

The year 2014 marks the centenary of the commencement of the Great War, later known as the First World War. Over the four years of the conflict the people of Holyhead found themselves much involved in the war effort. Many would lose husbands, fathers, sons and daughters.

Over two thousand from the town answered the call to serve their country. Many served in the army and many more at sea either in the Mercantile Marine or the Royal Navy. The Cenotaph War Memorial records 288 names of those from the town who were called upon to make the ultimate sacrifice.

Yn 2014 rydym ni'n cofio can mlynedd ers cychwyn y Rhyfel Mawr, a'i adnabuwyd yn ddiweddarach fel y Rhyfel Byd Cyntaf. Yn ystod y pedair blynedd o frwydro, bu pobl Caergybi yn cefnogi ymdrechion y rhyfel, ac fe dioddefodd llawer golledion personol. Collodd llawer eu gwŷr, eu tadau, eu meibion a'u merched.

Fe aeth dros ddwy fil o'r dref i wasanaethu eu gwlad. Gwasanaethodd nifer yn y fyddin, a llawer mwy ar y môr unai yn y Llynges Fasnachol neu yn y Llynges Frenhinol. Mae Senotaff Cofadail y Rhyfel yn cofnodi enwau 288 o'r dref a alwyd arnynt i wneud yr aberth eithaf.



Cyfodwyd y Golofn hon gan drigolion Caergybi er cof am y rhai a fu farw dros ryddid cyfiawnder a gwareiodiad.

Eu henwau a bery o genhedlaeth i genhedlaeth.

This Monument was erected by the inhabitants of Holyhead in memory of those who died for liberty righteousness and civilization.

Their names shall endure throughout all generations.

This exhibition of informative panels has been produced by the Holyhead Maritime Museum to commemorate and tell the story of the town's involvement in the Great War. The display will continue for four years and will evolve each year to reflect events and activities of 100 years ago.

Mae'r arddangosfa hon o baneli gwybodaeth wedi ei chreu gan Amgueddfa Arfordol Caergybi i gofio am y cyfnod hwn, ac i adrodd hanes y dref yn ystod y Rhyfel Mawr. Bydd yr arddangosfa yn parhau am bedair mlynedd, ac fe fydd yn datblygu bob blwyddyn i gofio am ddigwyddiadau a gweithgareddau 100 mlynedd yn ôl. Diolch i arian grant Cronfa Treftadaeth y Loteri er mwyn gwneud yr arddangosfa yn bosibl.

Holyhead in 1914 and the 'Call to Arms'

In the early part of the last century, Holyhead was a bustling and fairly prosperous town. It was primarily a railway town and as a port on the west coast of Wales it provided an important link with Ireland, at that time still part of the United Kingdom.

The boom time came during the Victorian era with the arrival of the railways and later with the development of the harbour providing convenient passenger transfer between the arriving trains and ships crossing to Ireland. A substantial harbour of refuge was provided in 1875 by the completion of the Great Breakwater. As the century drew to a close competition between the City of Dublin Steam Packet Company and the London and North Western Railway ships resulted in the introduction of faster and more comfortable screw driven ships.

The town at this time comprised over 2,000 homes and in excess of 11,000 inhabitants. There were almost 60 public houses, more than 25 chapels and 2 churches. There were over 50 shops in the town selling all kinds of goods, with some specialising in more fancy and expensive merchandise. Entertainment was provided at the Town Hall where early silent films and theatrical shows were presented. A further cinema was opened in the town in 1909.

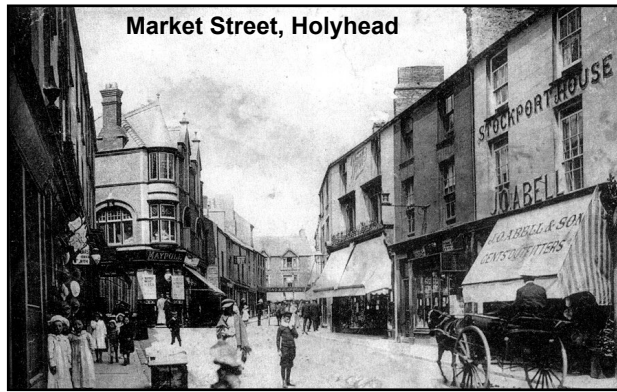
Wages in the town were never high. Families were large but they generally managed to thrive. At the turn of the century professional men such as ship's captains would earn about £200 a year. A sailor or stoker would receive £1.4s.0d a week, as would craftsmen in the Marine Yard. An ordinary labourer would take home 15s a week, whereas porters in the station and warehouse could earn a little more at 17s a week.

The town developed quickly during this time and many houses were built to meet the growth in population. These were normally built in terraces with 4 rooms - 'two up, two down'. Most houses were rented and families moved fairly frequently seeking either better accommodation or cheaper rents.

As war approached in 1914 the young men of the town either worked at the port or in the surrounding farms. There was a strong sense of community and nation's call to arms came in August 1914, Holyhead, like all villages, towns and cities in the UK, immediately responded.

Those men in reserve and territorial units bade farewell to their families and loved ones and made their way to their barracks and depots. Others left their jobs and presented themselves at recruitment centres to volunteer as part of Kitchener's "New Army". Lloyd George would eventually press for volunteers from the Principality to form Welsh Army Divisions. Many local seamen were naval reservists and they also now reported for war duty.

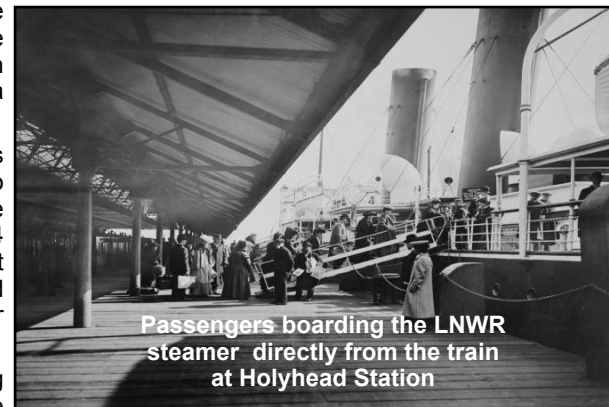
The general population of the town began to think about how they would support the war effort, although many thought, **"it would all be over by Christmas"**.



Market Street, Holyhead



Stanley Street, Holyhead



Passengers boarding the LNWR steamer directly from the train at Holyhead Station



Holyhead crew on a LNWR Steamer

Yn ystod cyfnod cynnar y ganrif ddiwethaf, roedd Caerdybi yn dref brysur ac yn eithaf llewyrchus. Roedd yn dref rheilffordd yn bennaf gyda phorthladd ar arfordir gorllewinol Cymru a ddarparai cyswilt gydag Iwerddon - a oedd bryd hynny yn rhan o'r Dalaith Unedig.

