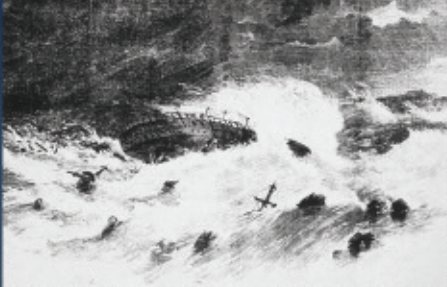


Journey's End

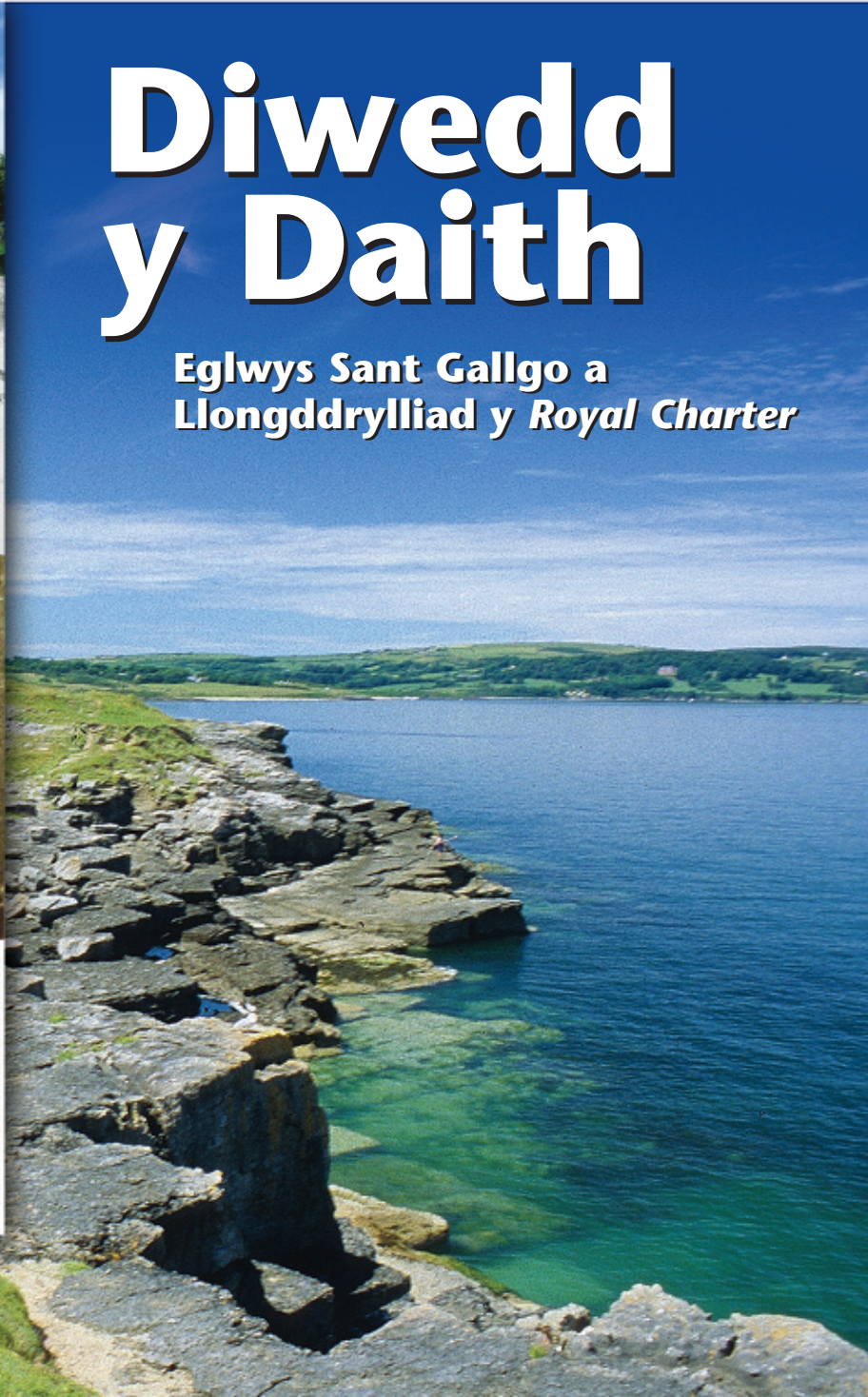
**St. Gallgo Church
and the *Royal Charter* Shipwreck**

Diwedd y Daith

**Eglwys Sant Gallgo a
*Llongddrylliad y Royal Charter***

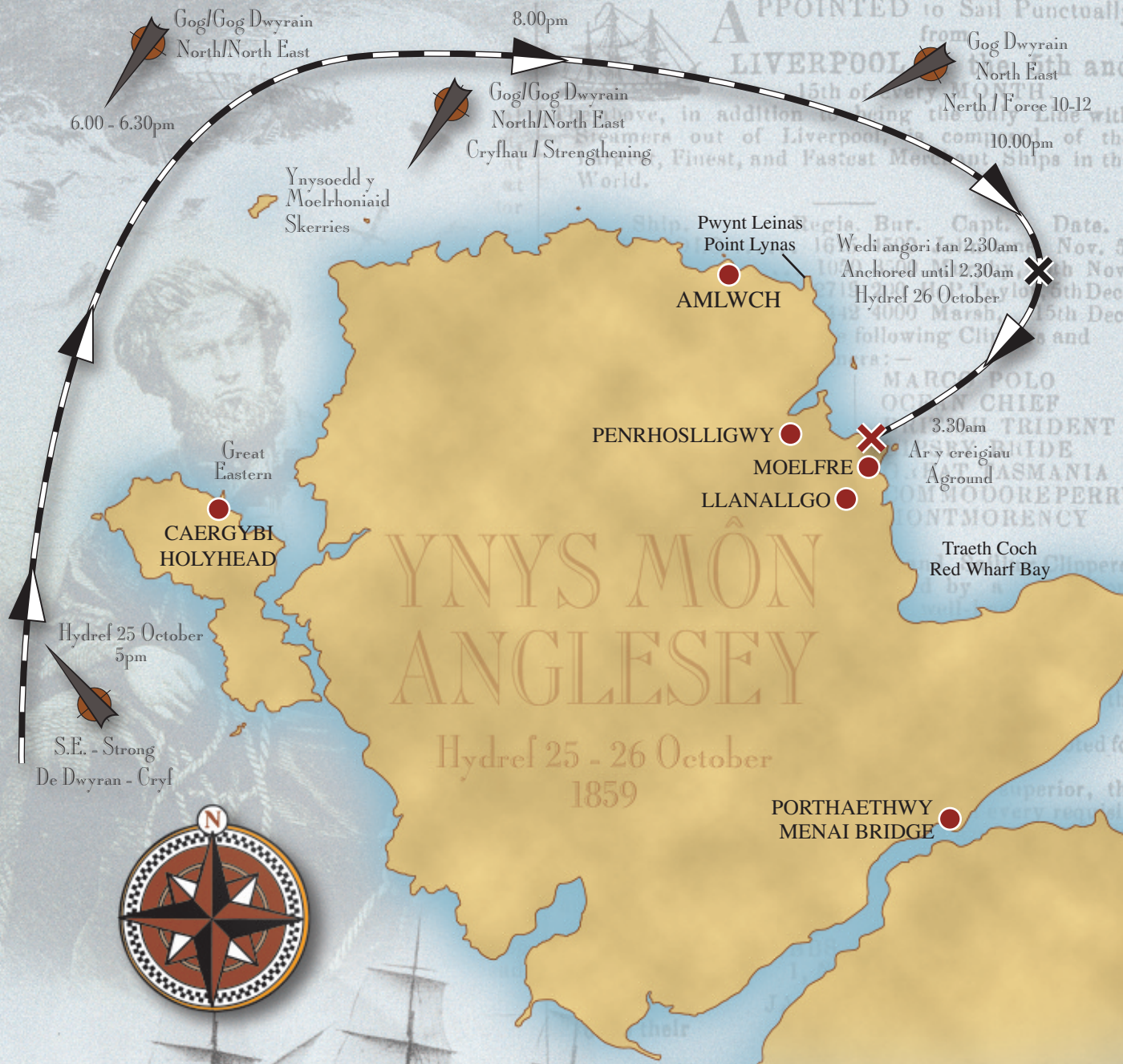


Gwilym Hawes





ROYAL CHARTER
JAMES WATSON
OF THE SCOTS MOUNTAIN
DURING THE REIGN OF
OF 28 OCTOBER 1859
WHEN 24,000 PERSONS
WERE KILLED



Journey's End

St. Gallgo Church and the Royal Charter Shipwreck

Diwedd y Daith

Eglwys Sant Gallgo a Llongddrylliad y Royal Charter

Gwilym Hawes



Journey's End

St. Gallgo's Church and the *Royal Charter* Shipwreck

1. Sant Gallgo's Church

Gallgo, his brother Eugarad and their sister Peithan were fugitives from Strathclyde (Scotland). They were members of Cawl Cawlyd's family, who received land from Maelgwyn Gwynedd when he fled to Gwynedd to escape the Picts who were threatening to possess his land. The brothers and sister established themselves here in the 6th century. Another brother of theirs, Gildas, wrote one of the first books about Britain, "De Excidio et Conquestre Britanniae". Gildas was born around the year 500 and Maelgwyn Gwynedd died in 547, therefore we can be fairly accurate in

saying that Gallgo arrived here in the first half of the sixth century.

We know where Gallgo and Eugarad established their churches but there is no evidence as to where Peithan established her cell or church.

The present building is in two parts. As we enter the church we stand in the most recent part, built in 1892. In this part we see two of the oldest objects in the Church. A little to the left of the door we see the bowl of stone or 'stoup', it seems that this was moved to its present position when work was being done on the Church buildings. It used to hold the holy water that was in every church when

they were under the authority of Rome. Here too is the bell, which can be seen clearly from outside. It is believed that this is one of the oldest bells in Wales, dating back to the 13th century. On it in bold letters are the words "AVE MARIA GRATIA PLENIS", and also the impression of one side of a penny from the time of Edward 1st which was minted in Durham and dates from 1281. No-one is sure

St. Gallgo's Church
Eglwys Sant Gallgo



Diwedd y Daith

Eglwys Sant Gallgo a Llongddrylliad y *Royal Charter*

1. Eglwys Sant Gallgo

Ffoaduriaid o Ystrad Clwyd (Yr Alban) oedd Gallgo, ei frawd Eugarad a'i chwaer Peithan. Aelodau oeddynt o deulu Cawl Cawlyd a dderbyniodd dir gan Maelgwyn Gwynedd pan symudodd i Wynedd rhag y Pictiaid oedd yn bygwth meddiannu ei dir. Ymsefydlodd y ddau frawd a'u chwaer yma yn y 6ed ganrif. Brawd iddynt oedd Gildas a ysgrifennodd un o'r llyfrau cyntaf am Brydain, "De Excido et Conquestre Britanniae". Ganwyd Gildas o gwmpas y flwyddyn 500 a bu farw Maelgwyn yn 547, felly gallwn fod yn weddol gywir wrth ddweud i Gallgo gyrraedd yma yn hanner cyntaf y 6ed ganrif.

