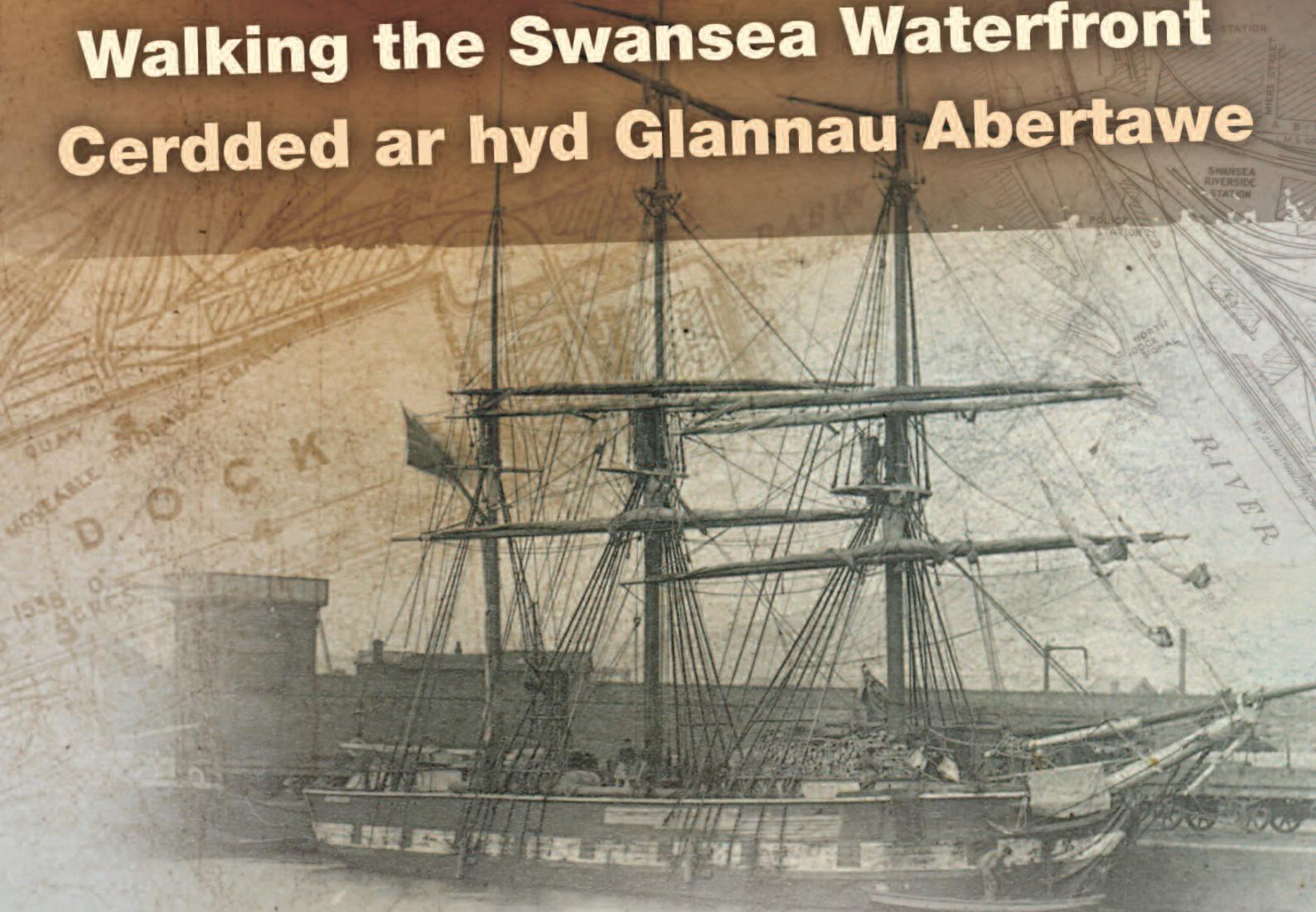


G. W. R. SWANSEA HARBOUR & DOCKS



# Walking the Swansea Waterfront

## Cerdded ar hyd Glannau Abertawe



Follow this heritage trail to discover the history of **Swansea's docks and waterfront**, and to find out about the current redevelopment of the area.

Dilynwch y trywydd treftadaeth hwn i ddarganfod hanes **dociau a glannau Abertawe**, ac i ddysgu am ailddatblygiad presennol yr ardal.