Daeth y cyfnod twf yn ystod oes Fictoria - yn gyntaf gyda'r rheilffyrdd yn cyrraedd, ac yn ddiweddarach gyda datblygiad y porthladd a drosglwyddai teithwyr yn gyfleus rhwng trenau yn cyrraedd, a llongau'n croesi i Iwerddon. Crëwyd porthladd lloches mawr yn 1875 pan orffennwyd adeiladu'r Morglawdd. Wrth i'r ganrif dynnu at ei therfyn, roedd cystadleuaeth agos rhwng cwmni pacedlongau stêm dinas Dulyn a llongau rheilffordd Llundain a'r gogledd orllewin. O ganlyniad, cyflwynwyd sgrïw longau cyflymach a mwy cyfforddus.

Yn ystod y cyfnod hwn roedd dros 2,000 o gartrefi yn y dref a dros 11,000 o bobl yn byw yno. Roedd tua 60 o dai tafarn, mwy na 25 o gapeli a 2 eglwys. Roedd dros 50 o siopau yn y dref yn gwerthu pob mathau o nwyddau, gyda rhai yn arbenigo mewn nwyddau drutach. Yn Neuadd y Dref dangoswyd ffilmiau mud cynnar a sioeau theatrig. Agorodd sinema arall yn y dref yn 1909.

Ni fu cyflogau yn y dref erioed yn uchel. Roedd teuluoedd yn fawr, ond yn gyffredinol roeddent yn llwyddo i ddod yn eu blaenau. Ar droad y ganrif, roedd dynion proffesiynol a weithiai fel capteiniaid llongau yn ennill tua £200 y flwyddyn. Byddai llongwr neu daniwr yn cael £1.4s.0d yr wythnos, fel y byddai crefftwyr yn yr Iard Forwrol. Byddai labrwr cyffredin yn cael 15s, tra byddai porthorion yn yr orsaf a'r warws yn ennill ychydig yn fwy, 17s yr wythnos.

Datblygodd y dref yn gyflym yn ystod y cyfnod hwn, ac fe adeiladwyd nifer o dai er mwyn cwrdd â'r twf yn y boblogaeth. Yn arferol byddai'r rhain yn cael eu hadeiladu mewn teras, gyda 4 ystafell - dwy ystafell i fyny a dwy i lawr. Roedd y rhan fwyaf o dai yn cael eu rhentu, ac roedd teuluoedd yn symud yn eithaf rheolaidd wrth chwilio am gartrefi gwell, neu rhent rhatach.

Wrth i'r rhyfel agosáu yn 1914, roedd dynion ifanc y dref unai yn gweithio yn y porthladd neu yn y ffermydd cyfagos. Roedd ymdeimlad cymunedol cryf yn y dref, a balchder cenedlaethol. Pan daeth yr alwad i frwydr ym mis Awst 1914, fe wnaeth Caerdybi, fel pob pentref, tref a dinas ym Mhrydain ymateb yn syth.

Ffarweliodd y dynion oedd yn Unedau'r Adfyddin ac yn y Fyddin Diriogaethol â'u teuluoedd a'u hanwyliaid, a gwneud eu ffordd i'w barics a'u gorsafoedd. Gadawodd eraill eu swyddi a rhoi eu henwau i lawr yn y canolfannau recriwtio i hyfforddi fel rhan o 'Fyddin Newydd' Kitchener. Byddai Lloyd George ymhen amser yn pwysu am wirfoddolwyr o'r Dywysogaeth i ffurfio Adran y Fyddin Gymreig. Roedd nifer o longwyr lleol yn aelodau wrth gefn o'r llynges, ac roedden hwythau yn ymbresenoli ar gyfer dyletswydd rhyfel.

Roedd poblogaeth gyffredinol y dref yn dechrau meddwl sut allent gefnogi'r ymdrechion, er bod nifer o'r feddylfryd **"fe fydd popeth drosodd erbyn y Nadolig"**.

national pride. When the Holyhead, like all villages,

yr alwad i frwydr ym mis Awst 1914, fe wnaeth Caerdybi, fel pob pentref, tref a dinas ym Mhrydain ymateb yn syth.

When war came to Britain on 4 August 1914 the British Army was a small but well trained professional force. It consisted of 247,432 regular troops arranged in regiments. Each infantry regiment had two regular battalions, one of which served at home, whilst the other was stationed overseas. In comparison, the German and French armies each consisted of over 1 million conscripted men.

The British Regular Army was supported by the Territorial Force and by reservists. There were three forms of reserves - the Army Reserve of retired soldiers was 145,350 strong. They were paid 3/6d a week and attended 12 training days per year. The Special Reserve, similar to the Territorial Force, had another 64,000 men. The National Reserve had some 215,000 men having had previous military experience.

Approximately 150,000 men were immediately available to be formed into the British Expeditionary Force (BEF) to face the huge German Army. Initially 6 infantry divisions and one of cavalry crossed to the continent in August 1914. As the war progressed a further 6 regular, 14 Territorial, 36 Kitchener 'New Army' divisions and 6 others, including the Naval Division, were formed.

During the early months of the war many men from all areas of the nation came forward to volunteer. On 1st September 1914, at a meeting at the Marine Yard at Holyhead, the Marine Superintendent, Commander G E Holland, urged the 400 strong assembled workers to join the Royal Anglesey Royal Engineers to form the No. 2 (Holyhead) Siege Company. Many volunteered and after training throughout the war undertaking essential work constructing defences, roads and bridges.

Many territorials from Holyhead served with the Royal Welsh Fusiliers and in particular 'H' Company of the 1/6th (Caernarvonshire and Anglesey) Battalion. They saw service at Gallipoli and later during the Palestine Campaign.

Recruitment drives were organised in the town and many of those who volunteered for Kitchener's 'New Army' ended up in Welsh battalions, seeing service in all theatres of the war.

In 1916 conscription came into effect and many of the town's young men were called up to 'do their bit' until peace came with the Armistice of 11 November 1918.



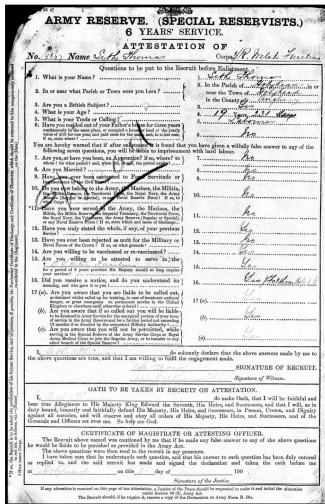
Royal Welsh Fusiliers (Pioneers) marching through Holyhead



Family photographs of Holyhead soldiers during the Great War.