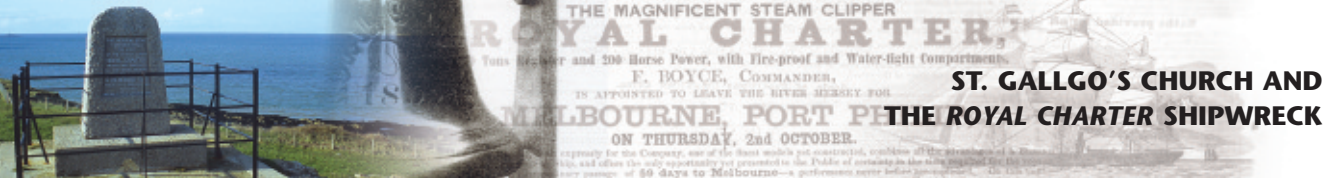
Gwyddom ble y sefydlodd Gallgo ac Eugarad eu heglwysi ond nid oes tystiolaeth ble y sefydlodd Peithan ei chell neu ei llan hi.

Mae'r adeilad presennol mewn dwy ran, wrth i ni ddod i mewn rydym yn sefyll yn y rhan mwyaf diweddar o'r Eglwys adeiladwyd yn 1892. Yn y rhan yma gwelwn y ddau beth hynaf sydd yn yr Eglwys. Ychydig i'r chwith o'r drws gwelwn y cawg o garreg neu'r "stoup", mae'n debyg i hwn gael ei symud i'w safle bresennol pan oedd yr Eglwys yn cael ei thrin, arferai ddal y dŵr sanctaidd a oedd ymhob eglwys pan oeddynt o dan awdurdod Rhufain. Yma hefyd mae'r gloch, sydd i'w gweld yn glir o'r tu allan. Credir



fod hon yn un o'r rhai hynaf yng Nghymru yn dyddio o'r 13eg ganrif. Arni mewn llythrennau breision mae'r geiriau "AVE MARIA GRATIA PLENIS", hefyd mae arni argraff o un ochr i geiniog o oes Edward 1af fathwyd yn Durham ac yn dyddio o 1281. Nid oes sicrwydd ymhle y gwnaethpwyd y gloch, ond mae siâp y groes arni yn awgrymu mai o Ffrainc y daeth yma. Yn ddiweddar bu yn cael ei thrin yn Swydd Derby a braf oedd clywed ei galwad ar ôl iddi fod yn fud am flwyddyn a mwy.

Cerddwch ar hyd corff yr Eglwys i gyrraedd y rhan hynaf ohoni, mae rhannau o hon yn dyddio o'r 15fed ganrif. Mae'n siâp anghyffredin, a'r trawstiau uwchben wedi eu gorchuddio â tho baril neu grymdo. Mae rhannau o'r ffenestr ddwyreiniol yn dyddio o'r 15fed ganrif, ond gwydr lliw o oes Fictoria sydd ynddi yn darlunio



where the bell was made, but the shape of the cross decorating it suggests it came here from France. Recently it has been renovated in Derbyshire and it was wonderful to hear its pealing after it had been silent for more than a year.

Walk along the nave of the Church and you will reach its oldest section, some of it dating from the 15th century. It is an unusual shape, the beams above it covered with a barrel roof or dome. Parts of the eastern window date from the 15th century, but the coloured glass in it is from Victorian times, showing Jesus walking on the water, an appropriate picture for a seafaring area. At the time of the Reverend Stephen Roose Hughes there was a small screen across the chancel but this disappeared

during the refurbishment. At the time of the *Royal Charter* the floor was of stone and the beams in the transepts were not covered as they are today. The pulpit and seats that were here were moved to Penrhosllugwy Church to make room for the chancel panels, the pulpit and lectern of light oak donated in memory of the Reverend Stephen Roose Hughes in 1934-35.

In the western part there was an opening leading to a small chapel named the Church of the Well which has disappeared by now, where the pilgrims visiting Allgo's Well came to worship. It is probable that it was from here that the 'stoup' which is by the door came. Under the southern window there is a communion table dating from 1726. The Church's door would have been where the vestry is today.

On the first of September 2004 we nearly lost this historic building when a fire started due to an electrical fault. Fortunately the fire was discovered by one of the members before it became serious. Part of the vestry was burned and there was some smoke damage to the building and furniture. Praise be to God that everything is now restored and that the vestry will soon be extended and refurbished

Today the Church is famous for its association with the *Royal Charter* shipwreck on October 26th 1859, when the Reverend Stephen Roose Hughes, the Rector of the parish, played an important part due to his tireless efforts to help and comfort the families that lost their loved ones in the disaster.

"On the first of September 2004 we nearly lost this historic building when a fire started due to an electrical fault."

Iesu yn cerdded ar y dŵr, darlun addas i ardal forwrol. Yn amser y Parch Stephen Roose Hughes roedd sgrin fechan ar draws y gangell ond diflannodd yn ystod cyfnod yr ail-drin. Llawr cerrig oedd yma yng nghyfnod y *Royal Charter*, ac nid oedd y trawstiau yn y croesrannau wedi eu gorchuddio fel y maent heddiw. Symudwyd y pulpud a'r seddau oedd yma i Eglwys Penrhosllugwy i wneud lle i'r panelau yn y gangell, y pulpud a'r ddarllenfa o dderw golau a roddwyd er cof am y Parch Stephen Roose Hughes yn 1934-35.

Yn y rhan orllewinol roedd agoriad yn arwain i gapel bach a elwid Capel y Ffynnon, sydd wedi diflannu erbyn hyn, lle y byddai'r pererinion oedd yn ymweld â Ffynnon Allgo yn dod i addoli. Mae'n debyg mai o'r rhan yma y daeth y cawg sydd wrth y drws. O dan y ffenestr ddeheuol mae bwrdd



cymun yn dyddio o 1726. Roedd drws yr Eglwys yn lle mae'r festri heddiw.

Ar Fedi'r cyntaf 2004 bu bron i ni golli'r

adeilad hanesyddol hwn pan gychwynnodd tân oherwydd nam trydanol. Yn ffodus darganfyddwyd y tân gan un o'r aelodau cyn iddo afael o ddifri. Llosgwyd rhan o'r festri a bu peth niwed mwg i'r adeilad a'r dodrefn. Diolch i Dduw mae popeth yn ôl yn ei le erbyn hyn a bydd y festri yn cael ei ehangu a'i hail drin yn fuan.

Heddiw mae'r Eglwys yn enwog oherwydd ei chysylltiad â llongddrylliad y *Royal Charter*, Hydref 26ain 1859, pryd y chwaraeodd y Parch Stephen Roose Hughes, Rheithor y plwyf, ran bwysig oherwydd ei ymdrechion diflino i gynorthwyo a chysuro y teuluoedd a gollodd eu hanwyliad yn y drychineb.

2. Mordeithio'n Bell

Yr adeg honno roedd cryn deithio i Awstralia pan oedd teuluoedd yn gadael Prydain i gychwyn bywyd newydd yno. Byddai eraill yn gadael i weithio dros dro yn y mwynfeydd aur gan obeithio dychwelyd yn gyfoethog.



Graham D Loveluck



**Imprint of the
Edward I penny
Argraff o'r geiniog
Edward I**

**The Church bell
Cloch yr Eglwys**

**The cross on
the bell
Y groes ar y gloch**

**The monument to
the victims of the
Royal Charter
Y gofeb i gofio y
rhai a gollwyd**



THE MAGNIFICENT STEAM CLIPPER
ROYAL CHARTER.
 200 Horse Power, with Fire-proof and Water-tight Compartments.
 F. BOYCE, COMMANDER,
 IS APPOINTED TO LEAVE THE RIVER MERRY FOR
MELBOURNE, PORT PHILIP.
ON THURSDAY, 2nd OCTOBER.



Sailing bill of the
Royal Charter
 Hysbyseb i'r
Royal Charter

2. Voyaging Far and Wide

At that time there was a lot of travelling to Australia when families left Britain to start a new life there. Others would leave to work temporarily in the gold mines hoping to return rich men. The *Royal Charter* was a ship designed to carry passengers as quickly as possible to Australia. She was built in Sandicroft, Flintshire in 1854 when iron ships were starting to prove their worth. She weighed 2,749 tons and was designed in the form of a 'clipper' carrying full sails with the addition of a steam engine. This beautiful ship had a bad start: there was trouble with her launch, and on her first voyage she had to return to Plymouth because she had too much ballast on board which made her too low in the water. After solving these problems she was unmatched, she rode the waves effortlessly and the many passengers who were carried by her had nothing but praise for the comfortable voyage they enjoyed on

Advertisement by
**Bright Brothers
 and Co. in the
 newspapers of the
 period**
 Hysbyseb gan
**Bright Brothers
 and Co. ym
 mhapurau newydd
 y cyfnod**

LIVERPOOL & AUSTRALIAN NAVIGATION COMPANY.
Steam from Liverpool to Australia,
 UNDER 60 DAYS.

THE MAGNIFICENT STEAM CLIPPER
"ROYAL CHARTER,"
 210 Tons Register and 200 Horse Power, with Fire-proof and Water-tight Compartments.
 F. BOYCE, COMMANDER,
 IS APPOINTED TO LEAVE THE RIVER MERRY FOR
MELBOURNE, PORT PHILIP.
ON THURSDAY, 2nd OCTOBER.

Small text describing the ship's features and the company's services.

FARES TO MELBOURNE.
 AFTER SALOON, 40, 60, and 70 GUINEAS. REDUCED CLASS, 25 and 30 GUINEAS.
 THIRD CLASS, 15, 10, and 5 GUINEAS.

Small text describing the ship's features and the company's services.

By permission of FR Alan Smith. Courtesy of National Museum, Liverpool, Merseyside Maritime Museums

her. She could reach Melbourne in 60 days which was a record in those days. But, there was some talk amongst the older sailors in the crew that she would be an unlucky ship since some of the passengers on the first voyage had great sport shooting an albatross.

On August the 26th 1859 she left Melbourne, Australia carrying over 300 passengers and a crew of 103. Among the crew there were nine men from North Wales, one of them being a young boy from Moelfre, Isaac Lewis who had joined the ship at Liverpool and had just enjoyed his first voyage on her.

Apart from the passengers, the *Royal Charter* carried a cargo of wool and sheepskin, and in a strong room under seal there was a valuable cargo

Steam to Australia under 60 Days
PASSAGE MONEY £14 AND UPWARDS

To the consignment of
BRIGHT, BROTHERS & Co. MELBOURNE.

Black Ball Line of British and Australian Ex-Royal Mail Packets and Eagle Line of Packets,
 In conjunction with the Celebrated Auxiliary Steam Clippers

GREAT BRITAIN and ROYAL CHARTER,



APPOINTED to Sail Punctually from LIVERPOOL on the 5th and 15th of every MONTH.

The above, in addition to being the only Line with Steamers out of Liverpool, is composed of the Largest, Finest, and Fastest Merchant Ships in the World.

Ship.	Regis.	Bur.	Capt.	Date.
MARCO POLO	1625	4500	Johnstone,	Nov. 5.
EAGLE	1050	3500	Murphy,	15th Nov.
ROYAL CHARTER, as	2719	200	H.P. Taylor,	5th Dec.
WANATA	1442	4000	Marsh.	15th Dec.

