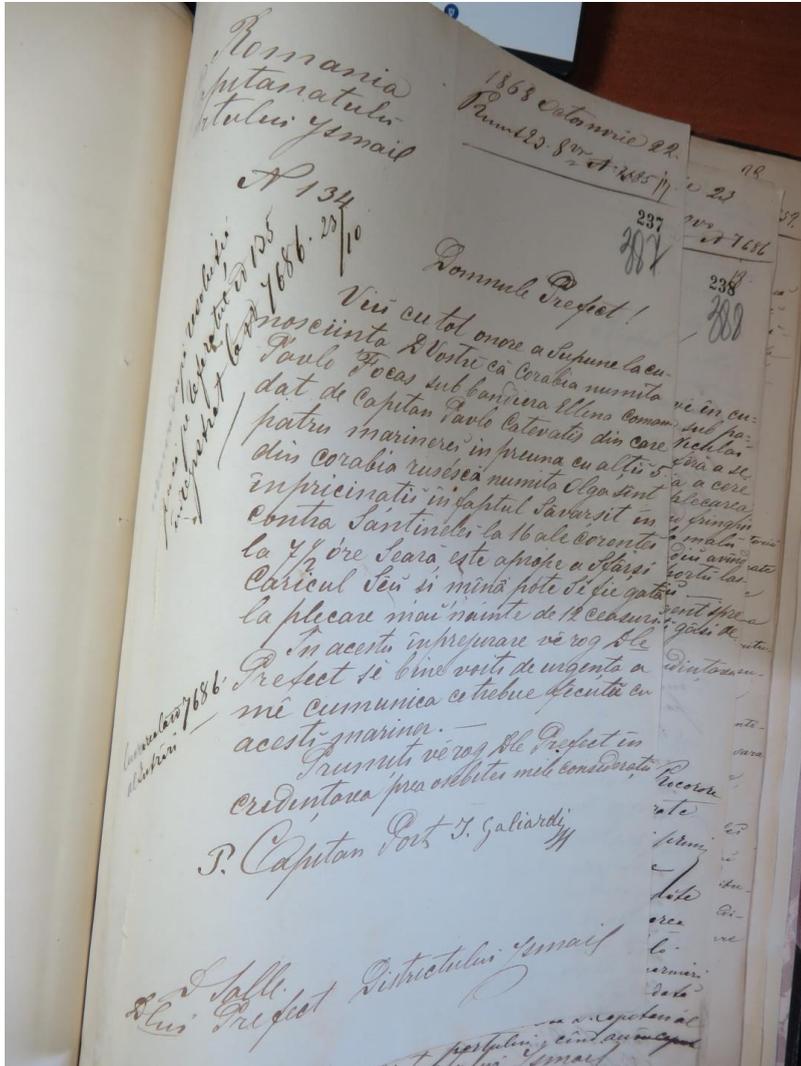
constatate
 sunt notate
 Ordono de
 nele vasului
 civile roman

Judicior

Eu sarjent

Gr
 Sar

Annex 12, Archives of the Ministry of Foreign Affairs of Romania, Fund Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, page



Annex 13, Archives of the Ministry of Foreign Affairs of Romania, Fund
Romania 1860 – 1868 : Relations with Foreign Consuls, Volume 76, pages
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