Attestation Papers for Seth Thomas who lied about his age to join the RWF. He lasted just 4 days at the front.



Pan gyrhaeddodd y rhyfel Prydain ar 4ydd Awst 1914, roedd y Fyddin Brydeinig yn fyddin fach, ond wedi ei hyfforddi yn broffesiynol, ac roedd 247,432 o filwyr parhaol wedi eu trefnu mewn catrodau. Roedd gan bob catrawd o droedfilwyr ddau fataliwn arferol - un yn gwasanaethu gartref, tra'r oedd y llall wedi eu lleoli dramor. O gymhariaeth, roedd gan fyddinoedd yr Almaen a Ffrainc dros filiwn o filwyr.

Cefnogwyd y Fyddin Barhaol Brydeinig gan y Fyddin Dirigaethol a chan filwyr wrth gefn. Roedd tri math o filwyr wrth gefn. Roedd 145,350 o filwyr wedi ymddeol yn yr Adfyddin. Roeddent yn cael tâl o 3/6d yr wythnos, ac yn cael 12 diwrnod o hyfforddiant y flwyddyn. Yn yr Adfyddin Arbennig, a oedd yn debyg i'r Fyddin Dirigaethol, roedd 64,000 o ddynion eraill. Yn yr Adfyddin Genedlaethol roedd tua 215,000 o ddynion oedd â phrofiad milwrol.

Roedd tua 150,000 o ddynion ar gael yn syth er mwyn ffurfio'r Fyddin Ymdeithiol Brydeinig (BEF) a fyddai'n wynebu byddin anferth yr Almaen. Croesodd chwe adran o droedfilwyr ac un marchoglu i'r cyfandir ym mis Awst 1914. Fel yr aeth y rhyfel yn ei flaen, ffurfiwyd 6 adran barhaol arall, 14 tiriogaethol, 36 o adrannau 'Byddin Newydd' Kitchener, a 6 arall oedd yn cynnwys yr Adran Forwrol.

Yn ystod misoedd cynnar y rhyfel, gwirfoddolodd dynion o bob rhan o'r wlad. Ar 1af Medi 1914, mewn cyfarfod yn yr Iard Forwrol yng Nghaerdybi, annogodd yr Uwch-Arolygydd, Comander G E Holland 400 o weithwyr i ymuno â Pheiriannwyr Brenhinol Ynys Môn Brenhinol, a ffurfio'r *Siege Company*. Gwirfoddolodd llawer, ac ar ôl cael eu hyfforddi glaniodd y cwmni yn Ffrainc ar 14eg Rhagfyr 1914. Yn ystod y rhyfel roeddent yn gwneud gwaith hanfodol yn adeiladu amddiffynfeydd, lonydd a phontydd.

Gwasanaethodd nifer o diriogaethwyr o Gaerdybi gyda'r Ffiwsilwyr Brenhinol Cymreig, yn arbennig Adran 'H' o'r Bataliwn 1/6 (Sir Gaernarfon ac Ynys Môn). Buont yn ymladd yn Gallipoli, ac yn ddiweddarach yn Ymgyrch Palestina.

Trefnwyd ymgyrchoedd recriwtio yn y dref, gyda nifer o'r rhai a wirfoddolodd ar gyfer 'Byddin Newydd' Kitchener yn dod yn rhan o'r bataliynau Cymreig gan wasanaethu ymhob agwedd o'r rhyfel.

Yn 1916, daeth gorfodaeth filwrol i rym, ac fe alwyd ar nifer o ddynion ifanc y dref i chwarae eu rhan hyd nes Cadoediad 11eg Tachwedd 1918.



1/6th Battalion RWF marching through Aberystwyth

The No. 2 (Holyhead) Siege Company came into being following a recruitment meeting at the Marine Yard, Holyhead when LNWR Marine Superintendent, Commander G E Holland, addressed the 400 assembled men urging them to join the Royal Anglesey Royal Engineers.

After initial training at Beaumaris the volunteers left for Chatham for further training. They arrived in France on 14 December 1914 and in April 1915 they moved into Ypres and soon were involved in the 2nd Battle of Ypres. Here they contributed to the battle by building barricades and digging trenches. During this time many were affected by exposure to poisonous gas attacks.

Early in 1916 the company moved south to the Somme area and worked to improve wells and construct water pumping stations in readiness for the coming offensive, known now as the Battle of the Somme, which commenced on 1 July 1916. As the offensive ground to a halt during the Autumn the company concentrated on constructing defences and repairing roads.

They continued their good work during 1917 constructing bridges, building hutments and repairing roads. In March 1918 in an effort to break the deadlock of trench warfare the German Army began their Spring Offensive. This was a fast moving action that broke through the allied lines and threatened the important and strategic town of Amiens.

The Holyhead Siege Company found themselves caught up in the retreat and were pushed back with the mass of British troops until the fightback commenced. They were then employed constructing defences to protect Amiens. In time, due to stubborn British resistance, the German advance finally ran out of steam and the advantage soon moved to the allied army. In May the British attacked and quickly made significant gains. The German Army began a retreat which finally ended with the Armistice of 11 November 1918. During the advance the Siege Company were involved in constructing bridges to aid the movement of troops and equipment.

Over 350 men are known to have served with the company with about 180 from Holyhead and district. The company lost 17 men during the war and many more suffered injury and sickness. In recognition of their service and gallantry three officers were awarded the Military Cross; two others received the Distinguished Conduct Medal; six were awarded the Military Medal and two the Meritorious Service Medals. Six officers and at least two men were Mentioned in Despatches. One man also received the Belgian Croix de Guerre.

With thanks to Geraint S Griffiths for his research.



No. 2 (Holyhead) Siege Company prior to setting off to France

Daeth yr 2il Gwmni Gwarchae i fodolaeth yn Iard Forol, Caer gybi pan wnaeth Uwch-arylygydd Forwrol yr LNWR, Comander G E Holland annerch 400 o ddynion, a'u hannog i ymuno â Pheirianwyr Brenhinol Ynys Môn Brenhinol.

Ar ôl hyfforddiant cychwynnol yn Beaumaris, gadawodd y gwirfoddolwyr am Chatham am fwy o hyfforddiant. Ar y 14eg o Ragfyr 1914

roeddent yn Ffrainc, ac ym mis Ebrill 1915 roeddent wedi symud i

Ypres. Yn fuan roeddent yn rhan o 2il Frwydyr Ypres. Yma roeddent yn adeiladu amddiffynfeydd, ac yn tyrchu ffosydd. Yn ystod y cyfnod hwn cafodd nifer eu heffeithio gan ymosodiadau nwy gwenwynig.



Sapper William Brown lost at the 2nd Battle of Ypres in May 1915.