Llong wedi ei chynllunio i gario teithwyr mor gyflym â phosibl i Awstralia oedd y *Royal Charter*. Adeiladwyd hi yn Sandicroft, Sir Fflint yn 1854 pan oedd llongau haearn yn dechrau profi eu gwerth, roedd yn pwyso 2,749 tonnall wedi ei chynllunio ar ffurf "clipper" yn cario hwyliau llawn gydag ychwanegiad peiriant stêm. Cychwyn gwael a gafodd y llong hardd yma, bu helynt efo'i lansio, ac ar ei mordaith gyntaf bu'n rhaid troi'n ôl i Plymouth gan fod gormod o falast arni oedd yn ei gwneud yn rhy isel yn y dŵr. Wedi datrys y broblem yma ni fu ei thebyg, roedd yn marchogaeth y tonnau yn hollol ddidrafferth a'r teithwyr niferus arni yn canmol siwrnai gyfforddus dros ben. Llwyddai i gyrraedd Melbourne mewn 60 diwrnod oedd yn record y pryd hynny. Do, bu peth sôn ymysg yr hen forwyr oedd yn y criw y byddai'n long anlwcus am i rai o'r teithwyr oedd ar y fordaith gyntaf fwynhau eu hunain yn saethu albatros.

Ar Awst 26ain 1859 gadawodd Melbourne, Awstralia yn cludo dros 300 o deithwyr a chriw o 103. Ymysg y criw roedd naw o ddynion o Ogledd Cymru ac un ohonynt oedd bachgen ifanc o Moelfre, Isaac Lewis a oedd wedi ymuno â'r llong yn Lerpwl ac wedi mwynhau ei fordaith gyntaf arni.

Ar wahân i'r teithwyr roedd y *Royal Charter* yn cludo cargo o wân a chrwyn defaid, mewn ystafell ddiogel dan sêl roedd cargo gwerthfawr o aur



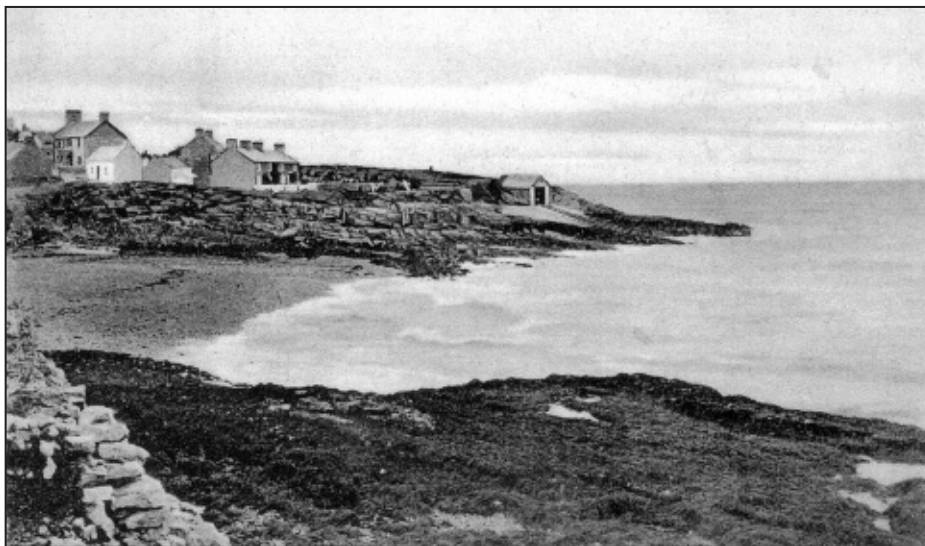
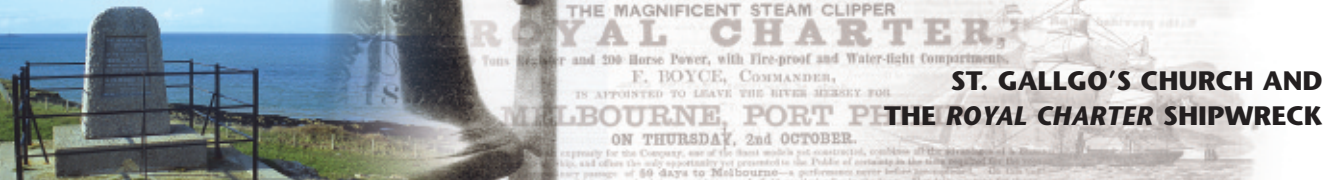
gwerth £322,440 pryd hynny! Roedd gan y teithwyr hefyd eu ffortiwn personol eu hunain o aur yn eu gofal.

3. Cymylau ar y Gorwel

Oherwydd gwyntoedd ffafriol a thywydd teg roedd yn amlwg fod y llong yn bur agos i gadw at ei record ar ei thaith adref. Pan gyrhaeddodd Queenstown, Iwerddon i roi tri-arddeg o deithwyr i lawr roedd wedi gwneud amser da. Roedd y teithwyr dosbarth cyntaf wedi eu plesio gymaint efo'r daith drwyddi draw fel y penderfynasant anrhegu Capten Taylor fel arwydd o'u gwerthfawrogiad. Roedd yntau wrth ei fodd ac yn addo iddynt y byddent yn Lerpwl ymhen pedair awr ar hugain.

Pan wawriodd 25ain Hydref gwelwyd rhyw darth tywyll ar y gorwel, mor wahanol i'r tywydd gwych a gafwyd yn ystod y dyddiau blaenorol. Fel yr oeddynt yn hwylio heibio Caergybi am bump o'r gloch y prynhawn roedd llawer o'r teithwyr

"mewn ystafell ddiogel dan sêl roedd cargo gwerthfawr o aur gwerth £322,440 pryd hynny!"



Moelfre circa 1870

of gold worth £322,440 at the time! The passengers too had their own personal fortunes of gold in their own possession.

3. Clouds on the Horizon

Because of favourable winds and fine weather it was obvious that the ship would be close to keeping to her record on her journey home. When she reached Queenstown in Ireland to disembark thirteen passengers she had made good time. The first class passengers were so pleased with their journey that they decided to reward Captain Taylor as a sign of their appreciation. He was also very pleased and he promised them that they would be in Liverpool within twenty-four hours.

With the dawn of October 25th came a dark mist on the horizon, very different to the wonderful weather of the previous days. As they sailed past Holyhead at 5 o'clock in the

afternoon many of the passengers were keen to see the 'Great Eastern', a huge steam ship designed by Brunel which was on trials around Britain at the time, and had anchored outside Holyhead. But because Captain Taylor was eager to reach Liverpool on time he decided to hurry onwards. By the time

the ship reached the Skerries at half past six the *Royal Charter* was battling against a strong wind that had moved to the North-East. The Captain hoped to pick up a pilot boat while passing Point Lynas, but even though the crew fired rockets it was impossible for either of the two pilot boats to respond since they had gone further out to sea to battle against the storm. The wind was roaring by now.

4. Then the Storm Broke ...

The 'Great Eastern' was battling against the storm too – the Captain had to take her from the dangers of the shoreline out to sea, but despite this, considerable damage was done to the ship.

We have a description of the storm as written by a 'Times' journalist, an experienced man who had a talent for describing things as they were, without exaggeration:

'Each gust of the wind seemed longer and

"With the dawn of October 25th came a dark mist on the horizon, very different to the wonderful weather of the previous days.."

yn awyddus i weld y “Great Eastern”, llong ager anferth a gynlluniwyd gan Brunel, roedd hi ar dreialon o amgylch Prydain ar y pryd, ac wedi angori tu allan i Gaergybi. Gan fod Capten Taylor yn awyddus i gyrraedd Lerpwl mewn pryd penderfynodd frysio ymlaen. Erbyn cyrraedd Ynysoedd y Moelrhoniaid am hanner awr wedi chwech roedd y *Royal Charter* yn brwydro yn erbyn gwynt cryf oedd wedi symud i'r Gogledd-Ddwyrain. Wrth basio Pwynt y Leinws roedd y Capten yn gobeithio codi peilot, ac er iddynt danio rocedi roedd yn amhosibl i unrhyw un o'r ddwy long beilot ymateb gan eu bod wedi mynd ymhellach allan i'r môr i ymladd y storm. Roedd y gwynt yn rhuo erbyn hyn.

4. Y Storm yn Torri

Roedd y “Great Eastern” yn ymladd y storm hefyd, bu'n rhaid i'r Capten fynd â hi allan o beryglon y lan i'r môr mawr, ond er hynny achoswyd cryn ddifrod i'w long.

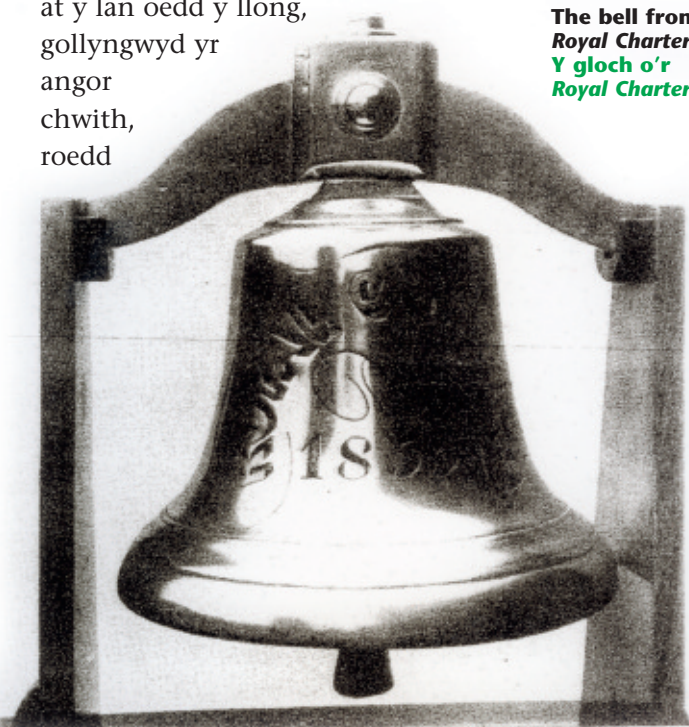
Cawn ddisgrifiad o'r storm gan ohebydd y “Times” oedd ar ei bwrdd, gŵr profiadol a feddai y ddawn i ddisgrifio pethau fel yr oeddynt, heb orliwio:

‘Each gust of the wind seemed longer and worse than the last, striking down upon the ship, as some sailors say, with the blow like the hammer and testing everything in the way of masts and rigging to the very utmost... From that time till between two and three o'clock in the morning the gale increased in violence till

the din was appalling and the rain and the hail driving with the force of small shot made it painful to face it... The air was filled with spray torn from the rugged waves... the darkness unpenetrable... while the hoarse roar of the wind drowned every other sound save the dull threatening booming waves upon the rocks...’

