

PORTHMADOG



Maritime Museum Amgueddfa'r Môr



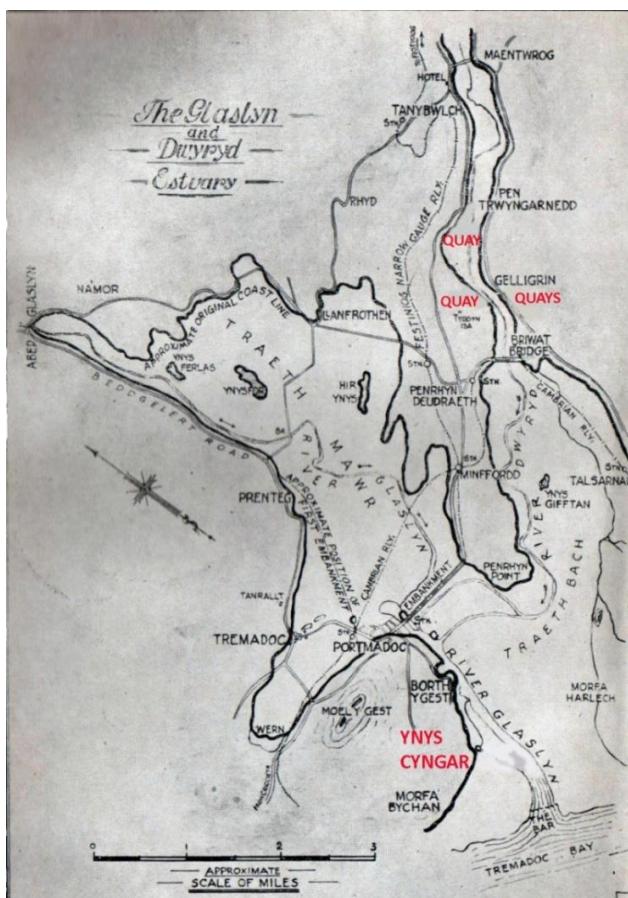
Notes for Teachers – Nodiadau i Athrawon

On entering the museum turn right. Start the visit in the first bay on the left.

Wrth fynd i mewn i'r amgueddfa trowch i'r dde. Dechreuwrch yr ymweliad yn y bae cyntaf ar y chwith.

Before the construction of the embankment (Cob) the sea went inland as far as Aberglaslyn. – **See Map.** Slates were brought down from the quarries in the hills by horses and carts to the quays on the river Dwyryd. Here they were loaded onto barges that took them down to Ynys Cyngar where they were transferred to ships and taken all over the world.

Cyn adeiladu'r morglawdd (Y Cob) roedd y môr yn ymestyn cyn belled ag Aberglaslyn – **Gweler Map.** Daethpwyd â llechi i lawr o'r chwareli yn y bryniau gan geffylau a throliau i'r ceiau ar yr afon Dwyryd. Yma arferid eu llwytho ar fadau er mwyn eu cludo i Ynys Cyngar lle cawsant eu trosglwyddo i longau a'u danfon i bob cwr o'r byd.



The founding of Porthmadog – Sefydlu Porthmadog

Porthmadog did not exist before William Madocks, in 1811, built a sea wall, the Cob, to reclaim a large proportion of Traeth Mawr from the sea for agricultural use. The diversion of the Glaslyn river caused it to scour out a new natural harbour and the first wharves were built in 1825.

The rapidly expanding cities of England and northern Europe needed high quality roofing slate, which was transported from the quarries to the new port by tramway. The Ffestiniog Railway opened in 1836, followed by other tramways.

Cyn i William Madocks adeiladu'r Cob ym 1811 i ennill tir amaethyddol wrth sychu'r Traeth Mawr nid oedd Porthmadog yn bodoli. Wrth i'r afon Glaslyn wyrō crëwyd harbwr naturiol ac adeiladwyd y glanfeydd cyntaf ym 1825.

Roedd angen llechi to o'r ansawdd gorau ar ddinasoedd Lloegr a gogledd Ewrop, a oedd yn ehangu'n gyflym. Cludid y llechi o'r chwareli i lawr i'r porthladd newydd ar dramffyrdd. Cafodd Rheilffordd Ffestiniog ei hadeiladu ym 1836, gydag eraill yn dilyn.

Ships, shipbuilding and associated trades - Llongau , adeiladu llongau a chrefftau cysylltiedig

Shipbuilding was a major industry with nearly three hundred vessels built at Porthmadog and Borth-y-gest including, latterly, the famous Western Ocean Yachts.