**Follow this heritage trail to discover the history of Swansea's docks and waterfront, and to find out about the current redevelopment of the area.**

The trail is about a mile and half long, and starts and finishes at Swansea Museum in Victoria Road. There are places to eat and public toilets on the route (marked on the map), and it's all on level ground suitable for wheelchairs and pushchairs.

To find out more information, see images of the past and present, and listen to audio clips, visit the Walking the Swansea Waterfront Website at [www.swansea.gov.uk/sa1trail](http://www.swansea.gov.uk/sa1trail)

The trail has been developed with Key Stage 2 pupils in mind. Teachers can find practical information and teaching resources on the website.

The trail has been developed by West Glamorgan Archive Service in conjunction with Swansea Museum and Swansea Central Library, and funded by the Welsh Assembly Government.



## Swansea Docks

In the late eighteenth century, Swansea was both a fashionable seaside resort and an expanding port. However, in the nineteenth century docks were built to accommodate rapidly growing trade, and Swansea's ambitions to be a seaside resort were ended. The first dock opened in 1852, to be followed by four more between 1859 and 1920.

From the mid twentieth century the docks declined, and four of the five docks are now closed or no longer used. Only one, the King's Dock, remains in regular use by commercial traffic.

The area is now once again becoming the focus of leisure activities, with a retail park on the site of one former dock, a marina on the site of another, and a regeneration project on a third. The history of the area has come full circle.



**Dilynwch y llwybr treftadaeth hwn i ddarganfod hanes dociau Abertawe a'r glannau, ac i gael gwybodaeth am yr ailddatblygu cyfredol yn yr ardal.**

Mae'r llwybr tua milltir a hanner o hyd ac mae'n cychwyn ac yn gorffen wrth Amgueddfa Abertawe ar Heol Victoria. Mae lleoedd i fwyta a thoiledau cyhoeddus ar y llwybr (wedi'u marcio ar y map), ac mae'r llwybr ar dir gwastad sy'n addas i gadeiriau olwyn a chadeiriau gwthio.



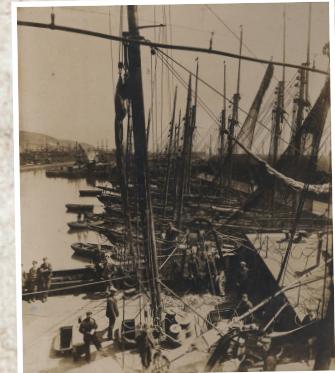
I gael mwy o wybodaeth, i weld lluniau o'r gorffennol a'r presennol ac i wrando ar glipiau clywedol, ewch i wefan Cerdded ar hyd Glannau Abertawe yn [www.swansea.gov.uk/sa1trail](http://www.swansea.gov.uk/sa1trail)

Mae'r llwybr wedi'i ddatblygu ar gyfer disgylion Cyfnod Allweddol 2. Gall athrawon gael gwybodaeth ymarferol ac adnoddau addysgu ar y wefan.

Datblygwyd y llwybr gan Wasanaeth Archifau Gorllewin Morgannwg ar y cyd ag Amgueddfa Abertawe a Llyfrgell Ganolog Abertawe, ac fe'i hariennir gan Lywodraeth Cynulliad Cymru.

## Dociau Abertawe

Yn hwyr yn y ddeunawfed ganrif, roedd Abertawe yn gyrchfan glan môr ffasiynol ac yn borthladd a oedd yn ehangu. Fodd bynnag, yn y bedwaredd ganrif ar bymtheg, adeiladwyd dociau ar gyfer masnach a oedd yn tyfu'n gyflym a daeth dyheadau Abertawe i fod yn gyrchfan glan môr i ben. Agorwyd y doc cyntaf ym 1852 gyda phedwar arall yn dilyn rhwng 1859 a 1920.



O ganol yr ugeinfed ganrif, dirywiodd y dociau ac mae pedwar o'r pum doc wedi cau bellach neu nid ydynt yn cael eu defnyddio'n rheolaidd. Dim ond un, sef Doc y Brenin, sy'n cael ei ddefnyddio gan draffig masnachol.

Mae'r ardal unwaith eto'n datblygu'n gyrchfan gweithgareddau hamdden, gyda pharc masnachol ar safle un o'r hen ddociau, marina ar safle un arall a phrosiect adfywio ar y trydydd. Mae hanes yr ardal wedi dod yn ôl i'r cychwyn.