Nid oedd hi'n bosibl i'r *Royal Charter* fynd allan i'r môr bellach, roedd y gwynt yn ei gyrru tua'r lan, er bod yr hwyliau wedi eu tynnu neu eu rhwymo. Ymladd yn ofer oedd y peiriannau bychain. Gwyddai'r capten beth fyddai'r peryglon os byddai'r llong yn mynd yn rhy agos i'r lan. Roedd y gwynt a'r môr fel pe baent wedi uno i geisio dinistrio'r llong hardd oedd wedi eu meistroli dros y blynnyddoedd. Dal i gael ei hel yn nes at y lan oedd y llong, gollyngwyd yr angor chwith, roedd

**The bell from the
Royal Charter
Y gloch o'r
*Royal Charter***





worse than the last, striking down upon the ship, as some sailors say, with the blow like the hammer and testing everything in the way of masts and rigging to the very utmost... From that time till between two and three o'clock in the morning the gale increased in violence till the din was appalling and the rain and the hail driving with force of small shot made it painful to face it... The air was filled with spray torn from the rugged waves... the darkness unpenetrable... while the hoarse roar of the wind drowned every other sound save the dull threatening booming waves upon the rocks...'

It was not possible for the *Royal Charter* to go further out to sea, the wind was driving her towards the shore, although her sails had been taken down or made fast. The little engines were battling to no avail. The captain knew what the dangers would be if the ship came too close to the shore. The wind and the sea seemed

to have united to try to destroy the beautiful ship that had mastered them for years. The ship was still being driven closer to the shore, so the port anchor was let go. This seemed to work, and kept the ship in one place, but then the storm seemed to gain more strength and the starboard anchor was also lowered. With her bow to the wind the Captain was happier but still anxious. The strain was excessive, the port anchor's chain broke and within a short time the other broke as well. The *Royal Charter* was at the cruel mercy of the storm. Because the engines could not hold her the Captain had to agree to give the command to cut down the masts which were ninety-five feet in height and whose rigging held the weight of the wind. This was not enough and before long the ship's bottom was dragging along the gravel. Had the ship been blown another two hundred yards down the coast she would have landed on a more open beach, called Porth Helaeth, and there would have been a greater chance for all the passengers and crew to have been saved.

5. The brave response of the men of Moelfre

At the beginning it seemed that the ship was fairly safe, her bottom being on the gravel and the shore close by. But there were sharp rocks between her and safety. The wind hurled her against them and the terrifying grating sound caused everyone to be frightened.

News of the disaster was reported in all national and local newspapers
Cafwyd adroddiadau am y drychineb yn y papurau cenedlaethol a lleol





hyn yn ymddangos yn llwyddiant ac yn ei dal yn ei lle, ond roedd fel pe bai rhyferthwy y storm yn cynyddu a gollyngwyd yr angor dde. “A'i thrwyn i'r gwynt”, roedd y Capten yn fodlon ond yn bryderus. Roedd y straen yn ormod, torrodd cadwyn yr angor chwith ac mewn ychydig torrodd y llall. Roedd y *Royal Charter* ar drugaredd creulon y storm. Gan fod y peiriannau yn methu a'i dal bu'n rhaid i'r Capten gytuno i roi'r gorchymyn i dorri'r mastiau oedd yn naw deg pump troedfedd o uchder ac hefo'r rigin yn dal pwysau'r gwynt. Nid oedd hyn yn ddigon a chyn hir roedd y gwaelod yn crafu'r graean. Pe bai'r llong wedi cael ei chwythu ddau gan llath i lawr yr arfordir byddai wedi glanio ar draeth mwy agored Porth Helaeth a gobaith da y byddai pawb wedi cael eu hachub.

5. Ymateb dewr dynion Moelfre

Ar y cychwyn roedd yn ymddangos bod y llong yn weddol ddiogel, ei gwaelod ar y gro a'r lan yn ymyl. Ond roedd creigiau ysgythrog rhyngddi hi a diogelwch. Hyrddiodd y gwynt hi yn eu herbyn ac roedd sŵn brawychus y crafu yn peri dychryn i bawb.

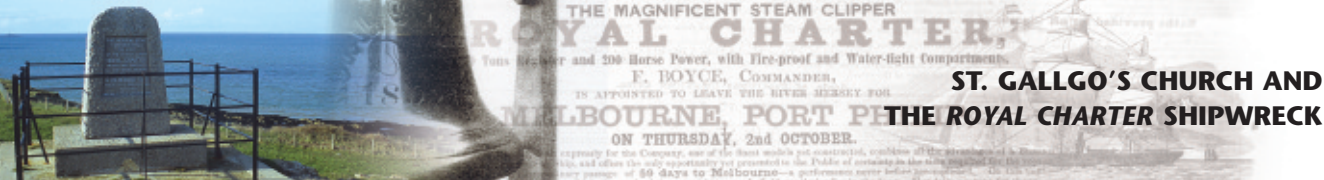
Ar y noson honno roedd Mesach Williams ar ben to ei fwthyn, Cocyn Uchaf, yn ceisio gwneud rhywbeth i'w gadw rhag chwythu i ffwrdd yn y storm, ac yr oedd ei gymydog Thomas Hughes, Cocyn Newydd, yn ei helpu. Mae disgynyddion Capten Thomas Hughes (1824 - 1914) yn dal i fyw yn

yr ardal, y rhan fwyaf ohonynt, fel yntau, wedi byw i oedran teg. Mae hanes y noson honno ar gof a chadw ganddynt fel yr adroddwyd ef gan Capten Hughes.

Tua thoriad y wawr sylweddolodd y ddau fod arogl tar a rhaff yn llosgi yn cael ei gario ar y gwynt, ac yr oedd golau gwan i'w weld yn dod o gyfeiriad Porth Helaeth. Gwyddai'r ddau fod llong mewn perygl. Aeth Mesach Williams i'r pentref i chwilio am ddynion i ddod i gynorthwyo, tra'r aeth Capten Hughes i gyfeiriad y golau. Wedi cyrraedd gwelodd long yn gorwedd wysg ei hochr ar y creigiau, ar y starn roedd tair casgen o dar yn llosgi a thua'r un faint ar y blaen. Roedd y gwynt yn rhuo a'r môr yn berwi dros y creigiau, ac er ei fod yn ddyn dros chwe troedfedd ac yn drwm o gorff bu'n rhaid iddo fynd ar ei bedwar at ymyl y graig.

Cyrhaeddodd o fewn ugain llath i'r llong a cheisiodd weiddi bod help ar y ffordd, ond cymaint oedd rhyferthwy'r storm ni chlywyd mohono. Yn fuan daeth Owen Hughes, Tyddyn-y-Gongl yno, ac ar yr un pryd daeth dau lanc ifanc o Dde Iwerddon oedd yn edrych ar ôl stablau y postfeistr, Evan Williams. Ceiswyd taflu rhaff i'r llong ond yn ofer. Daeth rhagor o ddynion yn fuan wedyn, rhai wedi arogl i tar yn llosgi. Daeth wyth ar hugain o ddynion i gyd yn awyddus i helpu. Hyd yn oed pe byddai modd lansio bad achub ni fyddai wedi bod o unrhyw ddefnydd mewn môr berwedig yn ymyl y lan.

“Tua thoriad y wawr sylweddolodd y ddau fod arogl tar a rhaff yn llosgi yn cael ei gario ar y gwynt, ac yr oedd golau gwan i'w weld yn dod o gyfeiriad Porth Helaeth.”



That night Mesach Williams was up on the roof of his cottage, Cocyn Uchaf, trying to do something to keep the roof from blowing away in the wind, and his neighbour Thomas Hughes, Cocyn Newydd, was helping him. Descendants of Captain Thomas Hughes (1824 – 1914) still live in the area, most of them, like himself, having lived to a ripe old age. That night's events have been kept alive in their memories, as reported to them by Captain Hughes.

Around dawn both men noticed the smell of tar and rope burning being carried on the wind, and there was a faint light from the direction of Porth Helaeth. They knew that there was a ship in trouble. Mesach Williams went to the village to look for men to come to help, while Captain Hughes went towards the light. When he reached the spot he saw a ship lying on her side on the rocks, on the stern were three barrels of tar burning and about the same on the bow. The wind was roaring and the sea was crashing over the rocks, and even though he was a sturdily built, six-foot tall man Hughes had to go down on all fours to get to the edge of the rocks safely. He got to within twenty yards of the ship and he tried to shout to let the people on the ship know that help was on its way, but the storm was so strong that no-one heard him above the howling of the wind. Before long Owen Hughes, Tyddyn-y-Gongl arrived, and at the same time two youths from

Ireland who looked after the stables of the postmaster, Evan Williams. They tried to throw a rope to the ship, but to no avail. More men came to help, some having smelled the burning tar. In all, twenty-eight men came to the site ready and willing to help. But even if it would have been possible to launch a lifeboat it would have been of no use whatsoever in such a sea so near to the shore.

6. A brave sailor – a faint hope

On board the ship preparations were being made to attempt to get everyone to land safely using a 'bosun's chair'. Joseph Rodgers, a native of Malta and a member of the crew, volunteered to swim to the shore with a light line around his waist attached to a hawser on board the ship. This strong swimmer reached the shore unscathed and he was pulled to safety from the grasp of the waves by the Moelfre men who had linked arms to form a chain ready to save him. They then immediately set about making a 'bosun's chair' to save the passengers. This meant a journey of twenty yards on a shaky chair above a frightening sea and in a raging wind. It is easy to believe that the ladies refused to venture on such a journey and precious time was lost trying to persuade them. Very slowly members of the crew and some of the male passengers ventured on this dangerous journey, hoping that the ladies would be brave enough to follow them.

"Joseph Rodgers, a native of Malta and a member of the crew, volunteered to swim to the shore with a light line around his waist attached to a hawser on board the ship."

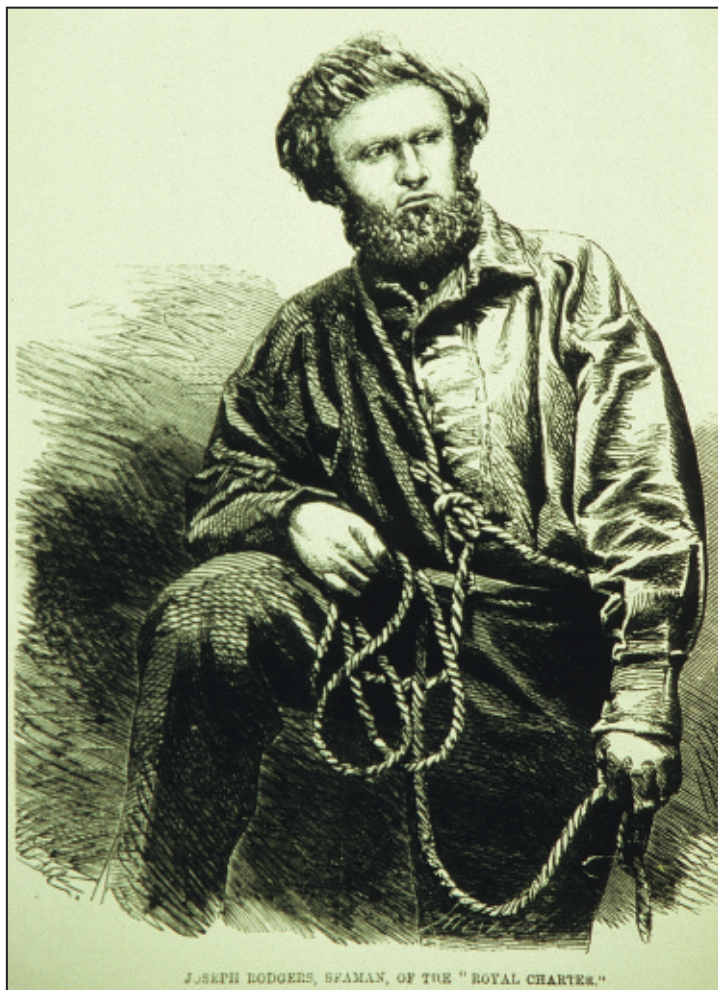


6. Morwr dewr – Gobaith gwan

Ar fwrdd y llong roedd paratoadau yn cael eu gwneud i geisio cael pawb i'r lan trwy ddefnyddio "bosun's chair". Gwirfoddolodd Joseph Rodgers, brodor o Malta ac aelod o'r criw i nofio i'r lan â rhaff denau am ei ganol a oedd ynghlwm wrth raff drwchus ar fwrdd y llong. Cyrhaeddodd y nofiwr penigamp y lan yn ddianaf a thynnwyd ef i ddiogelwch o afael y tonnau gan ddynion Moelfre oedd wedi cydio ym mreichiau ei gilydd i ffurfio cadwyn yn barod i'w achub. Aethpwyd ati yn ddiymdroi i lunio "bosun's chair", i'w ddefnyddio golygai hyn daith o ugain llath ar gadair sigledig uwch ben môr brawychus yn nannedd gwynt cynddeiriog. Mae'n hawdd credu i'r merched wrthod mentro ar y fath daith a chollwyd amser prin yn ceisio eu perswadio. Yn araf iawn aeth aelodau o'r criw a rhai o'r dynion ymysg y teithwyr ar y daith beryglus gan obeithio y byddai'r merched yn cael digon o blwc i'w dilyn.

