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## Dublin Core

### Title

The Lusitania visits Fishguard | Y Lusitania yn ymweld ag Abergwaun

### Subject

Cunard Line

*Lusitania*

Fishguard

Abergwaun

### Creator

Joshua Cox

### Publisher

Ports, Past and Present Project

### Date

2023

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### Relation

<https://perma.cc/5ULR-8DST>

### Format

Curatescape story

## Language

English

Welsh

## Coverage

52.01915410170445, -4.974574833288973

# Curatescape Story Item Type Metadata

## Lede

The luxurious passenger liner and sister ship to the *Mauretania* gives Fishguard global credibility upon its first arrival to the port in 1909.

## Lede (Welsh)

Y llong deithio foethus oedd yn chwaer long i'r *Mauretania* yn rhoi hygredded byd-eang i Abergwaun wrth gyrraedd y porthladd am y tro cyntaf ym 1909.

## Story

In 1909, Fishguard became a port of call for the *Lusitania* on eastbound transatlantic crossings between Liverpool and New York. Not only had Fishguard brought the United Kingdom and the United States closer together, but it also demonstrated the 'magnificent position and the potentialities of Fishguard as a Transatlantic port', according to a 1909 newspaper article in *The Tenby Observer*.

The RMS *Lusitania* of the Cunard line was primarily built as a passenger ship to compete with German shipping lines during a lucrative time of transatlantic passenger trade. However, once completed in 1907, the *Lusitania* was the largest and fastest ship in the world. On 11 October 1907, the *Lusitania* won the 'Blue Riband' for the fastest Atlantic crossing, before being surpassed by her sister ship, the *Mauretania*, months later.

The *Lusitania* first arrived in Fishguard in the afternoon of Monday, 6 September 1909. A remarkable 1,000 bags of mails, 30 tons of baggage and approximately 200 passengers disembarked at Fishguard. Among the passengers was Sir Joseph Lawrence, a member of parliament for the Conservative Party between 1901 and 1906, who described the venture as a 'most enjoyable voyage'. According to *The Cardiff Times*, the efficiency of Fishguard's port workers were unrivalled with the full transfer taking place 'within 30 minutes.' The port was further praised highly by *The Tenby Observer*: 'everything and everybody at Fishguard struck the high-pitched note of activity and precision. Nothing was left to chance. That was obvious even in the smallest detail. The disembarking operations were carried out like clockwork – without fuss or delay.'

The interior of the *Lusitania* was arguably the most luxurious and comfortable in the world. Designed by James Millar of Scotland, the interior had a bright, open-spaced ambiance. The white plastered finish differed from the *Mauretania*'s dark, wood panelled interior. Despite being of top class, passengers of all classes were welcome aboard, as seen in Fishguard when 160 first-, 54 second-, and 10 third-class passengers disembarked.

Five years after the first landing in Fishguard, the *Lusitania* was the last transatlantic liner ever to call at the port on 14 September, 1914. Competition from other ports and continuous rising costs challenged Fishguard's future. Whilst it was hoped that transatlantic trade via Fishguard could be resumed after the war, it was not to be.

Despite warnings, the *Lusitania* set out on her last voyage on 1 May, 1915. During this time of the First World War, Germany had declared the North Atlantic Ocean a war zone and had

advised Americans not to sail on the *Lusitania* across it. On 7 May, the ship was torpedoed 11 miles off the Irish coast by a German U-boat. It took just 18 minutes for the *Lusitania* to sink, killing 1,198 passengers. The sinking caused great protest from the United States and set in motion a chain of reactions which may have influenced their decision to join the war.

### Story (Welsh)

Ym 1909, dechreuodd y *Lusitania* alw ym mhorthladd Abergwaun wrth groesi Môr Iwerydd tua'r dwyrain rhwng Lerpwl ac Efrog Newydd. Nid yn unig roedd Abergwaun wedi dod â'r Deyrnas Unedig a'r Unol Daleithiau yn nes at ei gilydd, ond yn ôl erthygl papur newydd ym 1909 yn *The Tenby Observer*, llwyddodd i ddangos hefyd fod y dref mewn safle gwych ac yn cynnig gwir botensial fel porthladd trawsatlantig.

Cafodd yr RMS *Lusitania* o eiddo cwmni Cunard ei hadeiladu'n bennaf fel llong deithio i gystadlu â llongau cwmnïau o'r Almaenig yn ystod cyfnod proffidiol o fasnach deithwyr dros Fôr Iwerydd. Ond, ar ôl cael ei chwblhau ym 1907, y *Lusitania* oedd y llong fwyaf a chyflymaf yn y byd. Ar 11 Hydref 1907, enillodd y *Lusitania* y 'Rhuban Glas' ar gyfer y croesiad cyflymaf ar draws yr Iwerydd, cyn cael ei churo gan ei chwaer long, y *Mauretania*, rai misoedd wedyn.

