Amgueddfa'r Môr PORTHMADOG Maritime Museum

Cylchlythyr - News Letter

HAF - 2021 - SUMMER

AMGUEDDFA ACHREDEDIG
ACCREDITED MUSEUM

The Queen's Award for Voluntary Service
The MBE for volunteer groups
Gwobr y Frenhines am Wasanaeth Gwirfoddol
Gyfwerth â grŵp MBE

Cymru Wales
Atyniad Sicrwydd Ansawdd Ymwelwyr
Quality Assured Visitor Attraction

Roedd 2020 yn flwyddyn anodd iawn gyda phandemig Coronavirus / Covid-19. Effeithiodd hyn ar y byd i gyd a bywydau miliynau o bobl.

Ym mis Mawrth fe orchmynnodd y llywodraeth " i gloi " felly gohiriwyd ein hailagor arfaethedig adeg y Pasg a dilynwyd rheoliadau'r Llywodraeth.

Dechreuodd y rhaglen frechu yng ngwanwyn 2021 ac ar Fai 17eg, lleddfwyd y cyfyngiadau ond penderfynwyd bwrw ymlaen yn ofalus. Yn lle system archebu, byddai nifer yr oedolion a ganiateir y tu mewn yn gyfyngedig ac ar Fai'r 28ain ailagorodd yr amgueddfa ar gyfer tymor 2021.

The year 2020 was a very difficult year with the Coronavirus/Covid-19 pandemic. This affected the whole world and the lives of millions of people.

In March the government ordered a "lockdown" so our planned reopening at Easter was postponed and Government regulations were followed.

The vaccination program started in the spring of 2021 and on May 17th restrictions were eased but it was decided to proceed with caution. Instead of a booking system, the number of adults allowed inside would be restricted and on May The 28th the museum re-opened for the 2021 season.



Ar y 7fed o Awst dileodd Llywodraeth Cymru y rhan fwyaf o'r rheoliadau ond penderfynodd yr amgueddfa, o ystyried lles y gwirfoddolwyr, barhau i fod yn ofalus.

On the 7th of August the Welsh Government removed most of the regulations but the museum decided, in consideration of the welfare of the volunteers, to continue to be cautious.

Tirwedd Llechi Cymru yw'r lleoliad diweddaraf i ddod yn Safle Treftadaeth y Byd UNESCO

Welsh Slate landscape becomes newest UNESCO World Heritage Site



Cyngor Gwynedd : 28/07/2021

Tirwedd Llechi Gogledd-orllewin Cymru yw'r lleoliad diweddaraf yn y DU i ddod yn Safle Treftadaeth y Byd UNESCO, ar ôl derbyn yr anrhydedd heddiw, yn sesiwn rhif 44 Pwyllgor Treftadaeth y Byd.

Y dirwedd yw'r 33ain safle o Safleoedd Treftadaeth y Byd UNESCO yn y DU, a'r pedwerydd yng Nghymru, gan ddilyn Traphont Ddŵr Pontcysyllte, Tirwedd Ddiwydiannol Blaenafon a Chestyll a Muriau Trefi Edward I yng Ngwynedd.

Roedd Tirwedd Llechi Gogledd Orllewin Cymru, sy'n ymestyn drwy sir Gwynedd, ar flaen y gad o ran cynhyrchu ac allforio llechi yn ystod y bedwaredd ganrif ar bymtheg. Mae llechi wedi cael eu cloddio yn yr ardal am dros 1,800 o flynyddoedd ac wedi cael eu defnyddio i adeiladu rhannau o gaer Rufeinig Segontiwm yng Nghaernarfon a chastell Edward I yng Nghonwy. Fodd bynnag, dim ond yn ystod y Chwyldro Diwydiannol y gwelwyd cynnydd yn y galw wrth i ddinasoedd ledled y byd ddatblygu, gyda llechi o chwareli Gwynedd yn cael eu defnyddio'n eang ar doeau cartrefi gweithwyr, adeiladau cyhoeddus, mannau o addoliad a ffatrïoedd.

