



## NEWS LETTER - CYLCHLYTHYR

### HYDREF 2015 AUTUMN

Welcome to our Autumn newsletter. The museum closed on November 1<sup>st</sup> and will reopen Easter 2016. It has been a successful season with visitor numbers up again on the previous year. There have been several visiting groups and we took part in various events. Advertising and publicity has certainly paid off and we are already preparing for next year's tourism brochures.

**A big thank you to all our volunteers and supporters.**

Croeso i'n cylchlythyr Hydref. Caewyd yr amgueddfa ar Dachwedd 1<sup>af</sup> a fydd yn ailagor Pasg 2016. Mae wedi bod yn dymor llwyddiannus gyda nifer yr ymwelwyr i fyny eto ar y llynedd. Bu nifer o grwpiau yn ymweld ag rydym wedi cymryd rhan mewn digwyddiadau amrywiol. Mae hysbysebu a chyhoeddusrwydd yn sicr wedi talu ac rydym eisoes yn paratoi ar gyfer llyfrynau twristiaeth y flwyddyn nesaf.

**Diolch yn fawr iawn i'n holl wirfoddolwyr a chefnogwyr.**

#### SOME OF OUR VISITORS - RHAI O'N HYMWELWYR



Ysgol Gynradd Llanbedr Primary School



Abergele Field Trip and Historical Society



Gwerin y Coed Penrhyndeudraeth Woodcraft Folk



## EVENTS - DIGWYDDIADAU

March – Open Day  
April – Hosted meeting of Federation of North Wales Maritime Museums  
May – Ffair Egin Gwyrdd/Green Shoots Fair Penrhyndeudraeth - Mobile display  
July – Steam and Slates Exhibition at the Welsh Highland Heritage Railway - Mobile Display  
September – CADW Open Doors  
October – Victorian Weekend with the Ffestiniog Railway  
October – Moses Kelow of Croesor Quarry - Book Launch  
October - Federation of Welsh Museums Festival Week



Victorian Weekend

## ACCREDITATION AND THE FUTURE

Many services today have the opportunity to become 'Accredited'. For museums the accrediting body is the Arts Council and we started the process in 2014 getting through the first stage and achieving Eligibility status. Now the aim is to be fully accredited. Since the start of this year we have examined the way we operate and prepared a mass of documentation guided by our Mentor, Nêst Thomas Principal Museums & Arts Officer at Gwynedd Council. A written submission is now with the Welsh Government's Museum, Archives and Libraries Division and there was an inspection at the end of October. Now fingers crossed. The benefits are that we have a more professional approach, for new volunteers there is now helpful written guidance and we get greater publicity and recognition. That's not only good for the Museum but also for Porthmadog.

*Patricia Layzell-Ward*

## ARTEFACTS

Locals and visitors from far afield continue to bring in or offer items of interest. In fact we have had to be discerning and only accept artefacts that have local maritime connections. More original paintings and old prints of ships have been loaned or donated. Where necessary originals have been professionally cleaned and re-framed.

One interesting item is the "Gospel Ship" donated by a Criccieth resident. The Ceredigion Museum in Aberystwyth also has one of these prints.



A clipper is seen battling against the might of the sea, its sails billowing with Biblical verse of nautical imagery. Prints such as these were especially popular in communities on the seaboard of Wales, whose pious seafarers and fishermen relied on God's control of the sea for their livelihood.

Mae llong hwylio i'w weld yn brwydro yn erbyn grym y môr, ei hwyliau'n gwanegu gyda phenillion Beiblaidd o ddelweddau morwrol. Roedd printiau fel y rhain yn arbennig o boblogaidd yn y cymunedau ar arfordir Cymru, roedd eu morwyr a physgotwyr Duwiol yn dibynnu ar reolaeth Duw'r môr am eu bywoliaeth.

## BYWYD Y MORWYR

Mae llawer o hunangofiannau gan forwyr lleol ar gael a'r bwried yw cyhoeddi darnau bob cylchlythyr.

### Rhan 1

Roedd amodau ar longau lleol yn amrywiol. Cafodd criw'r " Evelyn " eu bwydo'n dda ac adnabyddid hi fel y " Llong Pwdin " ond nid oedd pob un o'r llongau'n darparu digon o fwyd. Yn y dyfyniadau canlynol o'i hunangofiant, " Llongwr o Ros Lan " mae John Jones Williams yn rhoi disgrifiad bywyd a'r amodau gwael ar y sgwneri bach.

"Wedi bod cartref am sbel cefais waith ar sgwner bach ym Mhorthmadog. Hen wr mewn tipyn o oed oedd y Capen, dyn chaled a chynnil iawn. Byddai bob amser yn dweud y drefn bob gormod o de neu fara'n cael ei defnyddio, a phrin iawn oedd y bwyd bob amser.