# Walking the Swansea Waterfront



**Cerdded ar hyd Glannau Abertawe**

**1**

### **Stopping Point 1: the Assembly Rooms, 5 Cambrian Place**

The Assembly Rooms opened in 1822, at a time when Swansea was a fashionable seaside resort. They provided visitors and upper-class residents with a place to meet for social events such as balls, concerts and other entertainments.

**2**

### **Stopping Point 2: the Sail Bridge**

The Sail Bridge was built in 2003, in order to provide access for pedestrians and cyclists from the city centre to the new SA1 development. Looking to the north from the bridge, Sainsbury's supermarket and the Parc Tawe Retail Park are built on the site of what was once the North Dock. It was opened in 1852 and closed in 1930, and was later filled in. Looking to the south, the river is covered with small leisure boats - once it would have been full of working ships, making their way into the dock.

**3**

### **Stopping Point 3: the Ice House**

The Ice House was built in the 1890s to manufacture ice using a machine powered by a steam engine (hence the tall chimney). The ice was used to keep fish fresh: there was a wharf nearby where the fishing trawlers landed their catches which were then transported by rail, packed in boxes in ice.

**4**

### **Stopping Point 4: the J-Shed**

The warehouses at the dockside were given letters of the alphabet to identify them, from A through to M. Warehouse J (the J-Shed) is the only one still standing. It was completed in 1896, and was initially used to store grain. The J-shed was restored as part of the SA1 redevelopment.

**5**

### **Stopping Point 5: the Norwegian Church**

The Norwegian Church served the Norwegian seamen who visited Swansea. The building has been moved twice: it was originally situated in Newport Docks, but was moved to Swansea in 1910. In 2004, as part of the redevelopment of the SA1 site, it was moved again to its present location. It stopped being used as a church in 1998, and is now a jeweller's studio and gallery.

**6**

### **Stopping Point 6: the Prince of Wales Dock, north-western end**

The dock was opened by Edward Prince of Wales, later King Edward VII, in 1881. Looking at the dock now, it is hard to imagine that it was once a noisy, bustling scene, filled with ships loading or unloading their cargoes. Hoists and cranes lined the dockside, and a network of railway lines transported the goods to and from the mainlines. The dock is still no longer used for commercial traffic, and a sand dredger is the only ship to use the dock regularly.

**7**

### **Stopping Point 7: Prince of Wales Dock, South Western End**

The anchor here reminds us of the ships and seamen who visited the dock. In 1881, when the dock opened, many of the ships using it would have been sailing ships. By the beginning of the twentieth century, sail had given way to steam, and steam was in turn replaced by diesel-engined ships in the second half of the century. Whatever the type of ship, life at sea could be hard and dangerous, with voyages lasting many months.

**8**

### **Stopping Point 8: The Barrage**

The Tawe Barrage was completed 1992, creating an attractive 'long lake' in place of the tidal mudflats. A lock on the western side of the barrage enables boats to enter the river, while a fish pass allows fish to move up and downstream.

**9**

### **Stopping Point 9: the Pilot House**

Ships entering and leaving Swansea docks were guided by a harbour pilot, a qualified and experienced local sailor who would board the ship while it was at sea, and then navigate it safely into the docks. Pilots operated from the Pilot House, with its tower where they could watch for approaching ships.

**10**

### **Stopping Point 10: Fishmarket Quay**

In addition to the facilities for trawlers near the Ice House (Stopping Point 3), others were developed in the South Dock Basin in the early 1900s. By the mid 1920s, the Basin was home to a fleet of about 40 deep-sea steam trawlers, with a fish market and large ice factory. In 1982 the Basin became a marina for leisure boats.

**1**

### **Man Aros 1: yr Ystafelloedd Cynnull, 5 Cambrian Place**

Agorwyd yr Ystafelloedd Cynnull ym 1822, ar adeg pan oedd Abertawe yn gyrchfan glan môr ffasiynol. Roeddent yn lle i ymwelwyr a thrigolion o'r dosbarth uchaf gwrdd am ddigwyddiadau cymdeithasol megis dawnsiau, cyngherddau ac adloniant eraill.