Erbyn y 1890au, roedd y diwydiant llechi yng Nghymru yn cyflogi oddeutu 17,000 o weithwyr ac yn cynhyrchu bron i 500,000 tunnell o lechi y flwyddyn, oddeutu traean o'r holl lechi toi a ddefnyddiwyd yn y byd ar ddiwedd y bedwaredd ganrif ar bymtheg. Cafodd y diwydiant effaith enfawr ar bensaernïaeth fyd-eang, gyda llechi o Gymru yn cael eu defnyddio ar nifer o adeiladau, terasau a phalasau ar draws y byd, gan gynnwys Neuadd San Steffan yn Nhŷ'r Senedd yn Llundain, yr Adeilad Arddangos Brenhinol, Melbourne, Awstralia a Neuadd y Ddinas Copenhagen, Denmarc. Yn 1830, roedd hanner yr adeiladau yn Efrog Newydd wedi'u toi â llechi o Gymru.

Gwynedd Council : 28/07/2021

The Slate Landscape of Northwest Wales has become the UK's newest UNESCO World Heritage Site, having been granted the accolade today, at the 44th session of the World Heritage Committee.

The landscape has become the UK's 33rd UNESCO World Heritage Site and is the 4th in Wales, following the Pontcysyllte Aqueduct, Blaenavon Industrial Landscape and the Castles and Town Walls of King Edward in Gwynedd.

The Slate Landscape of Northwest Wales, which runs through Gwynedd, became the world leader for the production and export of slate in the 1800s. Slate has been quarried in the area for over 1,800 years and had been used to build parts of the Roman fort in Segontium in Caernarfon and Edward I's castle in Conwy, however it wasn't until the industrial revolution that demand surged as cities across the world expanded with slate from the mines at Gwynedd being widely used to roof workers' homes, public buildings, places of worship and factories.

By the 1890s the Welsh slate industry employed approximately 17,000 workers and produced almost 500,000 tonnes of slate a year, around a third of all roofing slate used in the world in the late 19th century. The industry had a huge impact on global architecture with Welsh slate used on a number of buildings, terraces and palaces across the globe including Westminster Hall in London's Houses of Parliament, the Royal Exhibition Building, Melbourne, Australia and Copenhagen City Hall, Denmark. In 1830, half the buildings in New York had roofs made of Welsh slate.

Centuries of mining in the area transformed the landscape on a monumental scale with the inscription reflecting the important role this region played in 'roofing the 19th century world'.