Yn fuan yn 1916 symudodd y cwmni i ardal y Somme, gan weithio i wella ffynhonnau ac adeiladu gorsafoedd pwmpio dŵr er mwyn paratoi ar gyfer yr ymosodiad oedd ar ddod - a'i hadnabyddir heddiw fel Brwydr y Somme, ac a ddechreuodd ar y 1af Gorffennaf 1916. Wrth i'r ymosodiadau ddod i ben yn ystod yr Hydref, canolbwyntiodd y llw ar adeiladu amddiffynfeydd a thrwsio lonydd.

Parhaodd y llw gyda'u gwaith da yn ystod 1917 gan adeiladu pontydd, adeiladu cytiau, a thrwsio lonydd. Ym Mawrth 1918, mewn ymdrech i dorri'r anghytundeb llwyr o ymladd mewn ffosydd, dechreuodd Byddin yr Almaen ar eu hymosodiad. Roedd hon yn frwydr gyflym a dorrodd drwy linellau'r Cynghreiriaid, a bygwth tref strategol bwysig Amiens.

Cafodd y cwmni eu hunain yn rhan o'r encil, ac fe'i gwithiwyd yn ôl gyda'r lluoedd Prydeinig hyd nes dechrau ymateb ac ymladd yn ôl. Bryd hynny fe'u cyflogwyd i adeiladu amddiffynfeydd i warchod Amiens. Dros amser, blinodd blaenllw'r Almaen ac fe symudodd y fantais i fyddin y Cynghreiriaid. Ym mis Mai fe ymosododd y Prydeinwyr ac ennill tir sylweddol. Dechreuodd Byddin yr Almaen encilio, ac fe ddaeth i ben gyda Cadoediad ar yr 11eg Tachwedd 1918. Yn ystod y cyfnod hwn gwaith y Cwmni oedd adeiladu pontydd i gynorthwyo symudiadau'r milwyr a'r offer.



Sapper Owen John Owen lost at the 2nd Battle of Ypres in May 1915.

Gwasanaethodd dros 350 o ddynion gyda'r cwmni, gyda thua 180 o ardal Caer gybi a'r dalgylch. Collodd y cwmni 17 o ddynion yn ystod y rhyfel, ac fe anafwyd nifer mwy. I gydnabod eu gwasanaeth a dewrder cafodd tri swyddog y Groes Filwrol; cafodd dau arall y DCM; cafodd chwech y Fedal Filwrol, a dau Fedal Gwasnaeth Teilwng (MSM). Fe enwyd chwe swyddog ac o leiaf dau ddyn mewn adroddiadau. Cafodd un dyn hefyd Croix de Guerre Gwlad Belg.

Gyda diolch i Geraint S Griffiths am ei waith ymchwil.

The Holyhead Railway Ships at War



On the 4 August 1914 the London & North Western Railway Company operated 16 vessels in Holyhead. They were crewed by almost 600 officers and men together with 16 stewardesses.

On the outbreak of war normal sailing schedules were suspended until the middle of August. Eleven ships of the fleet were hired to transport the men, horses and materiel of the army's 5th and 6th Divisions and 3rd Cavalry Brigade from Ireland. Just over 60 men left the company's ships when the Navy and Army Reserves were mobilised and this, together with the need to increase the crew numbers of requisitioned vessels, led to large numbers of men being recruited to join the Holyhead ships.

In accordance with a pre-war agreement, the passenger steamers **Anglia**, **Cambria**, **Hibernia** and **Scotia** were requisitioned by the Admiralty and underwent alterations in readiness to become part of the Royal Navy. They retained their original names apart from the **Hibernia** which, because there was a battleship bearing that name, was renamed **HMS Tara**. They were initially to be used as Fleet Messengers but **HMS Tara** and **HMS Scotia** later became Armed Boarding Steamers. From April 1915 the **Anglia** became a Hospital Ship as later did the **Cambria** and from December 1917 the **Scotia** was used to transport troops.

Tragedy befell a number of the Holyhead ships. On 5 November 1915 **HMS Tara** was sunk by the German submarine **U35** whilst patrolling in the southern Mediterranean off the coast of present day Libya. A total of 18 men lost their lives in the sinking and the subsequent four month long period of deprivation being held captive in the desert by the Senusi tribe.

Just over a week later on, 15 November, **HMHS Anglia** was sunk when she struck a mine in the English Channel just off Folkestone. She was returning from Boulogne carrying sick and wounded soldiers. Lost were 25 of her crew (including 23 from Holyhead), 9 Royal Army Medical Corps men, one nurse and approximately 125 wounded officers and men.

On the 3 November 1916 whilst returning from Greenore, the Holyhead passenger and cargo ship **Connemara** and the collier **Retriever** collided in Carlingford Lough, all 25 of her crew were lost. Although not a war related casualty, the town's Trade Council made strong representations to have the names of the crew included on the Town's War Memorial.

On 30 March 1918 the cargo ship **Slieve Bloom** was in collision with an American destroyer, the **USS Stockton** and sank. All of her crew were rescued but one man, possibly a soldier, lost his life. On the 21 July 1918, whilst in Calais, the **Scotia** was bombed and although suffering some damage fortunately none of the crew were killed.



TSS Anglia - later HMHS Anglia



TSS Hibernia - later HMS Tara



TSS Scotia - later HMS Scotia



TSS Cambria - later HMS Cambria

Ar y 4ydd Awst 1914, roedd y London & North Western Railway Company yn rheoli 16 llong yng Nghaergybi. Ar y rhain roedd criw o bron i 600 o swyddogion a dynion ynghyd â tua 16 o stiwardesau.

Ar ôl i'r rhyfel gychwyn, cafodd amserlenni hwylio arferol eu gohirio tan canol Awst. Cafodd 11 llong o'r fflyd eu llogi i ddanfon dynion, ceffylau a deunyddiau'r 5ed a'r 6ed Adran, a'r 3ydd Marchoglu o'r Iwerddon. Gadawodd ychydig dros 60 o ddyinion llongau'r cwmni pan ddaeth Adfyddin y Llynges a'r Fyddin at ei gilydd, ac arweiniodd hyn, ynghyd â'r angen i gynyddu niferoedd y criwiau ar y llongau a feddianwyd, at nifer fawr o ddyinion yn cael eu recriwtio i ymuno â llongau Caergybi.