7. Diwedd Dychrynlyd

Yn annisgwyl, tua saith o'r gloch yn y bore, torrodd y llong yn ei hanner gan wahanu y pen blaen lle'r oedd y gadair a'r rhan ôl lle'r oedd y rhan fwyaf o'r teithwyr. Ysgubwyd nifer fawr ohonynt i'r môr rhwng y ddau ddarn lle maluriwyd hwy'n ddifrifol yn erbyn darnau miniog y llong a'r creigiau. Yn fuan wedyn symudodd y pen blaen gan dorri'r rhaff oedd yn



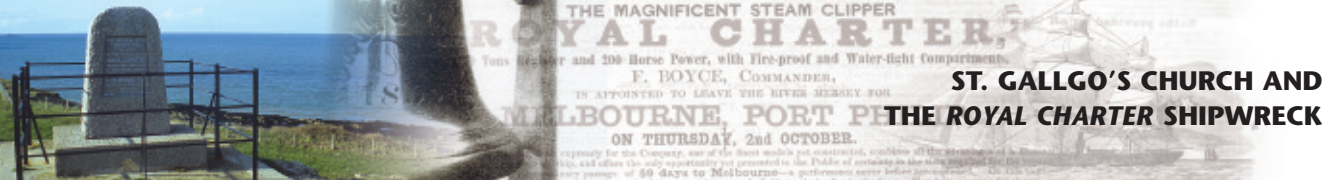
J. RODGERS, SEAMAN, OF THE "ROYAL CHARTER."

cynnal y "bosun's chair", dyma pryd y taflwyd Isaac Lewis druan i'r dŵr a'i fodd mor agos i'w gartref ac yng ngolwg ei dad oedd yn un o'r dau ddeg wyth oedd yn helpu ar y lan.

Boddwyd llawer am iddynt neidio i'r dŵr yn gwisgo dillad trwchus ac yr oedd llawer o'r dynion yn cario yr aur a oeddynt wedi gweithio mor galed i'w ennill yn Awstralia. Gwnaeth y dynion oedd ar y lan eu gorau i gael gafael ar y rhai oedd yn cael eu taflu tuag atynt. Llwyddwyd i gipio 38 o'r

**Joseph Rodgers -
Joie Rodriguez
(1830-1897)**

**He was a Maltese
seaman, was
awarded the
RNLI's Gold Medal
for bravery in
saving life at sea
Roedd yn frodor o
Malta a
dderbyniodd
fedal aur yr RNLI
am ei ddewrder yn
achub bywydau
ar y môr**



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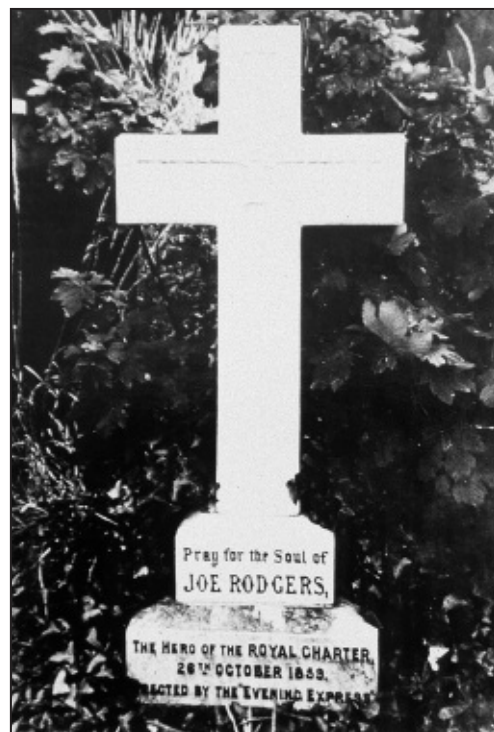
The grave of Joseph Rodgers in the Ford Cemetery, Litherland, Liverpool. He settled in Liverpool, and his bravery was not forgotten and his memorial was erected by the Evening Express. *Bedd Joseph Rodgers ym mynwent Ford, Litherland, Lerpwl. Cartrefodd yn Lerpwl a chofiwyd am ei ddewrder a chodwyd cofeb iddo gan yr Evening Express*

7. A terrible ending

Unexpectedly, about seven o'clock in the morning, the ship broke in half, separating the front end where the bosun's chair was, and the stern where most of the passengers were. A great number of them were swept into the sea between the two halves, where they were smashed against the sharp pieces of rock and splintered ship. Soon afterwards the front half moved, breaking the rope that was supporting the 'bosun's chair', and this is when poor Isaac Lewis was thrown into the water where he drowned so close to home and within sight of his father who was among the twenty-eight who had come to the shore to help.

Many were drowned because they jumped into the water wearing heavy clothing, and many of the men were also carrying the gold that they had worked so hard to earn in Australia. The men on shore did their best to grasp the people who were thrown towards them. They managed to save 38 people from the waves, 20 passengers and 18 crew members. According to the passenger list from the agent 'Bright Brothers & Co.', Melbourne, Victoria, that was prepared on August 24th 1859, there were 50 children under ten years old on board the ship, and the tragedy is that not one of these was saved; not one woman was saved either, and according to the list 305 of the passengers were under fifty years old and only two were over sixty.

In his wonderful book 'The Golden Wreck', Alexander McKee gives vivid



Archifdy Môn Archives

descriptions of these awful events. He talks of a man named James Dean who was thrifty enough to leave his money in a bank in Australia, and had tied the receipt around his waist in an oiled cloth. He had noticed how the heavy clothes of some of the men and women had pulled them under the water. So he went in totally naked and he was thrown safely to the shore into the arms of the rescuers.

8. Service and sympathy

By mid-morning many people had congregated on the beach, and among them was the Reverend Stephen Roose Hughes, rector of the parish. He immediately saw what was needed and he arranged for the bodies to be moved to Llanallgo Church about two

The Charles Dickens and Royal Charter (Literary) Tour

Taith Charles Dickens a'r Royal Charter (Taith llenyddol)

- Care should be taken on uneven footpaths and near the cliffs.
- Please be aware of traffic when crossing the main road.

- Dylid cymryd gofal ar lwybrau anwastad ac wrth y clogwyni.
- Gwylwch y traffig wrth groesi'r ffordd fawr

1 TY'N PWLL

The home of Marian Moelfre, a local poetess who published two volumes of poetry at the beginning of the 20th century

2 COCYN UCHAF AND COCYN NEWYDD ('Trigfa' today)

Meshach Williams, Cocyn Uchaf, and Thomas Hughes, Cocyn Newydd, were the first to see the Royal Charter in 1859.

3 THE ROYAL CHARTER MONUMENT

The story of the Royal Charter has inspired a classic in English 'The Golden Wreck' by Alexander McKee, and 'Ofnadwy Nos' by T. Llew Jones in Welsh.

4 THE FOOTPATH TO LLANALLGO

TG Walker recorded the history and nature of the area in his 'Trysorau'r Traeth'.

A famous local man was John Williams Hughes - broadcaster and lecturer who was famous in the USA for his books 'They Shall Not Perish' and 'Angel's Tears' and, in Wales, for 'Troi'n Alltud'.

1 TY'N PWLL

Cartref y bardd Marian Moelfre a gyhoeddodd dwy gyfrol ar ddechrau'r 20fed ganrif.

2 COCYN UCHAF A COCYN NEWYDD ('Trigfa' heddiw)

Meshach Williams, Cocyn Uchaf, a Thomas Hughes, Cocyn Newydd, oedd y cyntaf i weld y Royal Charter yn 1859.

3 COFEB Y ROYAL CHARTER

Mae'r hanes wedi ysgogi llyfr sydd yn glasurol o'i fath yn Saesneg, sef 'The Golden Wreck' gan Alexander McKee, ac yn Gymraeg gan T. Llew Jones yn ei gyfrol 'Ofnadwy Nos'.

4 Y LLWYBR I LLANALLGO

Llwyddodd TG Walker i adrodd hanes y fro a'i byd natur yn ei lyfr 'Trysorau'r Traeth'.

Gŵr enwog arall o'r fro oedd John Williams Hughes - darlledwr a darlithydd oedd yn adnabyddus yn yr Unol Dalieithau am ei lyfrau 'They Shall Not Perish' ac 'Angel's Tears' ac, yng Nghymru, 'Troi'n Alltud'.



Teithiau Treftadaeth
MOELFRE
Heritage Walks

**THE CHARLES DICKENS AND
ROYAL CHARTER (LITERARY) TOUR**

**TAITH CHARLES DICKENS A'R
ROYAL CHARTER (TAITH LLENYDDOL)**

LLANALLGO **5**

Eglwys Sant Gallgo
St Gallgo's Church

A5108

A5025

Ysgol
School

MOELFRE

Nant Bychan

3
Cofeb
Royal Charter
Memorial

Many
Llongddrylliad
Shipwreck Site

Porth Helaeth

2

1

P Gwylfan
Seawatch

P Traeth
Beach

Porth
yr Aber



PARTNERIAETH
MOELFRE
PARTNERSHIP





Ynys
Moelfre

Y Swnt

Gorsaf Bad Achub
Lifeboat Station

THIS MEMORIAL STONE
COMMEMORATES
THE LOSS
OF THE STEAM CLIPPER
ROYAL CHARTER
WHICH WAS WRECKED
ON THE ROCKS HEREON
ON 26 OCTOBER 1875
WHEN 617 PASSENGERS
AND CREW PERISHED
ERECTED BY ANGUS MACKAY, 2015

THE CHARLES DICKENS AND ROYAL CHARTER (LITERARY) TOUR

TAITH CHARLES DICKENS A'R ROYAL CHARTER (TAITH LLENYDDOL)

5 LLANALLGO

Goronwy Owen, Wales' most famous 18th century poet, went to school in Llanallgo.