.....Cofiaf yn dda fynd i lawr i'w caban y tro cyntaf a rhyw aroglau cryf yn dod o rywle. Pwcedaid o fargarin oedd yno, yr 'hen ddyn' wedi ei chael yn rhad rywle. Nid oeddwn erioed wedi gweld margarin cyn hynny a dyna be gawsom tra buom ar y llong, ac er gwaethaf yr oraglau ofnadwy oherwydd fod y margarin wedi toddi ryw tro ac wedi fferu wedyn, yr oeddwn yn byw ac yn twchu ar fargarin a bara caled.

.... Ein hof blesar fyddai dal mecryll, ac yr oeddem yn od o lwcus. Pan ofynais i'r hen gapten beth wnawn i frecwast, ei ateb oedd 'Dal fecryll a gwna nhw', a mecryll fyddai i frecwast ac i de".

## THE SAILOR'S LIFE

There are many autobiographies by local seafarers and extracts will be published each newsletter.

### Part 1

Conditions on local ships varied. The crew of the "Evelyn" were well fed and happy and she was known as the "Pudding Ship" but not all the ships provided sufficient food. In the following extracts from his autobiography, "Llongwr o Ros lan", John Jones Williams gives a vivid description of the poor conditions on some of the small schooners.

"After being home for a while I found work on a schooner in Porthmadog. The captain, was an elderly man; hard and frugal. He was always telling me off for using too much tea or bread, and there was very little food at all times.

..... I remember very well going down to the cabin the first time and a strong odour came from somewhere. It came from buckets of margarine that the 'old man' had bought cheap. I had never seen margarine before and that's what we received while we were on the ship and despite the terrible smell, as it had melted then solidified at some time, we lived and fattened on margarine and hard bread (ship's biscuits).

..... Our favourite pleasure was catching mackerel and we were very lucky. When I asked the captain what to prepare for breakfast, his answer was 'Catch mackerel and fry them', and we had mackerel for breakfast and tea.



Sgwner a adeiladwyd yn lleol - Locally built schooner

## RESEARCH AND ENQUIRIES - YMCHWIL AC YMHLIADAU

Numerous enquiries regarding maritime history are being received, at the desk, via the Tourist Information Office and by email. Two recent research projects involve monuments to local seafarers; one in Ireland and one in Australia.



Two persons, one from the Isle of Wight and the other in Ireland, are researching the schooner “Catherine Richards” built in Porthmadog by Hugh Williams in 1874. She was wrecked on the Irish coast in 1891 when on passage from Saffi in Morroco to Limerick with a cargo of grain and the crew all lost. There is a monument to them at Killiney graveyard, Castlegregory, County Kerry. Four local men are named and two unnamed.

Those named are Captain Robert Jones, Walter Steward Jones, William Jones and Hugh Hughes.

Martin Lynch who is researching Irish Shipwrecks kindly sent in this photo of the monument.

In Western Australia the Busselton Historical Society are planning a shipwreck walk ( a small concrete path with brass plaques ). They are choosing nine of the wrecks off the coast. During the coming year they have several school children excursions and are hoping to include a file with notes and stories school children can relate too.

One of these wrecks is the “Carnarvon (sic) Castle”, Captain Evan Jones of Porthmadog, a full rigged sailing ship owned by R.Thomas & Co of Criccieth. In 1907 she was on passage from Liverpool to Melbourne when she caught fire off the Australian coast. The crew, several of who had Welsh names, had to abandon ship and suffered great hardships after spending twenty four days in open boats before reaching shore.

The people of Fremantle, where the crew were taken, rallied and provided food and accommodation. A collection was made and all efforts were made to ease their suffering and to assist them in any way.

Here is an article from one of the newspapers.

**PERTH February 26<sup>th</sup> 1907**

### **A HORRIBLE TIME - DEVELOPING A CRAVING FOR SALT WATER - A FINE CAPTAIN**

*Captain Jones of the Carnarvon Castle is very weak. The survivors in his boat had a terrible time after parting with the mate's boat, weak boys were raving and strong men praying and crying alternately. The captain put the crew on quarter rations. The biscuits became saturated with salt water, and the eating of them set up a painful craving for salt water. The ship's carpenter ate ravenously; despite ordered to the contrary and soon after laid down quietly and seemed asleep. He had died.*

*A week later a boy named Brigg developed the same fatal habit and also died. On February 19<sup>th</sup> the water gave out and the provisions were finished the following day. The same night a steamer passed them without observing their slow fires. On the 22<sup>nd</sup> they saw the Cape Naturaliste light, and there was great rejoicing. The crew stated but for the captain's discipline most of the men would have gone mad.*

Any suggestions, articles (short) and news items for inclusion in future editions would be gratefully received.

Robert Dafydd Cadwalader

Secretary [enquiries@porthmadogmaritimemuseum.org.uk](mailto:enquiries@porthmadogmaritimemuseum.org.uk)

Byddwn yn diolchgar am unrhyw awgrymiadau, erthyglau (byr) ac eitemau newyddion i'w cynnwys mewn rhifynnau yn y dyfodol.

Robert Dafydd Cadwalader

[ymholiadau@porthmadogmaritimemuseum.org.uk](mailto:ymholiadau@porthmadogmaritimemuseum.org.uk)