Yn unol â chytundeb wnaed cyn y rhyfel, cafodd pacedlongau cario teithwyr yr **Anglia**, **Cambria**, **Hibernia** a **Scotia** eu mediannu gan y Morlys, ac fe gawsant eu haddasu er mwyn dod yn rhan o'r Llynges Frenhinol. Cadwyd eu henwau gwreiddiol, ar wahân i'r **Hibernia**, a'i hail enwyd yn **HMS Tara** am fod llong ryfel arall o'r un enw. Yn y lle cyntaf roeddent yn cael eu defnyddio fel llyngesau neges, ond yn ddiweddarach defnyddiwyd **HMS Tara** a **HMS Scotia** yn Bacedlongau Arfog. O fis Ebrill 1915 roedd yr **Anglia** yn llong ysbyty, ac felly hefyd y **Cambria**. O fis Rhagfyr 1917, defnyddiwyd y **Scotia** i gludo milwyr.

Difrodwyd nifer o'r llongau o Gaergybi. Ar 5ed Tachwedd 1915 suddwyd **HMS Tara** gan y llong danfor Almaenaidd yr **U35** tra'r oedd hi ar batrol yn ne Môr y Canoldir, sef Libya heddiw. Collodd 18 o ddyinion eu bywydau wrth i'r llong suddo gyda'r gweddill yn marw o ganlyniad i gael eu cadw yn garcharorion gan y llwyth Senusi yn yr anialwch am bedwar mis.

Ychydig dros wythnos yn ddiweddarach ar 15fed Tachwedd, suddodd **HMS Anglia** ar ôl taro ffrwydryn yn y Sianel oddi ar lannau Folkestone. Roedd hi'n dychwelyd o Boulogne yn cario milwyr sâl a rhai wedi eu hanafu. Collwyd 25 o'r criw (gan gynnwys 23 o Gaergybi), 9 o ddyinion Corps Meddygol y Fyddin Frenhinol, un nyrs a tua 125 o swyddogion a dynion.

Ar y 3ydd Tachwedd 1916, wrth ddechlyd o Greenore, fe wnaeth y llong deithwyr a chargo o Gaergybi - y **Connemara** a'r llong lo **Retriever** daro yn erbyn ei gilydd yn Carlingford Lough ac fe gollwyd y 25 aelod o'r criw oedd ar ei bwrdd. Er nad oedd yn drychineb yn ymwneud â'r rhyfel, fe wnaeth Cyngor Masnach y dref wneud ceisiadau cryf i gynnwys enwau'r criw ar Gofeb Rhyfel y dref.

Ar 30ain Mawrth 1918, fe darodd y llong gargo **Slieve Bloom** yn erbyn y llong ddirodi Americanaidd yr **USS Stockton**, ac fe suddodd. Achubwyd y criw i gyd heblaw am un dyn, milwr o bosib. Ar y 21ain Gorffennaf 1918 tra'r oedd yn Calais, cafodd y **Scotia** ei bomio, gyda pheth difrod. Yn ffodus, ni chafodd unrhyw un o'i chriw ei ladd.

When war began in 1914 Britain had a large Navy comprising a mix of regular Royal Navy officers and ratings together with men of the Royal Naval Reserve (RNR). These were merchant sailors who had completed training with the Royal Navy and were paid a retainer. Many local reservists worked as crew on the Irish Sea steamers operating out of Holyhead.

Britain's navy comprised ships of all class and type from the massive Dreadnaughts, with their incredible firepower, to smaller escort vessels such as sloops, fast torpedo boats and trawlers. Almost 400 Holyhead mariners served in the Royal Navy, either as regular officers and ratings or as reservists, with more than 40 losing their lives.

The most significant sea action of the Great War, involving over 200 ships, was the Battle of Jutland fought on 31 May 1916 between the naval fleets of Britain and Germany. At the close of the action the British had lost 14 ships and over 6,000 lives. The German Navy had lost 9 ships with over 2,500 casualties.

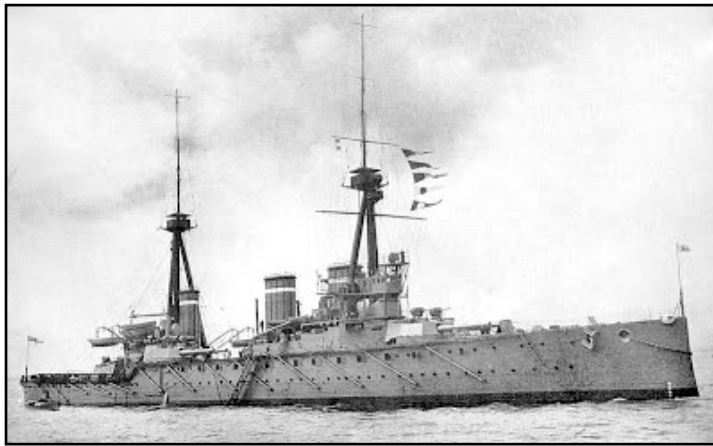
Many Holyhead sailors participated in this sea battle. Five were to lose their lives. **Richard Thomas**, aged 46, of 57 London Road was one of 1,266 lost on *HMS Queen Mary*. **Thomas Berkley Craven** of Lligwy Street was killed, aged 22, when *HMS Defence* was sunk with all hands. The sinking of *HMS Invincible* claimed two local sailors amongst the 1,026 lost - **Henry Williams**, aged 25, of Cambria Street and **John Watkin Acton**, aged 42. The youngest to lose his life as a result of this tremendous clash of arms was Boy 1st Class, **Hugh Walsh**, aged 17, of Boston Street. He was one of 1,015 lost from *HMS Indefatigable*.

Trawlers performed many important roles as part of the fleet.. They numbered more than 370 mostly operating in home waters as escort or patrol vessels, also sweeping shipping channels for mines or helping to hunt enemy submarines.

Holyhead Naval Base was formed in 1915 to protect 3,000 square miles of the Irish Sea. The base utilised many trawlers for this duty with many local mariners joining as crew.

One such trawler was *HMT Merse*. She was sunk by a mine on 30 April 1917 off the Isle of Bute whilst escorting *HMS Ramilies*, after she had damaged her rudder on launching on the River Mersey. All 17 crew members were lost, including four from Holyhead - **John Roberts**, aged 21, of 24 Gilbert Street; **John Jones**, aged 18, of 18 Leonard Street; **John Higgins**, aged 18, of 63 London Road and **Richard Roberts**, aged 37, of 5 Baker Street.

Other losses amongst trawler crew included **Hugh Hughes**, aged 24, of Pump Street, lost on *HMT Sapper* on 29 December 1917. **Joseph Acton**, aged 44, of Stanley Crescent was lost on *HMT Vale of Leven* on 9 July 1917.



Battlecruiser, HMS Invincible - lost at the Battle of Jutland

Pan ddechreuodd y rhyfel yn 1914, roedd gan Brydain Lynges fawr oedd yn gymysg o swyddogion a llongwyr o'r Llynges Frenhinol arferol, ynghyd â dynion o Adfyddin y Llynges Frenhinol (RNR). Roedd y rhain yn llongwyr masnach oedd wedi cwblhau hyfforddiant gyda'r Llynges Frenhinol, ac roeddent yn cael taliadau cadw. Roedd nifer o'r milwyr wrth gefn yn gweithio fel criw ar y llongau stem Môr Iwerddon a hwyliai o Gaergybi.