Roedd adeiladu a chynnal llongau yn ddiwydiant pwysig ac adeiladwyd tri chant o longau ym Mhorthmadog a Borth-y-gest yn cynnwys, yn fwy diweddar, y sgwneri "Western Ocean Yachts" enwog.

There are several ship models on display – Mae nifer o fodelau llong yn cael eu harddangos

Names of types of rig and sails - Enwau mathau o rig a hwyliau



The large model of the "M A James" can be used to show the different parts of a typical "Western Ocean Yacht" – the galley on deck/where the sailors lived etc.

Gellir defnyddio model yr "M A James" i ddangos gwahanol rannau "Western Ocean Yacht" - y gali ar y dec/lle'r oedd y morwyr yn byw ac yn y blaen.

Sailmakers – Blockmakers – Ropemakers – Riggers – Shipsmiths and Foundries

On display are various tools, items and artefacts that illustrate these trades. The labels describe all these and the techniques used by these tradesmen.

Gwneuthurwyr Hwyliau – Rhaffau – Blociau - Gofaint Llongau a Ffowndriau

Yn cael eu harddangos mae offer, eitemau ac artefactau amrywiol sy'n dangos y crefftaw hyn. Mae'r labeli'n disgrifio'r rhain i gyd a'r technegau a ddefnyddid gan y crefftwyr.

Sailors' crafts – Souvenirs and Memorabilia

The two display cabinets in the central aisle contain many items of interest.

Crefftau Morwyr - Cofroddion a Memorabilia

Mae'r ddua gwprdd arddangos yn yr eil ganolog yn cynnwys sawl eitem ddifyr.



There is a special area with activities for children.

Morse Code, knots, signal flags etc.
How pulleys help the sailors.
Pirates.

Mae yma lecyn arbennig gyda gweithgareddau i blant.

Côd Morse, cylmau, baneri signal ac ati.
Sut mae pwliau yn helpu'r morwyr.
Môr-ladron.

Cargoes and ports visited

In addition to carrying slates to ports all around Britain and Europe the local ships developed specialised trade routes.

Examples:

1. Slates to Hamburg in Germany – general cargo or coal to Gibraltar or Cadiz – Salt from Cadiz to Newfoundland – salted cod from Newfoundland to Mediterranean ports – general cargoes or in ballast back to Northern Europe – coal, potatoes etc back to Porthmadog.
2. Coal from Cardiff or Newcastle to South America then phosphate rock (for fertiliser) back to North Europe.

These voyages could take as long as ten months.

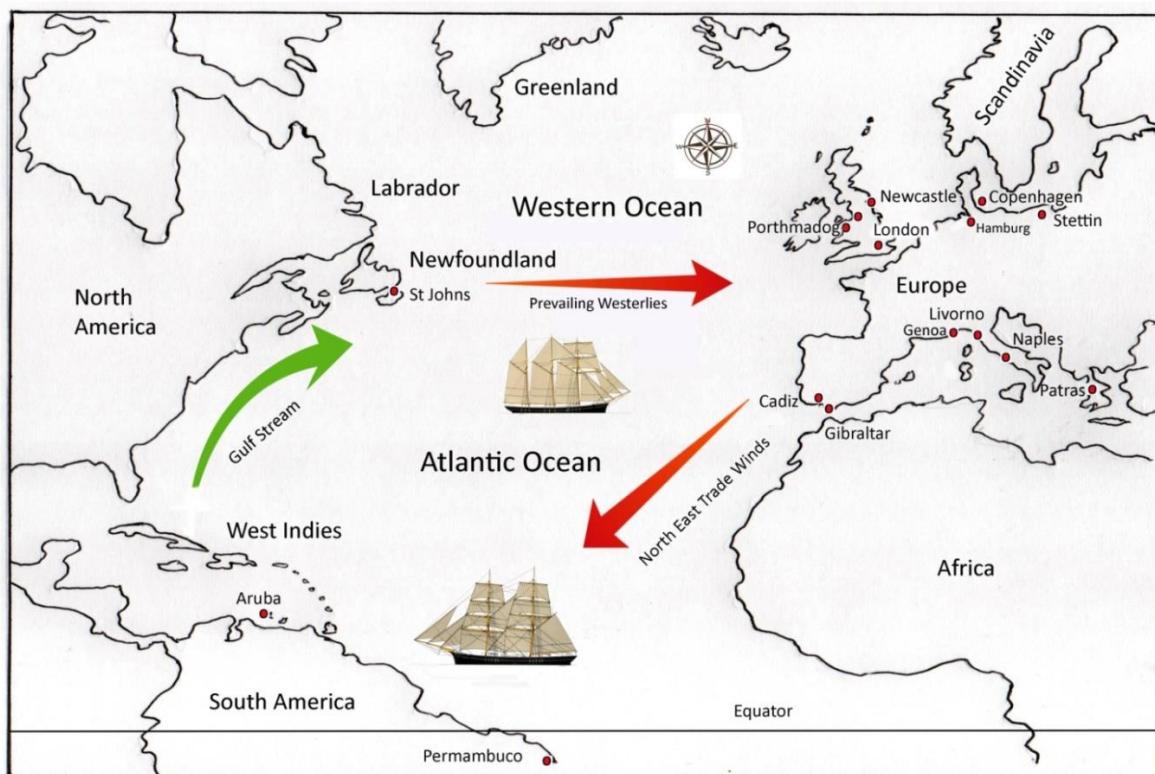
Cargo a phorthladdoedd yr ymwelwyd â hwy

