



Amgueddfa'r Môr PORTHMADOG Maritime Museum

News Letter - Cylchlythyr GAEAF 2016-7 WINTER



Happy New Year

Here we are in 2017 which the Welsh Government has designated "The Year of Legends". Perhaps we can prepare a display on Prince Madog discovering America in the 12th century or "Cantre Gwaelod" (the Welsh Atlantis)! We could tell the legend accompanied with the true facts showing how the story developed. Any suggestions would be welcome.

Next Year will be the "Year of the Sea" so we will be definitely involved.

Blwyddyn Newydd Dda

Dyma ni yn 2017. Mae Llywodraeth Cymru wedi dynodi eleni "Y Flwyddyn Chwedlau". Efallai y gallwn baratoi arddangosfa ar Tywysog Madog yn darganfod America yn y 12fed ganrif neu Cantre Gwaelod! Gallem ddweud y chwedl ynghyd â'r ffeithiau gywir i ddangos sut datblygodd y stori. Croesawyd unrhyw awgrymiadau.

Bydd blwyddyn nesaf "Blwyddyn y Môr" felly byddwn yn cymryd rhan yn bendant.

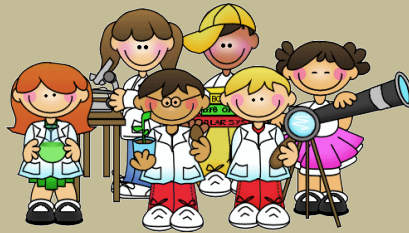
Yn ystod mis Tachwedd cynhelir yr amgueddfa Cynhadledd Cymru a'r Môr MOROL 2016 yn y Clwb Hwyllo Madog, Porthmadog

During November the MOROL Maritime Wales 2016 Conference was hosted by the museum at the Madoc Yacht Club, Porthmadog.



Local School and children's groups can visit the museum free of charge!

We have some play activities and hands-on educational exhibits.



Gall Ysgolion a grwpiau plant lleol ymweld â'r amgueddfa yn rhad ac am ddim! Mae gennym rai gweithgareddau chwarae a arddangosion ymarferol addysgol.

Contact the secretary to arrange a visit 07866633927

New Artefacts

Artefacts continue to be donated or loaned. We have been presented with a case containing "Line throwing Apparatus". This would have been used to fire a line from shore to a shipwrecked vessel and then set up a breeches buoy to rescue the crew.



Schermuley line throwing apparatus

Just before Christmas some very interested documents were loaned to the museum. They consist of two personal log books and other documents. One very old and important one is the disbursement book of the brig "Providence" dated 1830 which mentions visits to the then new port of Port Madoc (sic). A sailmaker's ledger has also been received. Two of our volunteers recently attended a training course at Gwynedd Archives so we can be confident that we can take care of these items.

Arteffactau Newydd

Mae arteffactau yn parhau i gael eu rhoi neu fenthyg. Rydym wedi cael blwch sy'n cynnwys "Offer taflu llinell". Byddai hyn wedi cael eu defnyddio i saethu llinell o lan i long yn dilyn llongddrylliadau, ac yna sefydlu "breeches buoy" i achub y criw.



Breeches Buoy set up

Ychydig cyn y Nadolig derbynwyd, ar fenthyg, dogfennau o ddiddordeb mawr. Maent yn cynnwys dau lyfr log personol a dogfennau eraill. Un hen ac yn bwysig iawn yw llyfr treuliau'r brig "Providence" dyddiedig 1830 sy'n sôn am ymweliadau â'r porthladd newydd Port Madoc (sic). Hefyd mae cyfriflyfr gwneuthurwr hwyliau wedi dod i law. Mynychodd dau o'n gwirfoddolwyr yn ddiweddar a chwsr hyfforddi yn Archifdy Gwynedd felly rydym yn hyderus y gallwn gymryd gofal o'r eitemau hyn.

Navigation

Cyfrannwyd y dyfyniad canlynol gan wirfoddolwr John Meurig Parry. Derbyniodd yr erthygl oddiwrth Rhiannon Jones ac mae'n ddarn o ddiwedd sgwrs gan ei hen ewythr William Williams am ei yrfa forwrol. Roedd Capten Williams yn wreiddiol o Edern ond briododd ferch o Borth y Gest a bu'n byw yno ar Ralph Street yn ystod ei amser ar y môr.



Captain Williams yn eistedd – Captain Williams seated

(sic) "Fe allai y dylwn cyn terfynu egluro pa fodd y byddwn yn gallu mynd ar llong o un lle i'r llall.

Dyma ein prif instuments - Compass, Sextant a Chronometer. Gyda y cyntaf byddwn yn gallu cadw y llong ar ei gwrs iawn. Y sextant i gymeryd observations o'r haul ar sêr a chromometer yn cymeryd amser yr observations a gyda'r tri yn gweithio allan ein position ar y chart.

Rhyw fath o map ydyw y Chart yn dangos mor ac hefyd ei beryglon hysbys cuddiedig a dim ond y coast line, yn hollol wahanol i maps fydd yn yr ysgolion ychydig o fôr a tir y wlad yn cael sywl arbenig sydd yn y rhain fel rheol.