Roedd Llynges Prydain yn cynnwys llongau o bob math - o'r llongau Dreadnaughts anferthol gyda'u gallu tanio anhygoel, i llongau danfon bach

fel y slŵps, llongau torpedo cyflym a threill-longau. Roedd bron i 400 o forwyr Caergybi yn gwasanaethu yn y Llynges Frenhinol, unai fel swyddogion neu longwyr cyffredin, neu fel milwyr wrth gefn. Collodd mwy na 40 eu bywydau.

Brwydr Jutland oedd brwydr fwyaf y Rhyfel Mawr ar y môr. Ar y 31ain Mai 1916 roedd dros 200 o longau o fflydoedd llynges Prydain a'r Almaen yn brwydro, ac ar ddiwedd yr ymladd, roedd Prydain wedi colli 14 llong a chollwyd dros 6000 o fywydau. Roedd Llynges yr Almaen wedi colli 9 llong a thros 2500 o fywydau.

Bu nifer o longwyr Caergybi yn ymladd yma ac fe gollodd pump eu bywydau yn y frwydr hon. Roedd **Richard Thomas**, 46 oed, ac o 57 London Road yn un o'r 1,266 a gollwyd ar *HMS Queen Mary*. Lladdwyd **Thomas Berkley Craven** o Lligwy Street yn 22 oed pan suddodd *HMS Defence* gyda phawb ar ei bwrdd. Pan suddodd *HMS Invincible* fe fu farw dau longwr lleol ymysg y 1,026, sef **Henry Williams**, 25 oed o Cambria Street a **John Watkin Acton**, 42 oed. **Hugh Walsh** oedd yr ieuengaf i gollu ei fywyd o ganlyniad i'r gyflafan hon. Roedd yn Fachgen Dosbarth 1af 17 oed

o Boston Street. Roedd ef yn un o'r 1,015 a gollwyd oddi ar *HMS Indefatigable*.

Roedd treill-longau yn chwarae nifer o swyddogaethau pwysig iawn fel rhan o'r llynges. Roedd dros 370 ohonyn nhw, yn gweithio yn bennaf ym moroedd Prydain fel llongau tywys neu patrol, yn chwilio'r sianelau hwylio am ffrwydrion neu'n cynorthwyo i chwilio am longau tanfor y gelyn.

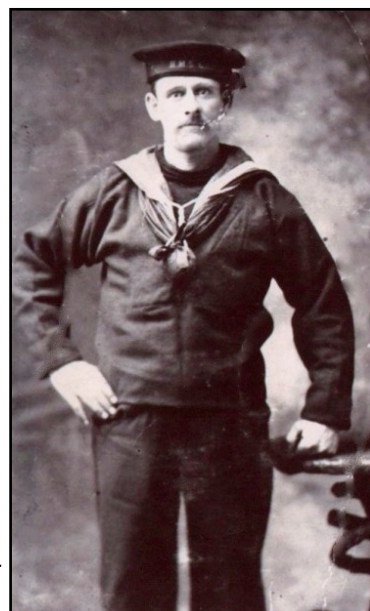
Sefydlwyd Gorsaf Llynges Caergybi yn 1915 er mwyn gwarchod 3,000 milltir sgwâr o Fôr Iwerddon. Roedd yr orsaf yn ddefnyddiol i nifer o dreill-longau gyda nifer o longwyr lleol yn ymuno fel criw.

Un treill-long o'r fath oedd *HMT Merse*. Fe'i suddwyd gan ffrwydr yn ar y 30ain Ebrill 1917 oddi ar arfordir Ynys Bute wrth iddi dywys *HMS Ramilies* a oedd wedi difrodi ei llyw wrth lansio i'r Afon Mersi. Collwyd pob un o'r criw oedd ar ei bwrdd - 17 ohonynt gan gynnwys pedwar o Gaergybi - **John Roberts**, 21 oed o 24 Gilbert Street; **John Jones**, 18 oed o 18 Leonard Street; **John Higgins**, 18 oed o 63 London Road a **Richard Roberts**, 37 oed o 5 Baker Street.

Unigolion eraill a gollwyd oddi ar treill-longau oedd **Hugh Hughes**, 24 oed, o Pump Street, oddi ar *HMT Sapper* ar y 29ain Rhagfyr 1917, a **Joseph Acton**, 44 oed o Stanley Crescent oddi ar *HMT Vale of Leven* on 9fed Gorffennaf 1917.



Two local sailors serving on fast Torpedo Boats



Richard Roberts lost on HMT Merse

Richard Edward Pierce and HMS Carmania

HMS Carmania was a Cunard Line trans-Atlantic passenger ship launched in 1905. On the outbreak of the Great War she was requisitioned by the Admiralty and underwent conversion to an Armed Merchant Cruiser, being armed with eight 4.7" guns. On the 15 August 1914 she sailed from the Mersey bound for Bermuda.

Richard Edward Pierce was born in 1872 at Llanelian, where his father worked as a clerk in the telegraph station. The family later moved to Holyhead where the father worked at the telegraph station at South Stack. He married Sarah Davies in 1895 and they had 11 children although only 8 survived past childhood.

He gained employment as a seaman with the LNWR Company in 1901. He had been a member of the Royal Naval Reserve since 1896 and received the Long Service & Good Conduct Medal at Holyhead in 1913. As Naval Reservist he was called up on 3 August 1914 and joined **HMS Carmania** 10 days later.

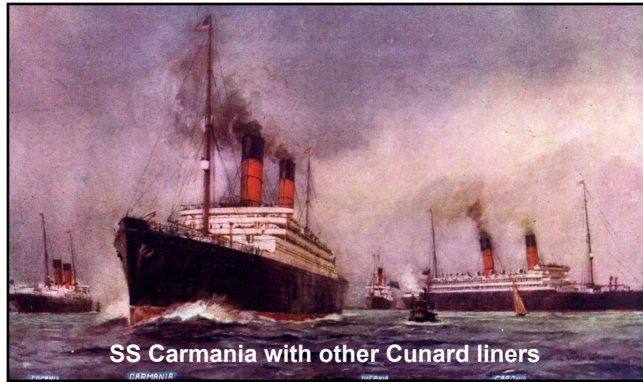
On reaching Bermuda, the **Carmania** took on coal and other supplies and sailed into the south Atlantic towards the coast of Brazil. At the same time the German auxiliary cruiser **Cap Trafalgar** was steaming in South American waters on her commerce-raiding mission.