Cyrhaeddodd y *Lusitania* Abergwaun am y tro cyntaf brynhawn Llun, 6 Medi 1909. Cafodd cyfanswm hynod o 1,000 o fagiau post, 30 tunnell o fagiau a rhyw 200 o deithwyr eu codi oddi arni yn Abergwaun. Roedd y teithwyr yn cynnwys Syr Joseph Lawrence, aelod seneddol dros y Blaid Geidwadol rhwng 1901 a 1906, a ddisgrifiodd y fenter fel 'a most enjoyable voyage'. Yn ôl *The Cardiff Times*, doedd neb i gystadlu ag effeithlonrwydd gweithwyr porthladd Abergwaun a chafodd popeth ei drosglwyddo o fewn hanner awr. Cafodd y porthladd ei ganmol yn fawr eto gan *The Tenby Observer*: 'everything and everybody at Fishguard struck the high-pitched note of activity and precision. Nothing was left to chance. That was obvious even in the smallest detail. The disembarking operations were carried out like clockwork – without fuss or delay.'

Gellid dadlau mai'r tu mewn i'r *Lusitania* oedd y mwyaf moethus a chyfforddus yn y byd. Cafodd ei gynllunio gan James Millar o'r Alban, ac roedd y tu mewn i'r llong yn cynnig awyrgylch llachar, agored. Roedd y gorffeniad plastr gwyn yn wahanol i'r tu mewn tywyll, pren a oedd gan y *Mauretania*. Er bod y llongau o'r radd flaenaf, câi teithwyr o bob dosbarth eu croesawu, fel y gwelwyd yn Abergwaun pan ddaeth 160 o deithwyr dosbarth cyntaf, 54 o deithwyr ail ddosbarth a 10 o deithwyr trydydd dosbarth oddi arni.

Bum mlynedd ar ôl y glanio yn Abergwaun am y tro cyntaf, y *Lusitania* oedd y llong deithio drawsatlantig olaf erioed i alw yn y porthladd a hynny ar 14 Medi 1914. Creodd cystadleuaeth o borthladdoedd eraill a chostau cynyddol parhaus her i ddyfodol Abergwaun. Y gobaith oedd y gellid aildechrau'r fasnach drawsatlantig drwy Abergwaun ar ôl y rhyfel, ond nid felly y bu.

Er gwaethaf rhybuddion, cychwynnodd y *Lusitania* ar ei mordaith olaf ar 1 Mai 1915. Yn y cyfnod hwn yn y Rhyfel Byd Cyntaf, roedd yr Almaen wedi cyhoeddi bod gogledd Môr Iwerydd yn barth rhyfel ac wedi dweud wrth Americanaid am beidio â hwylio ar y *Lusitania* ar ei draws. Ar 7 Mai, cafodd y llong ei tharo gan dorpedo 11 milltir oddi ar arfordir Iwerddon gan long danfor o'r Almaen. Dim ond 18 munud a gymerodd i'r *Lusitania* suddo, gan ladd 1,198 o deithwyr. Achosodd yr ymosodiad brotest fawr yn yr Unol Daleithiau a dechrau cyfres o adweithiau a allai fod wedi dylanwadu ar eu penderfyniad i ymuno â'r rhyfel.

### Factoid

The *Lusitania* was able to travel at a speed of 25 knots (or 29mph) due to the 25 Scotch boilers and 4 triple blade propellers.

Gallai'r *Lusitania* deithio ar gyflymder o hyd at 25 not (neu 29mya) am fod ganddi 25 o fwyleri Sgotaidd a phedwar propelor â thri llafn yr un.

Amongst a lounge, reading and writing room, smoking room and veranda café, the first-class dining saloon was the grandest of the *Lusitania*'s public rooms.

O blith lolfa, ystafell darllen ac ysgrifennu, ystafell ysmygu a chaffi ar feranda, yr ystafell fwyta dosbarth cyntaf oedd y crandiaf o ystafelloedd cyhoeddus y *Lusitania*.

Measuring 787 feet long and 60 feet high, the 9-decked *Lusitania* was easily the largest ship in the world at the time.

A hithau'n 787 troedfedd o hyd a 60 troedfedd o uchder, a chanddi 9 dec, y *Lusitania* oedd y llong fwyaf o dipyn yn y byd ar y pryd.

### **Related Resources**

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'Ocean Liner'. 1998; 2016. *Britannica*. <https://www.britannica.com/technology/ocean-liner>

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### **Official Website**