Ond os y digwyddai i ni gyfarfod a niwl byddai yn amhosibl cael observations a dyma un o'r amseroedd mwyaf pryderus i feistr llong, yn enwedig pan yn agos i dir. Aar adegau byddai niwl mor dywyll na welem ben blaen y llong a byddem yn palfalu yn y tywyllwch weithiau am ganoedd o filltiroedd. Buom un tro, wrth ddod adref, am bump diwrnod heb weled na thir na haul. O Cape St Vincent hyd nes cyraedd pen Caergybi ag heb ond ychydig iawn o gysgu.

Ar unig foddion sydd gennym i wybod pa le y byddwn wrth nesahau at y tir yw trwy gymeryd soundings pob rhyw bump milltir sef plymio fel Paul gynt ar ei fordaith i Rhufain. Mae y plwm yn pwyso tua 28lbs ag yn ffast wrth line wedi marcio mewn fathoms. Ar waelod y plwm mae tua 2 fodfedd o le gwag yr hwn a lenwir a tallow neu saim. a phan gyffyrddir ar gwaelod glynai beth bynag fyddai natur y gwaelod yn y tallow weithiau gerrig man, dro arall dywod, mewn mannau eraill gregyn, a trwy gompario natur y gwaelod a dyfnder y dwr gyda ffigyrau ar y chart byddai ganddom amcan lled gywir pa le byddem"

Mordwyo

The following extract was contributed by volunteer John Meurig Parry. He received the article from Rhiannon Jones and it the end piece of a talk her great Uncle William Williams gave about his seafaring career. Captain Williams was originally from Edern but married a girl from Borth y Gest and lived there on Ralph Street during his time at sea.

"Before I finish I should explain how we can get from one place to another on a ship.

These are our main instruments - Compass, sextant and chronometer With the first we are able to keep the ship on its right course. The sextant to take observations of the sun and stars and the chromometer to note the time of the observations and with the three working out our position on the chart.

The chart is a kind of map that shows the sea and its known hidden hazards and only the coast line, which is completely different to maps in schools when only a little of the sea but mostly the country's land is shown.

But if it happened, we met with fog, it would be impossible to obtain observations and this is one of the most worrying times for the master of a ship, especially when close to land. Sometimes it would be so dark that we could not see the bow of the ship and would have to feel our way through the darkness sometimes for hundreds of miles We once, when coming home, went for five days without sight of land or the sun. From Cape St. Vincent until reaching Holyhead with very little sleep.

The only means we have to know our position when nearing land is by taking soundings like Paul on his voyage to Rome. A weight of about 28lbs of lead secured to a line marked in fathoms. At the bottom of the lead there is a depression of about 2 inches filled with tallow or grease. and when the weight touches the bottom the material on the seabed sticks to it, sometimes sand, shells, stones or gravel. By comparing the nature of the seabed and depth with the figures on the chart we can determine a fairly accurate idea of where we are".

Offerynnau a grybwyllir yn yr erthygl blaenorol

Gall rhai o'r offerynnau hyn (ac eraill) eu gweld yn yr
amgueddfa



Sextant

The Instruments mentioned in the previous article

Some of these instruments (and others) can be seen at
the museum



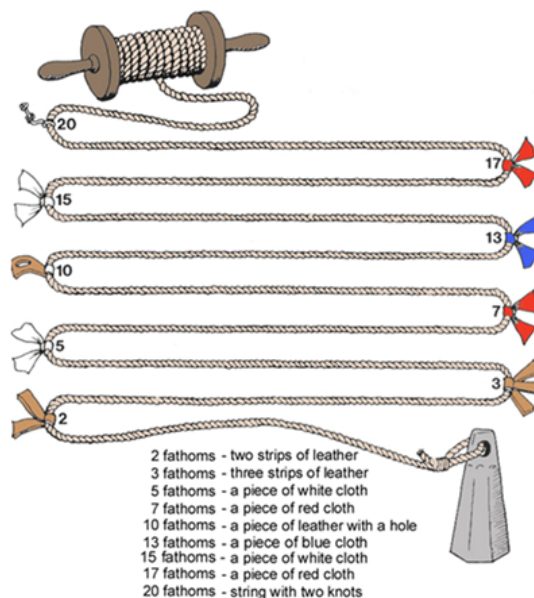
Chronometer



Compass



Sea Chart



Lead line with markings of different materials so that the seaman could tell the measurement by feel in the dark. Sometimes a lazy sailor would hold on to the line and pretend to "heave" the lead so would be guilty of "swinging the lead" !!

The Salt Cod Trade

Roedd longau Porthmadog a'r dynion lleol yn gyfarwydd gyda'r "outports" ynysig Newfoundland a Labrador lle llwythwyd penfreision hallt a'u cymryd i borthladdoedd yn y Môr Canoldir.

Y Fasnach Penfras Hallt

Porthmadog ships and the local men who manned them were familiar with the remote "outports" of Newfoundland and Labrador where they loaded salted cod to take to ports in the Mediterranean.



AMGUEDDFA'R MÔR PORTHMADOG MARITIME MUSEUM



Mae'r amgueddfa yn ymddiriedolaeth elusennol ac mae angen cyfeillion, noddwyr, gwirfoddolwyr a chynorthwyyr mewn rolau chefnogaeth er mwyn sicrhau'r dyfodol

Eich Hanes, Treftadaeth a Thraddodiad!

The museum is a charitable trust and need friends, sponsors, supporters, volunteers and helpers in support roles to ensure the future

Your History, Heritage and Tradition!



Call in at any time when we are open during the season or if you see the door open during the winter.

Phone the secretary 07866633927