Yr Agwedd Forwrol

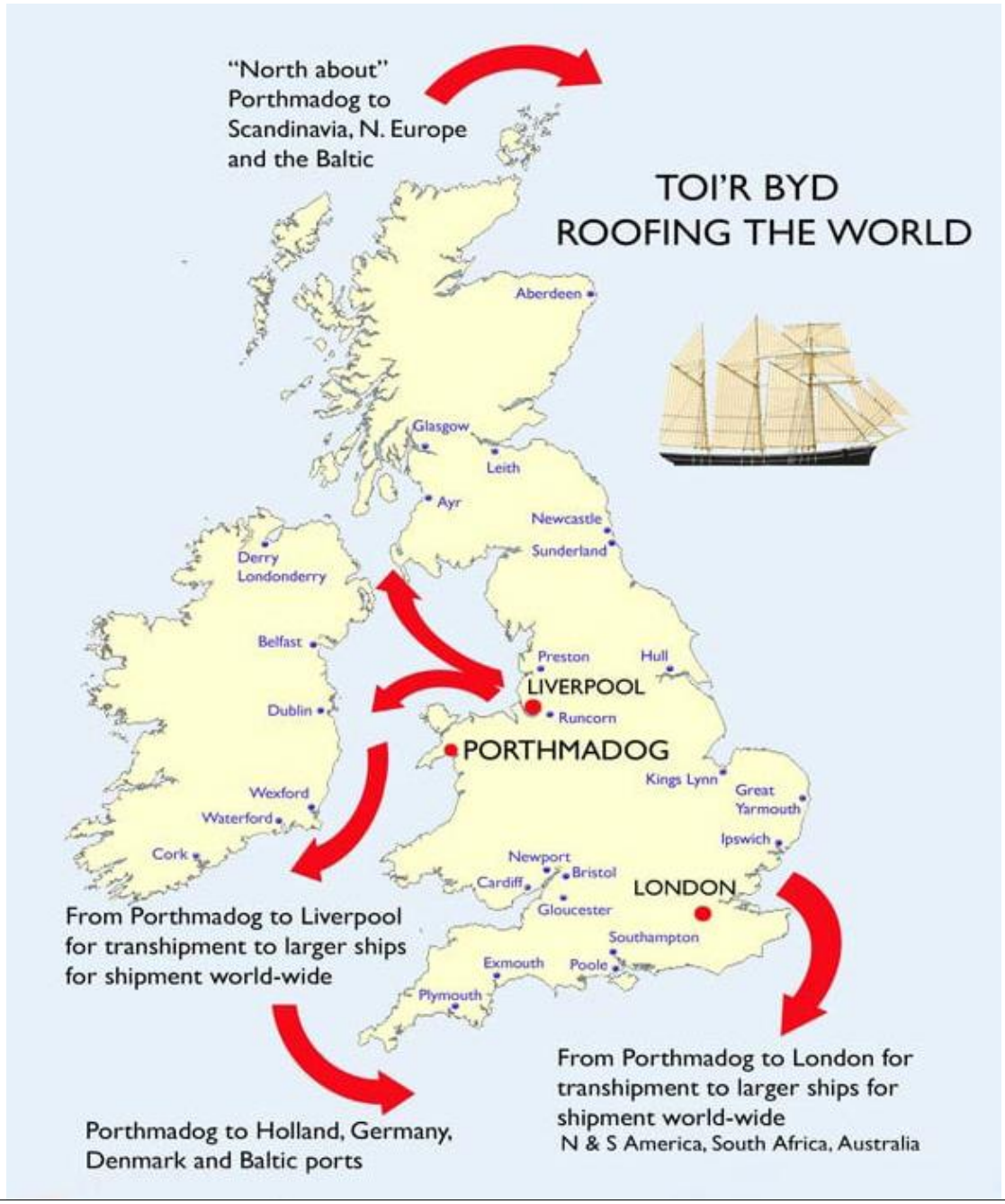
Daethpwyd â'r llechi i lawr o'r chwareli yn y bryniau gan reilffyrdd cledrau cul i'r arfordir a'u llwytho ar longau hwylio bach yn Felinheli, Porth Penrhyn, Caernarfon a Porthmadog. Aethpwyd â'r llechi i borthladdoedd o amgylch Prydain, Gogledd Ewrop a'r Baltig. Aed â miloedd o dunelli i Lundain a Lerpwl i'w trosglwyddo i longau mwy a'u cludo i bob cornel o'r byd.

Yn yr Amgueddfa mae gennym adran sy'n ymroddedig i gludo, llwytho ac allforio llechi. Byddwn yn ychwanegu at hyn i wneud ein hymwelwyr yn ymwybodol o bwysigrwydd yr agwedd forwrol.

The Maritime Aspect

The slates were brought down from the quarries in the hills by narrow gauge railways to the coast and loaded on to small sailing ships at Felinheli, Port Penrhyn, Caernarfon and Porthmadog. From here the slates were taken to ports all around the British Isles, Northern Europe and the Baltic. Thousands of tons were taken to London and Liverpool for transfer to larger ships and carried to all corners of the world.

At the Museum we have a section dedicated to the transport, loading and export of slates. We will be augmenting this to make our visitors aware of the importance of the maritime aspect.



Arteffactau newydd yn yr Amgueddfa

PLAC CAPEL EBENESER, STRYD WESLA Porthmadog.
Pan ddaeth cyfnod Capel Ebeneser y Port i ben symudodd yr aelodau i 'r Capel Newydd, ar safle'r ysgoldy, i addoli ar ddydd Sul Mai 5ed 1985. Parhaodd y trefniadau hynny am rai blynyddoedd ond yn 2015 daeth yr achos i ben a rhaid oedd clirio yr adeilad cyn ei roi ar werth.Ymysg y celfi yr oedd plac pres mewn ffrâm bren. Yr oedd y plac mewn cyflwr pur ddifrifol pan achubwyd ef ond rhaid cofio ei fod rhwng 140 a 150 mlwydd oed.