Coxwain Dic Evans is buried here - his story can be found in the book 'Lifeboat VC' by Ian Skidmore.

Charles Dickens stayed with the rector Stephen Roose Hughes. The story of his visit is to be found in 'The Uncommercial Traveller'.

Sir Dafydd Trevor, parish priest, buried in Llanallgo and one of the most famous poets of the 16th century.



Bedd
Dick Evans'
Grave

MOELFRE IS RENOWNED FOR ITS LITERARY OUTPUT, INCLUDING:

- Wynne Lewis, published a book on his experiences abroad, 'At Ynysoedd yr Haul' (Gwasg Gee, 1957).
- 'Cymeriadau Gogledd Cymru' (Llangefni, 1995) is a collection of articles by Rodney Hughes, editor of the North Wales Chronicle.
- Capten Harry Owen Roberts won the Llanilar Eisteddfod Chair in 1993.
- Bedwyr Rees, a television presenter from the village, has published two books for teenagers called 'Jibar' and 'Sbinia'.



Eglwys
Llanallgo
Church

Teithiau Treftadaeth
MOELFRE
Heritage Walks

5 LLANALLGO

Bu Goronwy Owen, bardd enwocaf Cymru yn y 18fed ganrif, yn mynychu ysgol yma.

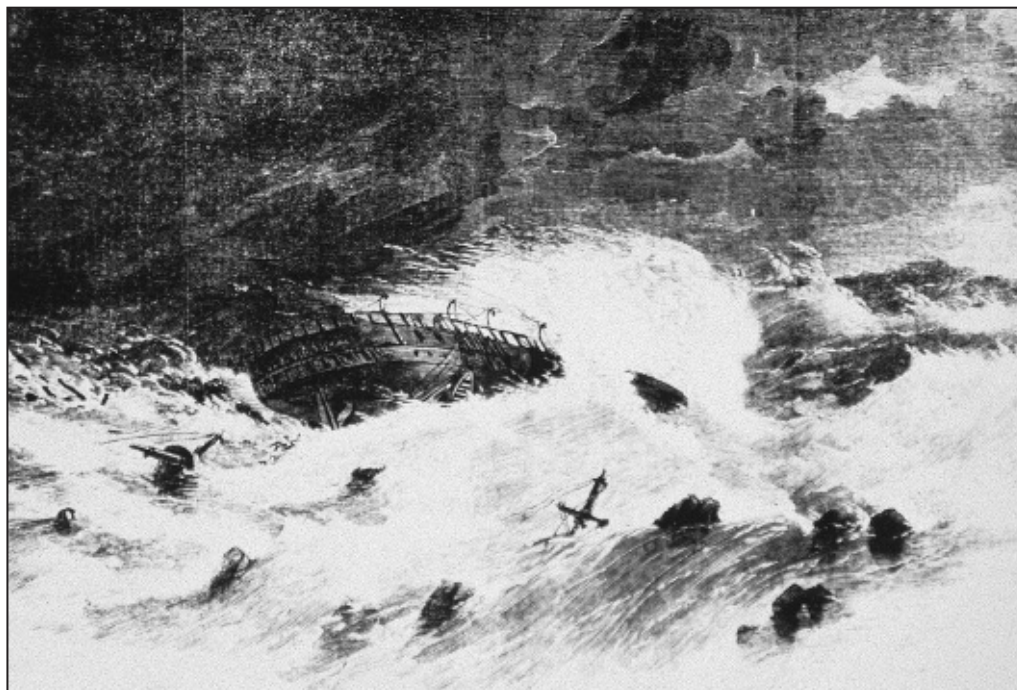
Mae'r Coxwain Dic Evans wedi ei gladdu yma - mae ei hanes yn y llyfr 'Lifeboat VC' gan Ian Skidmore.

Bu Charles Dickens yn aros yma hefo'r rheithor Stephen Roose Hughes. Mae hanes ymweliad Dickens wedi ei gofnodi yn ei lyfr 'The Uncommercial Traveller'.

Syr Dafydd Trefor: offeiriad y plwyf a gladdwyd ym mynwent Llanallgo ac um o feirdd enwocaf yr 16eg ganrif.

6 MAE TREGOLION MOELFRE WEDI CYHOEDDI AMRYWIAETH HELAETH O GYFROLAU, GAN GYNNWYS:

- Wynne Lewis, wedi cyhoeddi hanes ei fywyd dramor yn y llyfr 'At Ynysoedd yr Haul' (Gwasg Gee, 1957).
- Cyhoeddwyd llyfr o erthyglau gan Rodney Hughes, golygydd The North Wales Chronicle, o'r enw 'Cymeriadau Gogledd Cymru' (Llangefni 1995).
- Y Capten Harry Owen Roberts wedi ennill cadair Eisteddfod Llanilar yn y flwyddyn 1993.
- Mae Bedwyr Rees, cyflwynydd teledu o'r pentref, wedi cyhoeddi llyfrau ar gyfer plant yn eu harddegau; 'Jibar' a 'Sbinia'.



An artist's
impression of the
wreck
**Y llongddrylliad
drwy lygaid
arlunydd**

The Illustrated London News, Nov 5 1859. Archifdy Môn Archives

tonnau, 20 ohonynt yn deithwyr a 18 yn griw. Yn ôl rhestr y teithwyr a gafwyd gan asiant “Bright Brothers & Co.”, Melbourne, Victoria, a baratowyd ar 24ain Awst 1859 roedd 50 o blant dan ddeg oed ar y llong, y drasiedi yw nad achubwyd yr un ohonynt; ni achubwyd yr un ferch chwaith ac yn ôl rhestr roedd 305 o’r teithwyr dan hanner cant oed a dim ond dau dros chwe deg.

Yn ei lyfr ardderchog, “The Golden Wreck”, mae Alexander McKee yn rhoi disgrifiadau byw o’r digwyddiadau dychrynlyd yma. Mae’n sôn am ŵr o’r enw James Dean a fu’n ddigon darbodus i adael ei arian mewn banc yn Awstralia, rhwymodd y dderbyneb am ei ganol mewn brethyn oeliog. Roedd wedi sylwi fel roedd dillad trymion rhai o’r merched a’r dynion

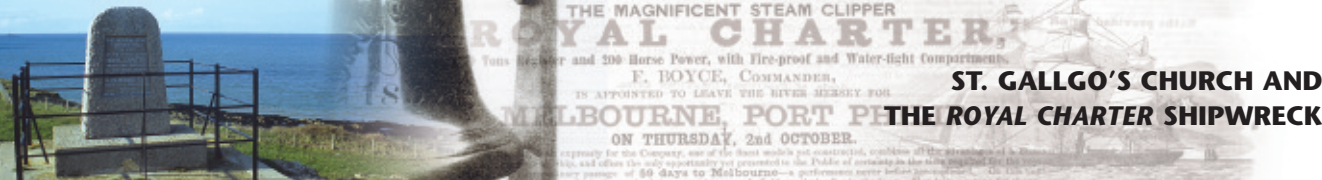
yn eu tynnu o dan y dŵr. Aeth i’r môr yn hollol noeth a thaflwyd ef yn ddiogel i’r lan i freichiau y rhai oedd yn disgwyl yno.

8. Gwasanaeth a Chydymdeimlad

Erbyn canol y bore roedd llawer wedi ymgynnull ar y traeth ac yn eu mysgr roedd y Parch Stephen Roose Hughes, Rheithor y plwyf. Gwelodd yr angen ar unwaith a threfnodd i symud y cyrff i Eglwys Llanallgo rhyw ddwy filltir i ffwrdd. Roedd angen dynion gyda cheffyl a chert i wneud y gwaith anodd hwn a gofalodd y Rheithor dalu chweugain am bob truan a gludwyd i’r Eglwys.

Daeth W. H. Smith, “Receiver of Wrecks” o Biwmares ar frys, yn bennaf i ofalu am unrhyw eiddo a ddeuai i’r

**“Erbyn canol y
bore roedd
llawer wedi
ymgynnull ar
y traeth ac yn
eu mysgr
roedd y Parch
Stephen
Roose
Hughes,
Rheithor y
plwyf.”**



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“W.H.Smith, the ‘Receiver of Wrecks’, came quickly from Beaumaris, mainly to look after any possessions that came to shore, especially the treasure that was on the ship.”

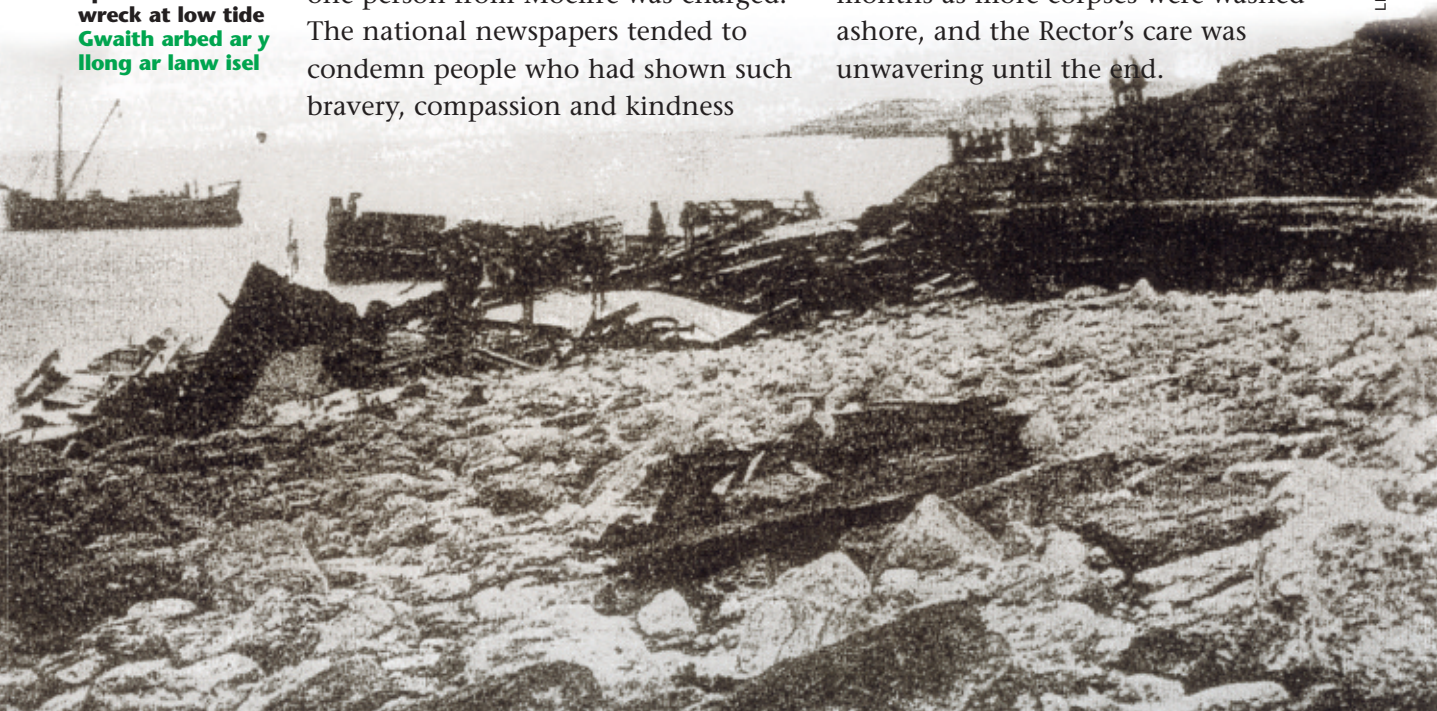
**Salvaging operation of the wreck at low tide
Gwaith arbed ar y llong ar lanw isel**

miles away. Men with horses and carts were needed to do this difficult work and the Rector made sure he paid the men ten shillings for each body that was carried to the Church.

