

O BENRHYN I BENRHYN FROM CAPE TO CAPE

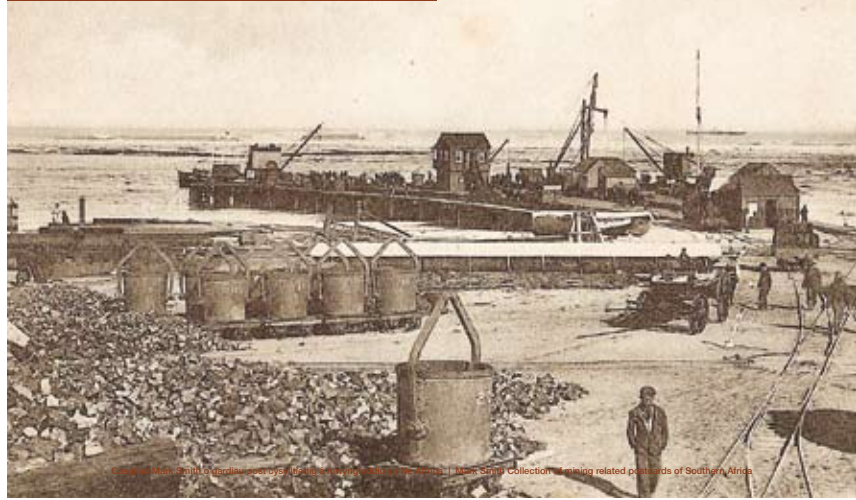
Llong gopr *Delta* a adeiladwyd ym 1866 yng Nghaerdydd a'i chofrestru yn Abertawe
Copper barque *Delta*, built 1865 in Cardiff and registered in Swansea



Amgueddfa Cymru-National Museum Wales

Port Nolloth Jetty, Showing Method of Loading Copper Ore.

Mwyn copr yn cael ei lwytho yn Port Nolloth, De Affrica
Copper ore being loaded at Port Nolloth, South Africa



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O'r 1820au dechreuodd diwydianwyr edrych dramor am ffynonellau newydd o fwyn copr. Roedd llongau mwy yn teithio ymhellach wrth i'r fasnach gopr droi'n fyd-eang.

Adeiladodd y teulu Richardson o Abertawe longau derw wedi'u hoelio â chopr fel y *Glamorgan*, *Tacna* a'r *Corsair* yn benodol ar gyfer y fasnach ag America Ladin. Valparaíso yn Chile oedd un o borthladdoedd allforio copr pwysicaf y byd.

Bu criwiau rhyngwladol y 'Llongau'r Horn' enwog yn wynebu peryglon y moroedd rhwng De America ac Abertawe i ddod â mwyn i Gymru. Byddai bywydau a chargoau'n aml yn cael eu colli yn sgil clefydau, damweiniau a thywydd gwael. Byddai hanes y digwyddiadau hyn yn ymddangos yn rheolaidd ym mhapurau Cymru fel *The Cambrian*.

Arweiniodd canfod copr yn Awstralia rhwng 1845 a 1860 at ehangu'r fasnach o amgylch y byd i gyd. Yn y 1850au cychwynnodd mwyngloddio masnachol yn Namaqualand, De Affrica. O'okiep oedd mwynglawdd pwysicaf y Cape Copper Company o Lansawel. Adeiladodd y cwmni reilffordd 93 milltir i gludo'r mwyn o'r mwynglawdd anghysbell i Port Nolloth; cyn hynny roedd yn cael ei gludo gan fulod.

From the 1820s industrialists looked abroad for new sources of copper ore. Larger ships travelled longer distances as the copper trade turned global.

The Swansea-based Richardson family built oak-timbered, copper-fastened ships such as the *Glamorgan*, *Tacna* and *Corsair* specifically for the trade with Latin America. Valparaíso in Chile was one of the world's most important copper-exporting ports.

The international crews of the famous 'Cape Horners' braved the seas between South America and Swansea to bring ore to Wales. Lives and cargoes were often lost to disease, accidents and bad weather. These were regularly reported in the Welsh papers such as *The Cambrian*.

Discoveries of Australian copper between 1845 and 1860 expanded the trade right around the world. In the 1850s commercial mining began in Namaqualand, South Africa. O'okiep was the most important mine of the Cape Copper Company of Briton Ferry. They constructed a 93-mile railway to carry the ore from the remote mine to Port Nolloth, previously done by 'mule train'.

Gwaith mwyndoddi a glanfa Cwmni Copr English and Australian (gynt y Patent Copper Company), Port Adelaide, De Awstralia, tua 1880.
Smelting works and wharf of the English and Australian Copper Co. (previously the Patent Copper Company), Port Adelaide, South Australia, about 1880



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"We are frozen and starving and must draw lots so that some may keep longer alive. We have drawn, the lot fell on my poor sister. I have offered myself and am taking her place. The horror of it all."

Roedd y *Queen*, brigantin o 1865, yn hwylio rhwng Abertawe, Newfoundland, Portiwgal a Lerpwl, yn cludo copr, glo a choed. Ar 12 Rhagfyr 1867 cafodd y llong ei dryllio ger Gull Island a gadawyd y morwyr ar yr ynys heb fwyd.

The *Queen*, a brigantine of 1865, voyaged between Swansea, Newfoundland, Portugal and Liverpool with copper, coal and timber. On 12 December 1867 she was wrecked off Gull Island and the crew marooned without food.

Cyfrannwyd gan Michael Williams / Contributed by Michael Williams