On 14 September 1914 she arrived at the Trindade and Martim Vaz islands where the Germans had established a small, hidden supply base. The **Carmania** noticed smoke from the raider's steam engines early that morning and moved to engage. She sailed into Trindade's sheltered anchorage, surprising **Cap Trafalgar** and two attendant colliers. Both ships sailed several miles out into open water to obtain space to manoeuvre.

They eventually commenced hostilities with **Carmania** firing the first shots, which fell short, thus allowing **Cap Trafalgar** to register the first hit. For some ninety minutes the two ships fought a gunnery duel and also used machine guns to target each other's crew. In time, as the two ships closed to within a few hundred yards of each other, British shots became more accurate and fires began to spread aboard the German raider.

Carmania received 79 hits during the engagement. Her bridge was completely destroyed and she also took hits below the waterline. However, just when things began to look dire for the British, the **Cap Trafalgar** turned away and began lowering life rafts. Having been holed below the waterline and taking on water, she soon sank.

R E Pierce was wounded and died two days later at 4.20 pm on 16 September. He was buried at sea early the next morning, one of nine of the crew who lost their lives in the action. The name of **Seaman Richard Pierce, 1684D, RNR, HMS Carmania** is commemorated on the Portsmouth Naval Memorial. He was Holyhead's first naval casualty of the war. He was awarded the 1914-15 Star, Victory Medal and British War Medal.



SS Carmania with other Cunard liners



SS Cap Trafalgar



The Gun Battle

Lansiwyd **HMS Carmania** yn 1905. Roedd yn llong o eiddo'r Cunard Line ac fe gludai teithwyr ar draws Môr yr Iwerydd. Ar ddechrau'r Rhyfel Mawr fe'i meddiannwyd gan y Morlys ac fe'i newidiwyd yn llong rhyfel fasnach arfog gyflym. Roedd wedi ei harfogi gydag wyth gwn 4.7". Ar y 15fed Awst 1914, fe hwyliodd o lannau Mersi draw am Bermuda.

Ganed **Richard Edward Pierce** yn 1872 yn Llanelian ble gweithiai ei dad fel clerck yn yr orsaf delegegraff. Yn ddiweddarach symudodd y teulu i Gaerbybi ble roedd ei dad yn gweithio yng ngorsaf delegegraff Ynys Lawd. Pioddod â Sarah Davies yn 1895, gan sefydlu eu cartref yn 40 Vulcan Street. Ganed 11 o blant iddynt, ond bu i 3 farw yn ystod eu plentyndod.

Cafodd waith fel morwr gyda chwmni'r LNWR yn 1901. Roedd wedi bod yn aelod o'r Adfyddin Llyngesol Frenhinol ers 1896, ac fe gafodd fedal am ei wasanaeth hir a da yng Nghaerbybi yn 1913. Fe'i galwyd fel aelod o'r Adfyddin y Llynges ar y 3ydd Awst 1914, ac fe ymunodd â'r **HMS Carmania** 10 diwrnod yn ddiweddarach.

Ar ôl cyrraedd Bermuda, llwythwyd glo a nwyddau eraill ar y llong ac fe hwyliodd i dde Môr yr Iwerydd tuag at arfordir Brazil. Ar yr un pryd roedd llong ryfel gyflym gynorthwyol o'r Almaen, **Cap Trafalgar** yn hwylio yn nyfroedd De America ar gyrch masnach.

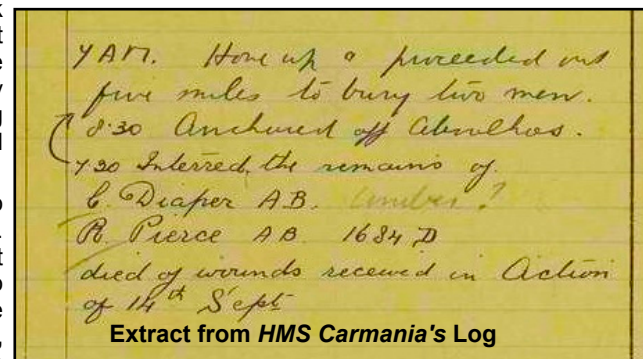
Ar 14eg Medi, cyrhaeddodd ynysoedd Trinidad a Martim Vaz ble roedd yr Almaenwyr wedi sefydlu gorsaf gyflenwi fechan, guddedig. Sylwodd y **Carmania** ar fwg yn dod o beiriannau stem y cyrch long y bore hwnnw, a symudodd i ymosod. Fe hwyliodd i angorfa gysgodol Trinidad gan synnu'r **Cap Trafalgar** a dau was löwr. Hwylodd y ddwy long nifer o filltiroedd allan i'r môr er mwyn cael lle i symud.

Fe wnaethon nhw ddechrau ymladd, gyda'r **Carmania** yn saethu yn gyntaf, ond yn methu, a roddodd gyfle i'r **Cap Trafalgar** daro gyntaf. Am ryw naw deg o funudau, bu ymladd gynnuau ffyrnig rhwng y ddwy long, ac fe ddefnyddiwyd gynnuau peiriant i dargedu criwiau ei gilydd. Mewn amser daeth y ddwy long o fewn rhai canllath i'w gilydd, roedd

saethiadau'r Prydeinwyr yn fwy cywir ac fe ddechreuodd tannau ymledu ar fwrdd y llong Almaenaidd.

Tarwyd y **Carmania** 79 o weithiau yn ystod y frwydr. Dinistriwyd ei phont ac fe gafodd ei tharo o dan lefel y dŵr. Ond, fel roedd y sefyllfa yn edrych yn anffafriol i'r Prydeinwyr, fe drodd y **Cap Trafalgar** i ffwrdd, a dechrau gostwng rafftau achub. Roedd hi wedi cael ei tharo o dan lefel y dŵr, ac fe suddodd yn fuan wedyn.

Fe anafwyd R E Pierce ac fe fu farw am 4.20 ar yr 16eg o Fedi. Fe'i claddwyd yn y môr y bore canlynol, yn un o'r naw aelod a gollodd eu bywydau yn y frwydr. Mae enw'r **Morwr Richard Pierce 1684D, RNR, HMS Carmania** ar Gofeb Forwrol Portsmouth. Ef oedd y cyntaf o'r Llynges ac o Gaerbybi i farw yn y rhyfel hwn. Fe'i gwobrwyd gyda Medal Seren 1914-15, Medal Buddugoliaeth a Medal Rhyfel Prydeinig.



Extract from HMS Carmania's Log

When war was declared on 4 August 1914 the British Army was a small but well trained professional force. It consisted of almost 250,000 regular troops supported by the Territorial Force and Reservists. The British Expeditionary Force (BEF) was initially formed from six Infantry Divisions and one Cavalry Division. This comprised roughly half the combat strength of the army at that time.