W.H.Smith, the ‘Receiver of Wrecks’, came quickly from Beaumaris, mainly to look after any possessions that came to shore, especially the treasure that was on the ship. Naturally, stories have been told down the years of people who became rich because of the gold from the *Royal Charter*. It is probable that some people benefited from things found on the beach. We must remember that a lot of strangers came to the village soon after the disaster, along with soldiers that had been called there to keep order. Yes, people were seen carrying gold sovereigns in buckets up the beach, but these were working for Mr Smith. Yes, some were tried in court for helping themselves, but not one person from Moelfre was charged. The national newspapers tended to condemn people who had shown such bravery, compassion and kindness

during this very disruptive time in their lives.

By the following Sunday the Church was full of bodies and the Rector arranged to carry out services for the villagers in the nearby school and this went on for months afterwards. The Rev. Roose Hughes had been particularly careful in noting details such as bodily characteristics and descriptions of the clothes of those who came to shore, in order to notify the relatives and friends that swarmed to the area to enquire after their loved ones. It was a very difficult job to go with them to search among the bodies lying in the Church, many of them marred by the sea. Often his faithful wife went with him and they were also supported by her two sisters who were staying with them. The Rector was untiring and full of sympathy for these poor people. The heartbreaking work continued for months as more corpses were washed ashore, and the Rector’s care was unwavering until the end.



lan, yn enwedig y trysor oedd ar y llong. Yn naturiol bu sôn ar hyd y blynyddoedd am bobl ddaeth yn gyfoethog ar aur y *Royal Charter*. Mae'n debyg fod rhai wedi elwa o bethau gafwyd ar y traeth, rhaid cofio bod llawer o bobl ddieithr wedi dod i'r pentref yn fuan ar ôl y drychineb ynghyd â milwyr oedd wedi eu galw yno i gadw trefn. Do, gwelwyd pobl yn cario sofrenni mewn pwcedi i fyny'r traeth, ond gweithio i Mr Smith oedd y rhain. Do, bu rhai o flaen eu gwell am helpu eu hunain, ond ni chyhuddwyd neb o Moelfre. Roedd y papurau newydd cenedlaethol yn dueddol i gollfarnu pobl oedd wedi dangos dewrder, tosturi a charedigrwydd yn ystod cyfnod cythryblus iawn yn eu bywydau.

Erbyn y Sul roedd yr Eglwys yn llawn o gyrff a gofalodd y Rheithor ei fod yn cynnal gwasanaethau i'r pentrefwyr yn yr ysgol gerllaw, ac felly y bu am fisoedd wedyn. Roedd y Parch Roose Hughes wedi bod yn hynod o ofalus i gymeryd manylion megis nodweddion corfforol a disgrifiad o ddillad y rhai a ddaeth i'r lan, er mwyn gallu rhoi gwybodaeth i'r perthnasau a'r ffrindiau a lifodd i'r ardal i holi am eu hanwyliaid. Gwaith anodd dros ben oedd mynd gyda hwy i chwilio ymysg y gyrff oedd yn gorwedd yn yr Eglwys, llawer ohonynt wedi eu handwyo gan y môr. Yn aml âi ei wraig ffyddlon gydag ef a chafodd gymorth da gan ei dwy chwaer hefyd oedd yn aros gyda hwy. Trwy gydol yr amser roedd y Rheithor yn ddiflino ac



Llun/Photo: Archifdy Môn Archives

yn llawn cydymdeimlad tuag at y trueiniaid yma. Parhaodd y gwaith torcalonnus am fisoedd fel y golchwyd rhagor o gyrff i'r lan, a'r un oedd gofal y Rheithor hyd y diwedd.

Yr un oedd gofal ei frawd y Parch Hugh Robert Hughes, Rheithor Penrhosllugwy. Gofalodd am y gyrff a ddaeth i'r lan ar draethau cyfagos. Cadwodd yntau hefyd gofnod manwl ohonynt a chladdwyd 45 ym mynwent yr Eglwys.

Claddwyd 140 ym mynwent Llanallgo, rhoddwyd y rhai oedd heb eu hadnabod yn bedwar mewn bedd ar

**The Reverend
Stephen Roose
Hughes
(1815-1862)**
**Y Parch Stephen
Roose Hughes
(1815-1862)**



His brother, the Reverend Hugh Robert Hughes, Rector of Penrhosllugwy, also showed great care. He looked after the corpses that came to shore on nearby beaches. He, like his brother, kept a detailed record of the corpses and 45 of them were buried in the Church's cemetery.

140 from the shipwreck were buried in Llanallgo cemetery. Unidentified corpses were buried four to a grave, after writing detailed descriptions of them. It is probable that many of these were later disinterred and moved to lie in other cemeteries. Today you can see memorial stones to those lost in the disaster and buried here. A memorial was built in memory of the unidentified people. In 1892 it was decided that the Church would be

extended. The extension was built over the graves, but the memorial was kept in the Church for a period before it was moved to its present position in the southern end of the cemetery.

9. A visit by Charles Dickens

On the last day of the year 1859 the great Charles Dickens came to Moelfre to meet the man whom he admired so greatly. He was welcomed into the Rectory and stayed there overnight. He saw for himself the unstinting efforts still continuing on the beach because of the shipwreck. He wrote about the disaster in a magazine, 'All the Year Round', before including it in his book, 'The Uncommercial Traveller', later. In these accounts we are able to see through an astute journalist's eye the sacrifices made by



An artist's impression of salvage operations at high tide
Argraff arlunydd o'r gwaith arbed ar lanw uchel

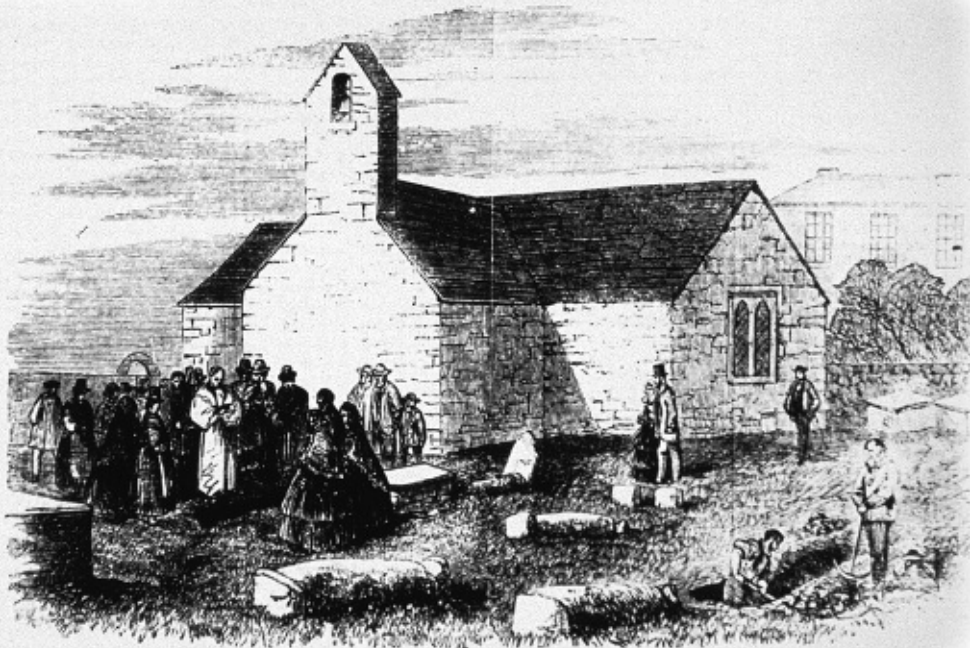




LLANALLGO CHURCH.

LLANALLGO Church, to which most of the bodies recovered from the wreck of the *Royal Charter* had been taken, is situated about a mile from the scene of the late awful catastrophe. From the old churchyard the still angry sea can be seen beating against the wild rocky coast, and occasionally throwing up here and there the mangled remains of one of the ill-fated passengers in the unfortunate ship. On the day that our correspondent visited Llanallgo Church there were no less than seventeen bodies stretched on the ground within its ancient walls, and so arranged as to afford every possible chance of their being recognised. Some seven or eight of these were buried on the same afternoon; the remainder were still waiting the Coroner's inquest. Scarcely a day now passes without additional bodies being washed on shore, many of which have still hanging to them portions of clothing, in some instances marked, which materially assists in their identification.

In our Illustration of the Church, the Rector, the Rev. Mr. Hughes, surrounded by a few of the survivors and some Welsh peasant women, is reading the burial service over those of the dead that have passed the inquest. The humane attention and compassionate hospitality shown by the rev. gentleman to the friends and relatives of those lost, and who have been attracted to the neighbourhood in the hope of learning something of the fate of many dear to them, are worthy of especial notice. Mr. Hughes is most careful in procuring information. As the corpses are recovered they are all numbered in succession; and, previous to the interment of those who are unrecognised, he commits to writing some of their most striking peculiarities for the inspection of those who may arrive too late.



LLANALLGO CHURCH, NEAR MOELFRE, ANGLESEA, NORTH WALES.

A burial scene at
St Gallgo's Church,
1859

Golygfa o
gladdedigaeth ym
mynwent Eglwys
Llanallgo, 1859

ôl gwneud disgrifiad manwl ohonynt.
Mae'n debyg bod llawer o'r rheiny
wedi eu codi a'u symud yn
ddiweddarach i orwedd mewn
mynwentydd eraill. Yn y fynwent fe
welir heddiw feini coffa i'r rhai a
gollwyd yn y drychineb ac sydd wedi
eu claddu yma. Codwyd cofeb yn y
fynwent i goffhau y rhai a gollwyd,
gosodwyd hi yn ymyl beddau y rhai na
chafodd eu hadnabod. Yn 1892
penderfynwyd ehangu yr Eglwys, roedd
yr estyniad yn mynd dros y beddau,
gadawyd y gofeb yn yr Eglwys am
ychydig cyn ei symud i'r safle presen-
nol yn y rhan ddeheuol o'r fynwent.

9. Ymweliad Charles Dickens

Ar ddiwrnod olaf y flwyddyn 1859
daeth neb llai na Charles Dickens i
Moelfre i gyfarfod y gŵr a edmygai
gymaint. Cafodd groeso yn y
Rheithordy ac arhosodd yno dros nos.
Cafodd gyfle i weld drosto ei hun y
prysurdeb oedd yn parhau ar y traeth
oherwydd y llongddrylliad.
Ysgrifennodd yr hanes mewn
cylchgrawn, "All the Year Round", cyn
ei gynnwys yn ei lyfr, "The
Uncommercial Traveller", yn
ddiweddarach. Yno cawn weld trwy
lygaid newyddiadurwr craff yr holl
aberth a wnaed gan y Parch Stephen

"Claddwyd
140 ym
mynwent
Llanallgo,
rhoddwyd y
rhai oedd heb
eu hadnabod
yn bedwar
mewn bedd
ar ôl gwneud
disgrifiad
manwl
ohonynt."