Adnewyddwyd y plac gan Peredur Hughes a Martin Pritchard a'i gyflwyno i'r amgueddfa gan Aled a Helen Ellis.



Cist Fôr Fach

Mae teulu o Llandudno wedi rhoi cist fôr fach a dogfennau a basiwyd i lawr oddi wrth eu Taid Lewis Humphreys o Borth y Gest. Mae dogfennau hynafiad arall yn cofnodi iddo hwylio ar y sgwneri Porthmadog ROSIE ac M.A. JAMES.

New Artefacts at the Museum

PLAQUE from Ebenezer Chapel, WESLA STREET Porthmadog.



When the period of Ebenezer Chapel in Port came to an end, members moved to Capel Newydd, on the schoolhouse site, to worship, on Sunday May 5th 1985. Those arrangements continued for some years but in 2015 the cause came to an end and the building had to be cleared before putting it up for sale. Among the fittings was a brass plaque in a wooden frame. The plaque was in a very poor condition when it was rescued but it must be remembered that it was between 140 and 150 years old. The plaque was renovated by Peredur Hughes and Martin Pritchard and presented to the museum by Aled and Helen Ellis.
The heading translates as "Remember the Missionaries and Sailors"

Small Sea Chest

A family from Llandudno have donated a small sea chest and documents that were passed down from their Grandfather Lewis Humphreys of Borth y Gest. A Discharge book from another ancestor records that he sailed on the Porthmadog schooners ROSIE and M.A. JAMES.



Yr EVELYN yn hwylio eto

Yn ddiweddar lansiwyd llong ym Mhorthmadog; nid un maint llawn, yr un olaf oedd y GESTIANA ym 1913, ond model gwych. Am nifer o flynyddoedd roedd model a wnaed gan Jackie Couture wedi hwylio'n falch uwchben y fynedfa i dafarn y "Llong" yn Lombard Street ond ar ôl goroesi llawer o stormydd, dirywiodd ac roedd angen ei newid. Ymgymerwyd â'r prosiect gan y crefftwr lleol Carwyn Jones. Penderfynwyd y byddai'r brig EVELYN yn gynrychiolydd addas o'r bron i dri chant o longau a adeiladwyd ym Mhorthmadog a Borth y Gest. Adeiladwyd y brig EVELYN ym 1877 gan Daniel Evans a hwyliodd am dros ddeng mlynedd ar hugain o dan y Capten Hugh Roberts. Roedd hi'n boblogaidd gyda morwyr lleol gan ei bod hi'n gyffyrddus ac roedd y bwyd bob amser yn dda ac yn doreithiog. Am y rhesymau hyn roedd hi'n cael ei hadnabod fel "Y llong pwdin". Aeth ei mordeithiau â hi ar hyd a lled Gogledd yr Iwerydd, y Caribî a De America, hyd yn oed cyn belled â'r Wladfa ym Mhatagonia. Daeth ei diwedd ym mis Mai 1914 pan ar fordaith o Newfoundland i Glasgow mewn storm aruthrol. Er gwaethaf sawl diwrnod ar y pympiau dechreuodd suddo a chafodd y criw eu hachub gan stemar oedd yn mynd heibio.

Mae Carwyn wedi adeiladu model hardd sydd wedi'i adeiladu'n gadarn i wrthsefyll blynyddoedd lawer o wynt a glaw.



Ffotograffau gan Martin Pritchard

The EVELYN sails again



Recently a ship was launched at Porthmadog; not a full sized one, the last one was the GESTIANA in 1913, but a fine model. For many years a model made by Jackie Couture had sailed proudly above the entrance to the "Ship " public house in Lombard Street but after surviving many storms it deteriorated and needed replacing. The job was taken on by local craftsman Carwyn Jones. It was decided that the brig EVELYN would be a suitable representative of the almost three hundred ships built at Porthmadog and Borth y Gest. The brig EVELYN was built in 1877 by Daniel Evans and sailed for over thirty years under the command of Captain Hugh Roberts. She was popular with local seamen as she was comfortable and the food was always good and plentiful. For these reasons she was known as "Y llong pwdin" (the pudding ship). Her voyages took her all over the North Atlantic, Caribbean and South America, even as far as the Welsh Colony in Patagonia. Her end came in May 1914 when on passage from Newfoundland to Glasgow she encountered a tremendous storm. Despite several days of manning the pumps she started sinking and the crew were rescued by a passing steamer.