**2**

### **Man Aros 2: yr Hwylbont**

Adeiladwyd yr Hwylbont yn 2003 er mwyn rhoi mynediad i gerddwyr a beicwyr o ganol y ddinas i'r datblygiad SA1 newydd. Wrth edrych i'r gogledd o'r bont, mae archfarchnad Sainsbury a Pharc Manwerthu Parc Tawe wedi eu hadeiladu ar hen safle Doc y Gogledd. Fe'i hagorwyd ym 1852 ac fe'i caewyd ym 1930 a chafodd ei lenwi'n ddiweddarach. Wrth edrych i'r de, mae'r afon yn llawn cychod hamdden – byddai wedi bod yn llawn llongau gweithio yn teithio i'r doc ar un adeg.

**3**

### **Man Aros 3: y Tŷ lâ**

Adeiladwyd y Tŷ lâ yn y 1890au i gynhyrchu iâ gan ddefnyddio peiriant wedi'i bweru gan injan stêm (dyna'r rheswm dros y simnai uchel). Defnyddiwyd yr iâ i gadw pysgod yn ffres: roedd glanfa gerllaw lle'r oedd treill-longau pysgota'n storio eu pysgod, ac yna roeddent yn cael eu cludo ar drêñ wedi'u pacio mewn blychau llawn iâ.

**4**

### **Man Aros 4: y J-Shed**

Rhoddyd Ilythrennau'r wyddor o A i M i ystordai ar y cei er mwyn eu hadnabod. Ystordy J (y J-Shed) yw'r unig un sy'n dal i fodoli. Cafodd ei gwblhau ym 1896 ac fe'i defnyddiwyd i storio grawn ar y cychwyn. Cafodd y J-shed ei hadnewyddu fel rhan o ddatblygiad SA1.

**5**

### **Man Aros 5: yr Eglwys Norwyaid**

Roedd yr Eglwys Norwyaid yn gwasanaethu'r morwyr Norwyaid a oedd yn ymweld ag Abertawe. Mae'r adeilad wedi cael ei symud ddwywaith: roedd yr adeilad yn Nociau Cas-newydd yn wreiddiol ond symudodd i Abertawe ym 1910. Yn 2004, fel rhan o ailddatblygu safle SA1, cafodd ei symud eto i'w lleoliad presennol. Daeth ei ddefnydd i ben fel eglwys ym 1998, a bellach mae'n stiwdio ac oriel gemwaith.

**6**

### **Man Aros 6: Doc Tywysog Cymru, ochr y gogledd-orllewin**

Agorwyd y doc gan Edward Tywysog Cymru, Brenin Edward y Seithfed yn ddiweddarach ym 1881. Wrth edrych ar y doc erbyn hyn, mae'n anodd dychmygu yr oedd unwaith yn olygfa swnllyd, brysur gyda llongau'n llwytho neu'n dadlwytho'u nwyddau. Roedd teclynau codi a chraeniau'n rhes ar ochr y cei ac roedd rhwydwaith o linellau trêñ yn cludo'r nwyddau o'r prif linellau ac oddi yno. Ni ddefnyddir y doc ar gyfer traffig masnachol erbyn hyn, a charthlong dywod yw'r unig long sy'n defnyddio'r doc yn rheolaidd.

**7**

### **Man Aros 7: Doc Tywysog Cymru, Ochr y De-orllewin**

Mae'r angor yma'n ein hatgoffa o'r llongau a'r morwyr a ymwelodd â'r doc. Ym 1881, pan agorwyd y doc, llongau hwyliau fyddai wedi ei ddefnyddio'n bennaf. Erbyn dechrau'r ugeinfed ganrif, roedd stêm wedi gorchfygu hwyliau ac yna cafodd stêm ei orchfygu gan longau ag injans disel yn ystod ail hanner y ganrif. Pa fath bynnag o long, gallai bywyd ar y môr fod yn beryglus a chaled, gyda theithiau'n para sawl mis.

**8**

### **Man Aros 8: Y Morglawdd**

Cwblhawyd Morglawdd Tawe ym 1992, gan greu 'llyn hir' deniadol yn lle'r traethellau llanw. Mae loc ar ochr orllewinol y morglawdd yn galluogi cychod fynd i'r afon, tra bod llwybr pysgod yn caniatâu i bysgod symud i fyny ac i lawr yr afon.