Yn ogystal â chludo llechi i borthladdoedd ledled Prydain ac Ewrop datblygodd y llongau lleol lwybrau masnach arbenigol.

Enghreifftiau:

1. Llechi i Hambro yn yr Almaen - cargo cyffredinol neu lo i Gibraltar neu Gadiz - Halen o Gadiz i'r Tir Newydd - penfras hallt o'r Tir Newydd i borthladdoedd Môr y Canoldir - cargo cyffredinol neu mewn balast yn ôl i Ogled Ewrop - glo, tatws ac ati yn ôl i Borthmadog.
2. Glo o Gaerdydd neu Newcastle i Dde America, yna craig ffosffad (ar gyfer gwraith) yn ôl i Ogled Ewrop.

Gallai'r mordeithiau hyn barhau cyhyd â deg mis.



On this side of the Museum several paintings of locally built ships are displayed.

Ar yr ochr hon o'r Amgueddfa mae nifer o beintiadau o longau a adeiladwyd yn lleol yn cael eu harddangos.

There is a Media Centre with a large screen TV where slideshows and talks can be presented. Seating for 15 – 20 persons.

Mae yma Ganolfan Gyfryngau gyda theledu sgrin mawr lle gellir cyflwyno sioeau sleidiau a sgyrsiau. Seddi ar gyfer 15 - 20 o bobl.

The eastern side of the Museum (to the left as you enter) has recently been upgraded. Here are displays that give further information about the local ships and the seafarers, but also what happened beyond 1914 when the last ship was built and the slate trade declined.

Mae ochr ddwyreiniol yr Amgueddfa (ar y chwith wrth i chi fynd i mewn) wedi'i huwchraddio'n ddiweddar. Yma mae arddangosfeydd sy'n rhoi gwybodaeth bellach am y llongau a'r morwyr lleol, ond hefyd yr hyn a ddigwyddodd ar ôl 1914 pan adeiladwyd y llong olaf a dirywiodd y fasnach lechi.

Deep Sea Sail

In addition to the wooden schooners and brigs built at Porthmadog several large iron and steel square rigged ships were owned locally. Most were commanded by men from the district and many sailors moved between the smaller vessels and the big deep-sea ships.

Examples are:

The “Beeswing” owned by Prichard Bros of Porthmadog and the “Cambrian Prince” owned by Captain Thomas Williams of Criccieth.

Comparison:

The wooden Porthmadog ships had a crew of 5-7 men and could carry about 250 tons whereas the big steel square rigged ships had a crew of 20-30 men and could carry up to 2,500 tons. The latter were far too big to enter the port.

Trade Routes:

UK /Europe to Australia, West Coast of South America and the USA.

Cargoes:

Coal, steel products, manufactured goods etc. Return with wool, grain, guano (fertiliser), timber.

These voyages could take as long as two years

Hwylia Ar Led

Yn ychwanegol i'r sgwneri a'r brigau pren a adeiladwyd ym Mhorthmadog roedd bobl leol hefyd yn berchen ar nifer o longau haearn a dur mawr hwyliau sgwâr. Dynion o'r ardal oedd capteiniaid y rhan fwyaf ohonynt ac roedd llawer o forwyr yn symud rhwng y llongau llai a'r llongau mawr fyddai'n hwylia "ar led".