Carwyn has built a beautiful model which is sturdily built to withstand many years of wind and rain.

Photos by Martin Pritchard



Rhai Llongau adnabyddus Porthmadog - Some well known Porthmadog Ships



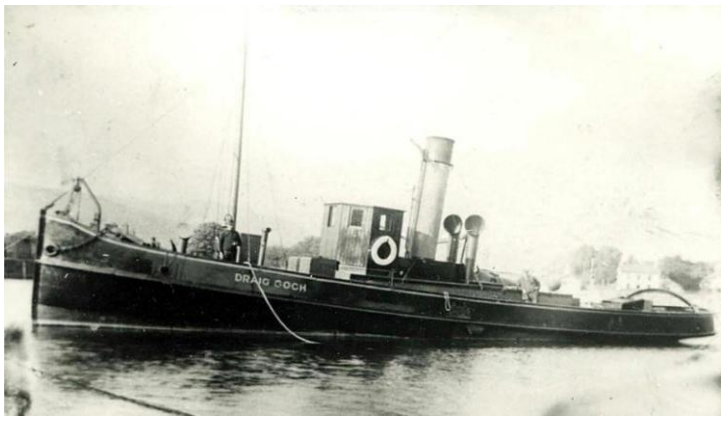
Y Tynfad Olaf ym Mhorthmadog

Y DDRAIG GOCH oedd y tynfad olaf ym Mhorthmadog. Fe'i hadeiladwyd yn yr Alban gan P.McGegor a'i feibion ym 1913. Roedd ganddi hyd o 69, 'roedd yn 43 tunnell ac roedd ei pheiriant stêm yn 28 marchnerth yn gyrru propelor sgriw yn wahanol i'r tynfadau blaenorol a yrrwyd gan badlo.
Ar ôl tair blynedd yn unig yn y porthladd cafodd ei siartio gan y llywodraeth a chafodd ei defnyddio ar yr afon Seine yn Rouen yn ystod y Rhyfel Byd Cyntaf, gan ddychwelyd i Borthmadog ym 1919. Ym 1924 roedd allforio gan longau wedi arafu a chafodd ei gwerthu i W.Bate cyf o Lerpwl a gweithio ar Gamlas Llongau Merswy a Manceinion. Ym 1937 fe'i gwerthwyd i James A. White cyf, sgrapiwr llongau yng Ngogledd Queensferry ar yr Aber Forth. Roedd hi wedi ei lleoli yma tan 1953 pan gafodd ei sgrapio.

Daeth y gloch i feddiant Jack Latham, un o gyfarwyddwyr W.Bate cyf ac fe'i pasiodd i lawr i'w nith. Fe'i cyflwynwyd i Amgueddfa'r Môr Porthmadog yn ystod yr agoriad swyddogol ar 25 Mai 2013.



The Last Tugboat at Porthmadog



The DRAIG GOCH was the last tugboat based at Porthmadog. She was built in Scotland by P.McGegor and Sons in 1913. She had a length of 69,' was 43 gross tons and her steam engine was 28 horsepower driving a screw propeller unlike the previous tugs which were paddle driven.

After only three years at the port she was chartered by the government and was used on the river Seine at Rouen during WWI, returning to Porthmadog in 1919. In 1924 shipping had slowed down and she was sold to W.Bate & Co of Liverpool and worked on the Mersey and Manchester Ship Canal. In 1937 she was sold to James A. White and co, ship breakers at North Queensferry on the Firth of Forth. She was based here until 1953 when she was scrapped.

The bell came into the possession of Jack Latham, one of the directors of W.Bate & Co and it was passed down to his niece. It was presented to the Porthmadog Maritime Museum at the official opening on 25th May 2013.

Ysgrifennydd / Secretary
https://portmm.org/
contact@portmm.org

Visit us on Facebook
https://www.facebook.com/AmgueddfaPort/