**9**

### **Man Aros 9: Tŷ'r Peilot**

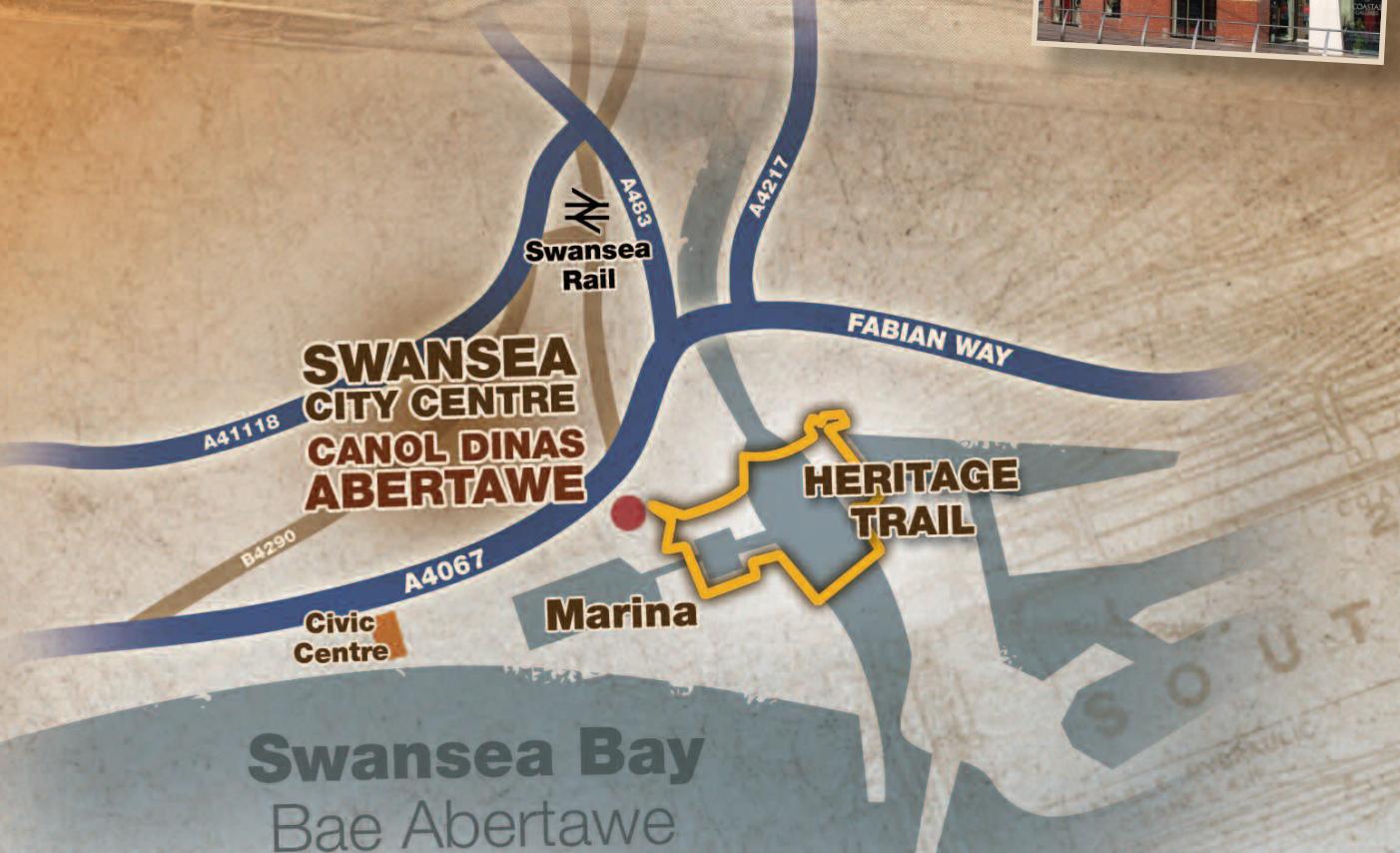
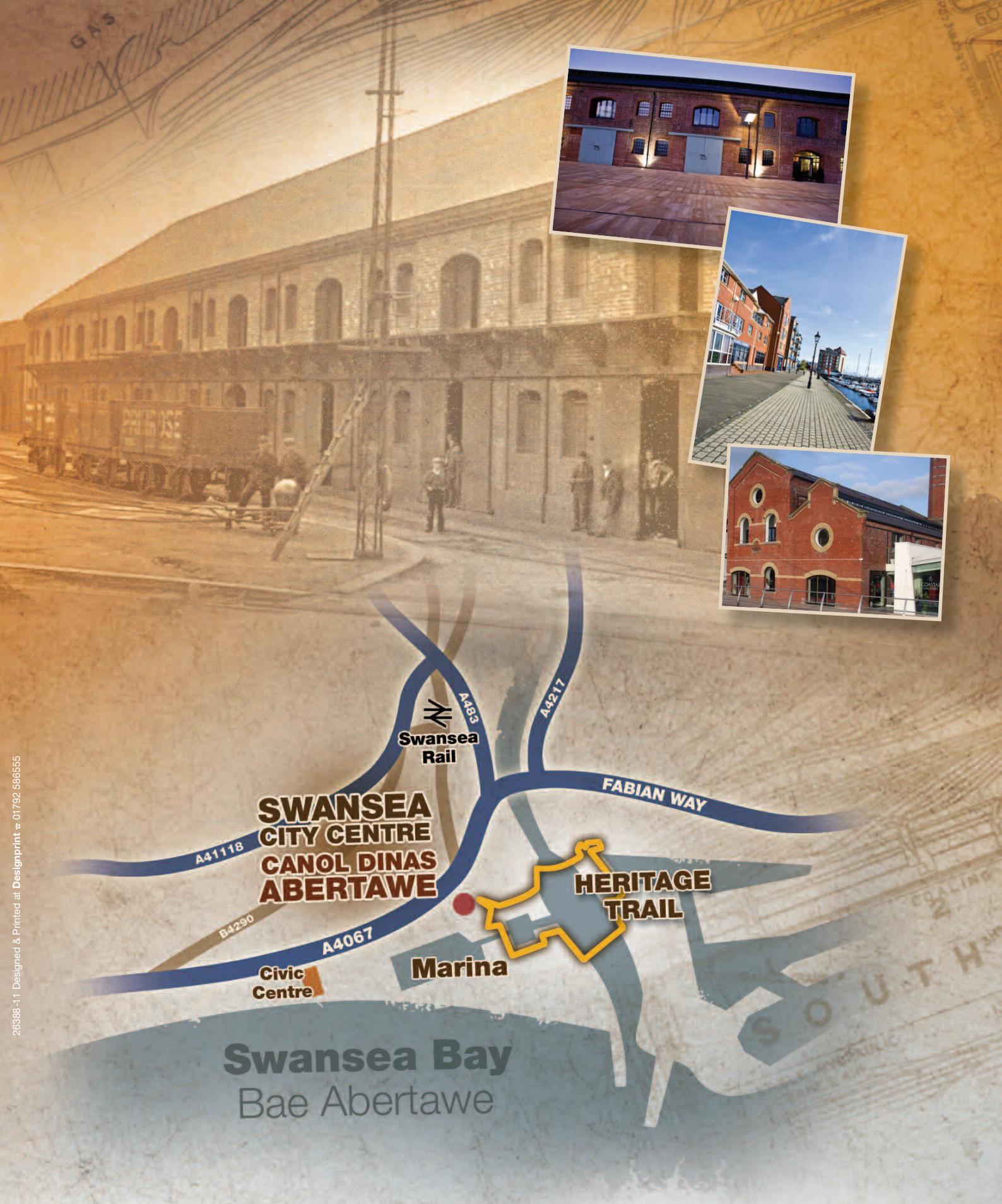
Arweiniwyd llongau a oedd yn cyrraedd ac yn gadael dociau Abertawe gan beilot harbwr, sef morwr lleol cymwys a phrofiadol a fyddai'n mynd ar y llong pan oedd ar y môr ac yna ei thywys i'r dociau. Roedd peilotiaid yn gweithio o Dŷ'r Peilot lle gallent wyliau am longau a oedd yn nesáu o'i dŵr.

**10**

### **Man Aros 10: Cei'r Farchnad Bysgod**

Yn ogystal â'r cyfleusterau ar gyfer treill-longau ger y Tŷ lâ (Man Aros 3), datblygwyd rhai eraill ym Masn Doc y De ar ddechrau'r 1900au. Erbyn canol y 1920au, roedd y Basn yn gartref i fflyd o tua 40 treill-long stêm dr dwfn, gyda marchnad bysgod a ffatri iâ fawr.

Ym 1982, trodd y Basn yn farina i gychod hamdden.



## Swansea Bay Bae Abertawe



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