Ymysg yr enghreifftiau mae:

Y “Beeswing”, eiddo'r Brodyr Prichard o Borthmadog a'r "Cambrian Prince ", eiddo Capten Thomas Williams o Gracieth.

Cymhariaeth:

Roedd gan longau pren Porthmadog griw o 5-7 o ddynion a gallent gludo tua 250 o dunelli tra'r oedd gan y llongau hwyliau sgwâr dur mawr griw o 20-30 o ddynion a gallent gludo hyd at 2,500 tunnell. Roedd y rhain yn llawer rhy fawr i ddod i mewn i'r porthladd .

Llwybrau Masnach:

DU/Ewrop i Awstralia , Arfordir Gorllewinol De America a'r Unol Daleithiau .

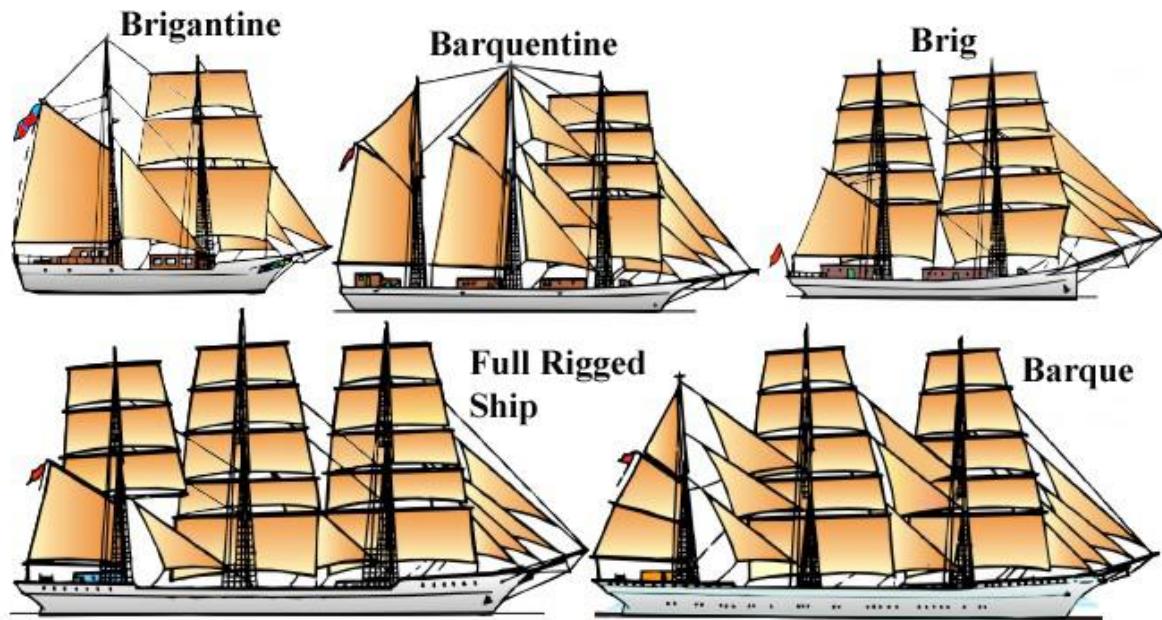
Llwythau :

Glo, cynhyrchion dur , nwyddau wedi eu cynhyrchu ac ati. Dychwelyd gyda gwlan, grawn, gwano (baw adar), pren.

Gallai'r mordeithiau barhau cyhyd â dwy flynedd

Deep Sea Sailing Ships – Llongau Hwylio ar Led

Square Rig



Barque “Gwytheyrn Castle” owned by R Thomas & Co of Criccieth
Y “Gwytheyrn Castle”, eiddo R Thomas a'r Cwmni o Gracieth

Recreation of a small sailing ship's galley

This is what the galley (kitchen) looked like, with examples of what the sailors ate.



Ail-grëad gali llong hwylion fychan

Dyma fel yr edrychmai gali (cegin) ynghyd ag enghreifftiau o fwyd y morwyr.



Ship's biscuits – Bisgedi llong

Two cabinets containing navigation equipment

Sextants, quadrants, compasses, charts, almanacs etc

Dau gwpwrdd sy'n cynnwys offer llywio

Secstant , cwadrant, cwmpawdau, siartiau almanaciau, ac ati

The War at Sea

Scrolls, medals and plaques commemorating the men from the district lost at sea during both World Wars. Photos of ships lost and newspaper clippings relating to life at sea and ashore at these times.