Men of the British Expeditionary Force in France 1914

The BEF landed in France during the middle of August and first saw action at the Battle of Mons on 23 August 1914. During the next two weeks the BEF fought a retreat against the mighty German Army and helped to stop its advance on Paris. By the end of 1914 the old regular British Army was virtually wiped out and reservists from Britain began to arrive to make up the numbers. Those of the regular army that survived were known as "*The Old Contemptibles*"

o'r fyddin barhaol a orosodd yn "*Hen Lu Dirmygus*".

Pan gyhoeddwyd y rhyfel ar 4ydd Awst yn 1914, roedd y Fyddin Brydeinig yn fach, ond yn fyddin broffesiynol oedd wedi ei hyfforddi'n dda. Ffurfiwyd Llu Alldeithiol Prydan (BEF) o 6 Adran Gwyr Traed ac un Adran Corfflu. Roedd hyn yn cynnwys tua hanner grym milwrol y fyddin ar y pryd.

Glaniodd y BEF yn Ffrainc canol mis Awst, ac fe aeth i'w brwydr gyntaf ym Mrwydr Mons ar 23ain Awst 1914. Yn ystod y bythefnos a ganlyn, fe wnaethant ymladd a gwrthod encilio yn erbyn Byddin gref yr Almaen, gan gynorthwyo i atal eu hestyniad ar Paris. Erbyn diwedd 1914 roedd yr hen Fyddin Brydeinig barhaol bron a bod wedi diflannu, ac fe anfonwyd adfilwyr o Brydain i gryfhau'r niferoedd. Roedd y milwyr hynny cael eu hadnabod fel yr "*Hen Lu*

The 2nd Battalion, Welsh Regiment was part of 3rd Brigade, 1st Division. Two Holyhead soldiers - **Thomas Jones** and **Thomas Lee** of this Battalion saw action with the BEF during these early months of the war but were unfortunately killed.

Private Thomas Jones landed in France on 24 November 1914. His Battalion were called upon to support the Indian Corps who had attacked enemy positions near Festubert but had suffered many casualties. The local 'Chronicle' reported that he had died on Christmas Eve 1914 when a shell struck a loft of a house where he and two others were sheltering. He was 26 years old. He had married Grace Jones in 1908, who died two years later. In 1911 he was living at 56 Porth-y-Felin, Holyhead with his widowed mother, Sarah Jones. He had been previously employed as a Goods Sorter for the LNWR. He is buried in Brown's Road Military Cemetery, Festubert, France. He was awarded the 1914-15 Star, Victory Medal and British War Medal.



Private Thomas Jones

Roedd 2il Fataliwn y Catrawd Cymreig yn rhan o'r 3ydd Brigâd, Adran 1af. Bu dau filwr o Gaerdybi - **Thomas Jones** a **Thomas Lee**, ac o'r Bataliwn hwn, yn ymladd gyda'r BEF yn ystod misoedd cynnar y rhyfel, ond yn drist iawn fe'u lladdwyd.

Glaniodd **Preifat Thomas Jones** yn Ffrainc ar 24ain Tachwedd 1914. Galwyd ar ei Fataliwn i gefnogi Corps yr India oedd wedi ymosod ar safle'r gelyn ger Festubers, ond wedi colli nifer o ddynion. Adroddodd y 'Chronicle' lleol ei fod wedi cael ei ladd noswyl nadolig 1914 pan darodd ffrydryn groglofft tŷ ble roedd ef a dau arall yn llocesu. Roedd yn 26 mlwydd oed. Priododd â Grace Jones yn 1908, ac fe fu farw ddwy flynedd yn ddiweddarach. Yn 1911 roedd yn byw yn 56 Porth y Felin, Caerdybi gyda ei fam weddw, Sarah Jones. Fe'i cyflogwyd yn flaenorol fel trefnwr nwyddau i'r LNWR. Mae ei fedd ym Mynwent Filwrol Brown's Road, Fstubert, Ffrainc. Fe gafodd y Fedal Seren 1914-15; Medal Buddigolaeth a Medal Rhyfel Brydeinig.

Private Thomas Lee landed in France on 22 August 1914. His Battalion was involved in the 'Retreat from Mons', a march of 200 miles in 13 days before the BEF turned and attacked the Germans at the River Aisne. Heavy fighting ensued as the British advanced against a long ridge. In all the Battalion lost 11 Officers and 210 Other Ranks before the fighting came to a standstill and both sides dug in to commence the trench warfare that characterised the rest of the conflict. It is probable that Private Lee lost his life, aged 20, on 14 September 1914 during the battles at the Aisne. His service in France lasted only three weeks.

Glaniodd **Preifat Thomas Lee** yn Ffrainc ar 22ain Awst 1914. Roedd ei Fataliwn ef yn rhan o'r 'Encil o Mons', ymdaith 200 milltir mewn 13 diwrnod cyn i'r BEF droi ac ymosod ar yr Almaenwyr ger yr afon Aisne. Bu'r ymladd yn ffyrnig wrth i'r Prydeinwyr ennill tir ar hyd dirwedd hir. Collodd y Bataliwn 11 Swyddog a 210 o rengoedd eraill cyn i'r ymladd stopio, ac fe dyrchodd y ddwy ochr ffosydd oedd yn nodweddiadol o weddiill y rhyfel. Mae'n bosib fod Preifat Lee wedi colli ei fywyd ar 14eg Medi 1914 yn 20 oed yn ystod brwydrau yn yr Aisne. Bu'n gwasanaethu yn Ffrainc am dair wythnos yn unig.

Private Lee was born at Holyhead the eldest son of Thomas and Ann Lee. In 1911 he lived with his family at 32 Baker Street. His parents originated from Mullingar, Ireland. At this time he was employed at a Bottling Store, aged 16.

Ganwyd Preifat Lee yng Nghaerdybi, ac ef oedd mab hynaf Thomas ac Ann Lee. Yn 1911 roedd yn byw gyda'i deulu yn 32 Baker Street. Roedd ei rieni yn dod o Mullingar, Iweddodn ac ar y pryd fe'i cyflogwyd mewn siop fotelu, yn 16 oed.

He was awarded the 1914 (Mons) Star, Victory Medal and British War Medal and is commemorated on the La Ferte-Sous-Jouarre Memorial, France. He has no known grave.



The 1914 (Mons) Star, British War Medal and Victory Medal

Fe'i gwobrwyd gyda Medal Seren 1914 (Mons), Medal Buddigolaeth a Medal Rhyfel Prydeinig, ac fe gofir amdano ar y gofeb La Ferte-Sous-Jouarre Memorial, Ffrainc. Ni wyddir am unrhyw fedd iddo.