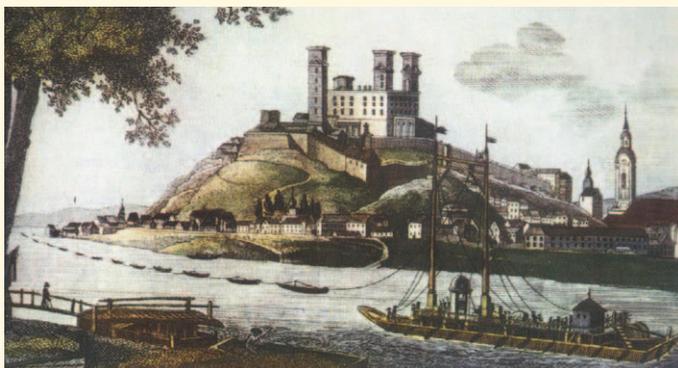
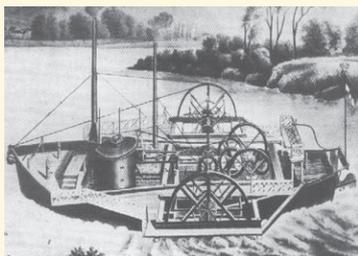


The Carolina sailed upriver from Pest for the first time on 16 September 1818. A three-member committee of state officials was on board to verify that she sailed under her own power, using only her steam engine and without any help from the shore. Since the Carolina had no lights and sailed only during the day, it was not until 26 September that she reached Komárno. The actual sailing time – according to the preserved log book of the Carolina – was 71 hours, during which the steamer covered a distance of 120 km at a service speed of about 0.6 km/h.

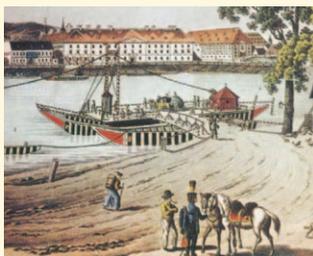


The Danube quay in Bratislava at the time of the first steamer

Antal Bernhard returned to Bratislava one more time. Between 1824 and 1826, he tried to build a second and bigger steamer for commercial trips, but without success. Nevertheless, the foundations of steam navigation on the Danube had already been laid, and in 1830 a steam navigation company was established with an office in Bratislava. The company opened a steamer line between Vienna and Budapest, with a stop in Bratislava.



The Carolina steamer, 1818



The Carolina moored near Coronation Mound in Bratislava

Coin details

Denomination: €10

Composition: 900 silver, 100 copper

Weight: 18 g

Diameter: 34 mm

Incuse edge lettering: **VIEDĚŇ – BRATISLAVA – BUDAPEŠŤ**
(VIENNA – BRATISLAVA – BUDAPEST)

Issuing volume: limited to a maximum of 11,000 coins
in either brilliant uncirculated or proof quality

Designer: Zbyněk Fojtů

Engraver: Dalibor Schmidt

Producer: Kremnica Mint (Slovakia)

The coin's obverse design portrays technical parts of the Carolina, which in 1818 became the first steamboat to sail to Bratislava on the Danube. Slovakia's coat of arms is situated on the left side, below the name of the issuing country 'SLOVENSKO'. The year of issuance '2018' is shown at the bottom of the coin. In the upper right of the design are the mint mark of the Kremnica Mint (consisting of the letters 'MK' between two dies) and the stylised letters 'ZF', the initials of the coin's designer Zbyněk Fojtů.

The reverse depicts the Carolina with a view of Bratislava in the background. At the bottom of the design is the coin's denomination and currency '10 EURO', and at the top is the inscription 'PRVÝ PARNÍK V BRATISLAVE' (THE FIRST STEAMER IN BRATISLAVA) in semi-circle. At the left side is the year '1818', when the Carolina made her maiden journey.



200th anniversary
of the first time a steamer
sailed on the Danube River
in Bratislava



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Photographs: The NBS Archives, Bratislavské rožky_historia, Progress Promotion
<http://www.nbs.sk/en/banknotes-and-coins/euro-coins/collector-coins>

Silver collector coin



The intense economic and political life of the first half of the 19th century demanded faster communication between cities and states. Bratislava was connected with the major cities of the Austro-Hungarian Empire and beyond by land and by water – along the Danube River from Vienna to Pest (Budapest). At that time, five mail routes converged in Bratislava, the oldest being the Danube route that connected the city to Vienna and Pest. The river was constantly busy with goods traffic of every kind. In the early nineteenth century, boats were still hauled upstream inefficiently by teams of horses on riverside towpaths.

One of the most important figures in the history of the steam navigation on the Danube is the inventor and builder Antal Bernhard (1779–1830), who took advantage of interest in steamboat transportation in government circles in Austria-Hungary. On 6 November 1817 the Emperor of Austria, Franz Joseph I, issued a decree on steamboat transportation which offered patent privileges for steamer operations on the rivers of the empire to an applicant who was able to demon-



strate a steam-powered ship. Bernhard fulfilled the conditions laid down by the decree. He had built a steamboat to his own design and named it Carolina after Princess Caroline Augusta of Bavaria. The boat's maiden journey took place on 21 March 1817. The steamer had a length of 15 metres, a beam of 3.5 metres, and a freeboard of 2.3 metres. The steam engine generated 24 horsepower. The imperial decree required steamboats to be able to transport a load of 11 tonnes. Bernhard's Carolina exceeded this four-fold and was able to haul a load of 45 tonnes upstream.

The Carolina had to be tested over a longer distance, however, and the route from Vienna to Bratislava was chosen for this purpose. She made her first test journey on 2 September 1818, taking three hours to reach Bratislava, where she moored at the quay near Coronation Mound (now Ľudovít Štúr Square). The next day, according to the Pressburger Zeitung newspaper, the steamer put on a demonstration for curious onlookers by turning upstream and downstream several times. She set sail for Komárno around lunchtime. Her next destination was Pest, from where she would prove her ability to travel upstream: one of the conditions for sailing on the Danube.

▼ *Period photographs of steamers on the Danube River*