Rhyfel ar y Môr

Sgroliau , medalau a phlaciau yn coffáu gwyr o'r ardal a gollwyd ar y môr yn ystod y ddaug Ryfel Byd. Lluniau o longau a gollwyd ac erthyglau papur newydd yn ymwneud â bywyd ar y môr ac ar y lan bryd hynny.

Slates to the Sea

A display that illustrates the strong connection with the quarries around Blaenau Ffestiniog linked by the narrow gauge railway.

Llechi i'r Môr

Arddangosfa sy'n amlygu'r cysylltiad cryf â'r chwareli o amgylch Blaenau Ffestiniog o ganlyniad i'r rheilffordd gul.

Florence Cooke

Cookes Explosives Co had a factory at Penrhyn Deudraeth and owned a little steam ship, the "Florence Cooke". This was the last ship to trade regularly to Porthmadog. Her last visit was 1960.

Florence Cooke

Roedd gan gwmni ffwrwydron Cookes ffatri ym Mhenrhyn Deudraeth a llong fach stêm, y "Florence Cooke". Dyma'r llong olaf i fasnachu'n rheolaidd â Phorthmadog. Daeth ar ei hymweliad olaf ym 1960.

Ballast Island - Ballast Quay

Because exports from Porthmadog exceeded imports many ships arrived at the port in ballast. In 1862 when the “Rotten Tare” (where South Snowdon Wharf is today), the original dumping ground for ballast, was levelled at 18 feet above low water, a new site had to be found and a sandy site east of the Glaslyn was utilised. An island gradually developed here.

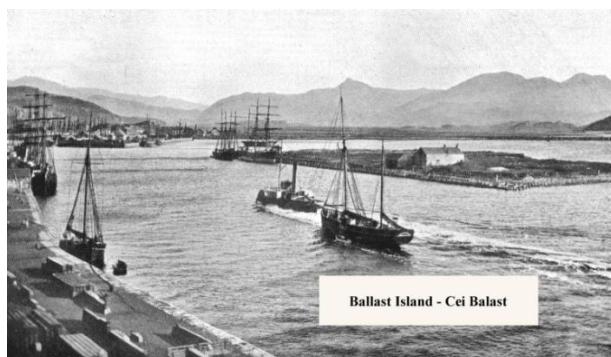


Examples of rocks found on ballast island –

Engrheiftiau o gerrig o'r ynys balast

Ynys Balast – Cei Balast

Gan fod yr allforion o Borthmadog yn llawer mwy na'r mewnforion dychwelai llawer o longau Porthmadog yn llawn balast. Ym 1862, pan lefelwyd y “Rotten Tare”, y man arllwys gwreiddiol ar gyfer balast, 18 troedfedd uwchben dŵr isel, rhaid oedd chwilio am safle newydd, a defnyddiwyd safle tywodlyd i'r dwyrain o'r afon Glaslyn. Yn raddol tyfodd ynys yno.



Specialist Heavy Loads

The building of the nuclear power station twelve miles from Porthmadog up in the hills of Snowdonia at Trawsfynydd gave rise to an interesting problem – how to get the pieces of heavy equipment and machinery to this remote site. A crane was erected on the quayside in 1960 and the heavy lifts brought in by ship over the next two to three years.

In 1987 a large transformer, destined for the Ffestiniog Power Station, was brought in by a barge towed by two tugs.

Llwythi Trymion Arbenigol

Wrth adeiladu atomfa yn Nhrawsfynydd yng nghanol ucheldir Eryri, 12 milltir o dref Porthmadog, fe gododd anhawster diddorol - sut i symud offer a pheiriannau trymion i safle mor anghysbell. Adeiladwyd craen ar Bencei ym 1960, a daethpwyd â'r llwythi trymion i mewn yn ystod y ddwy i dair blynedd canlynol.

Ym 1987 cafodd newidydd enfawr ar gyfer Pwerdy Ffestiniog ei gludo i'r harbwr gan fad a dau dynfad.

Miscellany Display

Steamship companies that local men sailed with - The Merchant Navy today – Wreck and rescue

Arddangosfa Amrywiol

Cwmniâu agerlong yr hwylodd dynion lleol â hwy - Y Llynges Fasnachol heddiw - Llongddrylliad ac achub