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The Reverend Hugh Robert Hughes (1817-73), Perpetual Curate of St. Michael's Church Penrhosllugwy, brother of The Reverend Stephen Roose Hughes, he buried 45 of the victims in his churchyard
Y Parch Hugh Robert Hughes (1817-73), Curad Parhaol Eglwys Sant Mihangel, Penrhosllugwy, brawd y Parch Stephen Roose Hughes, gofalodd am gladdiedigaeth 45 o'r rhai a gollwyd ym mynwent Penrhos

Following his visit to Moelfre, Charles Dickens wrote to the Rev. Roose Hughes and sent him a copy of the article he had written in the Journal "All the Year Round", with an invitation to join him on a visit to London
Yn dilyn ei ymweliad â Moelfre, ysgrifennodd Charles Dickens at y Parch Roose Hughes yn amgau copi o'r erthygl a ysgrifennodd ar gyfer y cylchgrawn "All the Year Round", ac yn ei wahodd i ymweld ag ef yn Llundain

the Rev. Stephen Roose Hughes and his family, including his brother the Rev. Hugh Robert Hughes.

This is an extract of what Dickens wrote about the Rev. Stephen Roose Hughes: *"I had heard of that clergyman as having buried many scores of the shipwrecked people; of his having opened his house and heart to their agonised friends; of his having used a most sweet and patient diligence for weeks and weeks, in the performance of the forlornest offices that man can render to his kind; of his having most tenderly and thoroughly devoted himself to the dead and to those who were sorrowing for the dead. I had said to myself, 'In the Christmas season of the year I should like to see that man!'"*

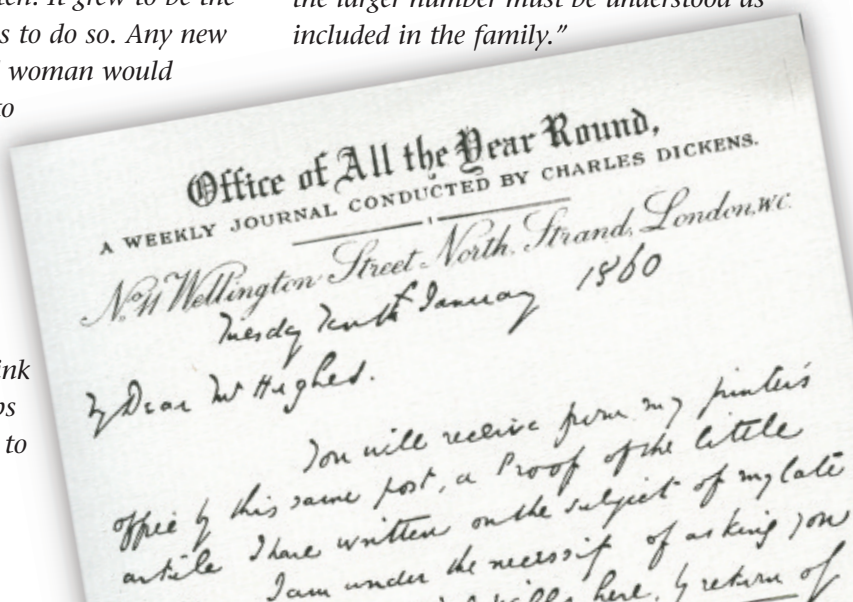
He was amazed at the devotion of the females of the family: *"The ladies of the clergyman's family, his wife and two sisters-in-law, came in among the bodies often. It grew to be the business of their lives to do so. Any new arrival of a bereaved woman would stimulate their pity to compare the description brought with the dread realities. Sometimes they would go back able to say, 'I have found him,' or, 'I think she lies here.' Perhaps the mourner, unable to*



Archidly Môn Archives

bear the sight of all that lay in the church, would be led blindfold."

And about the Reverend Hugh Robert Hughes he says: *"This clergyman's brother... himself the clergyman of two adjoining parishes, who had buried thirty-four of the bodies in his own churchyard, and who had done to them all that his brother had done as to the larger number must be understood as included in the family."*





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Roose Hughes a'i deulu gan gynnwys ei frawd y Parch Hugh Robert Hughes.

Dyma beth o'r hyn a ysgrifennodd am y Parch Stephen Roose Hughes: *"I had heard of that clergyman as having buried many scores of the shipwrecked people; of his having opened his house and heart to their agonised friends; of his having used a most sweet and patience diligence for weeks and weeks, in the performance of the folornest offices that man can render to his kind; of his having most tenderly and thoroughly devoted himself to the dead, and to those who were sorrowing for the dead. I had said to myself, 'In the Christmas season of the year I should like to see that man!' "*

Roedd wedi rhyfeddu at ymroddiad merched y teulu, *"The ladies of the clergyman's family, his wife and two sisters-in-law, came in among the bodies often. It grew to be the*



Left: Mrs Mouldsdale, mother of Mrs Jane Roose Hughes, who together with her two daughters were a great support during the difficult period of the shipwreck
Chwith: Mrs Mouldsdale, mam Mrs Jane Roose Hughes, roedd hi a'i dwy ferch yn gymorth mawr dros gyfnod anodd y llongddrylliad

Right: Mrs Jane Roose Hughes, whose loyalty and concern for others never wavered
Dde: Mrs Jane Roose Hughes, ni phallodd ei ffyddlondeb a'i gofal dros eraill trwy gydol yr amser

business of their lives to do so. Any new arrival of a bereaved woman would stimulate their pity to compare the description brought with the dread realities. Sometimes they would go back able to say, 'I have found him', or 'I think she lies there'. Perhaps the mourner, unable to bear the sight of all that lay in the church, would be led in blindfold."

Ac am y Parch Hugh Robert Hughes dywed: *"This clergyman's brother... himself the clergyman of two adjoining parishes, who had buried thirty-four of the bodies in his own churchyard, and who had done to them all that his brother had done as to the larger number must be understood as included in the family."*

10. Aeth y baich yn ormod

Yn 1862 ac yntau ond yn 47 mlwydd oed bu farw y Parch Stephen Roose Hughes. Roedd y gwaith enfawr a ymgymrodd wedi dweud ar ei iechyd.

Yn 1862 ac yntau ond yn 47 mlwydd oed bu farw y Parch Stephen Roose Hughes. Roedd y gwaith enfawr a ymgymrodd wedi dweud ar ei iechyd.



The grave of the
Reverend Roose
Hughes
Bedd y Parch
Roose Hughes



10. Too heavy a burden

In 1862, when he was only 47 years old, the Reverend Stephen Roose Hughes died. The immense work he had taken upon his shoulders had affected his health. Calls on his time were heavy, and he insisted on giving his attention to anyone who came looking for help. He received 1,075 letters and he answered every single one. Throughout this extremely busy period this proud man refused to accept any financial recognition. His wife had been a pillar of support to him, but when he died she had to leave the Rectory with hardly any financial support. Out of respect for the unselfish work both had done a

“Although so many of those lost on the ship that night rest in the cemetery at Llanallgo only nine graves have names on them.”

testimonial was arranged for her and the response was a very worthy one.

The Reverend Roose Hughes's grave can be seen at the western end of the graveyard, and we have a special service to remember him on the date of his death, the 4th of February.

11. The Graves of the *Royal Charter*

Although so many of those lost on the ship that night rest in the cemetery at Llanallgo only nine graves have names on them. In the book “The Wreck of the *Royal Charter*, Steam Clipper” by A and JK we are given some of the interesting history of efforts to find the corpses of those lost at sea. There also we see details of the burials at Llanallgo cemetery.

There are four graves opposite the door of the Church, the closest being



y claddedigaethau ym mynwent Llanallgo.

Mae pedwar bedd gyferbyn a drws yr Eglwys, yr agosaf yw bedd George Edmund Hatch, Swydddog Meddygol i'r llywodraeth ac yn dod o Farnham, Swydd Buckingham.

Daeth ei gorff i'r lan yn

Roedd y galwadau yn drwm arno, mynnai roi sylw i bawb a ddeuai ar ei ofyn. Derbyniodd 1,075 o lythyrau ac atebodd hwy i gyd. Trwy gydol yr amser gwrthododd y gŵr balch yma dderbyn unrhyw fath o gydnabyddiaeth ariannol. Bu ei wraig yn gefn mawr iddo ac ar ei farwolaeth roedd yn rhaid iddi adael y Rheithordy, ac nid oedd ganddi lawer wrth gefn. O barch i waith anhunanol y ddau trefnwyd tysteb iddi a bu'r ymateb yn un teilwng iawn.

Mae bedd y Parch Roose Hughes i'w weld ymhen orllewinol y fynwent, a byddwn yn ei gofio mewn gwasanaeth arbennig ar ddyddiad ei farwolaeth ar y 4ydd o Chwefror.

11. Beddau y Royal Charter

Er fod cymaint o'r rhai a gollwyd yn y llongddrylliad yn gorffwys ym mynwent Llanallgo dim ond naw o feddau sydd wedi eu nodi. Yn y llyfr "The Wreck of the Royal Charter, Steam Clipper" gan A and JK cawn rhywfaint o hanes gwerthfawr am yr ymdrechion i ddod o hyd i gyrrff y rhai a gollwyd. Yno cawn fanylion am

fuan wedi'r llongddrylliad. Roedd ganddo werth £150 o aur yn ei boced a bocs snisin arian gyda'i enw a'i gyfeiriad arno. Roedd ei oriawr wedi stopio am hanner awr wedi saith a chafwyd sawl oriawr oedd wedi aros ar yr un amser, arwydd pendant fod y llong wedi torri i fyny ar yr amser hynny.

Yn ei ymyl mae bedd gŵr ifanc un ar hugain oed, James Robert Walton. Wedyn mae bedd John Grove ac Ann Grove ei wraig o Birmingham.

Yn ymyl ar ffurf cist mae bedd Edwin Fowler a'i deulu, daeth Edwin Fowler i'r golwg rhyw ddwy filltir tu allan i Draeth Coch ymhen mis wedi'r llongddrylliad. Roedd gwerth £35 o

Left: Margaret Augusta Mouldsdaie (1817-93)

Chwith: Margaret Augusta Mouldsdaie (1817-93)

Right: Mary Hester Mouldsdaie (1813-1908)

De: Mary Hester Mouldsdaie (1813-1908)

Brass plate dedicated to the memory of the three sisters, to be seen to the left of the altar at St Mary's Church, Menai Bridge
Plât pres i gofio'r dair chwaer i'w weld i'r chwith o'r allor yn Eglwys Santes Fair, Porthaethwy





The grave of 11
 of the victims of
 the *Royal Charter*.
 All members of
 the same family
 Bedd 11 a
 gollwyd yn y
 llongddylliad.
 Roeddent i gyd yn
 aelodau o'r un
 teulu



the grave of George Edmund Hatch, a government Medical Officer who came from Farnham, Buckinghamshire. His body was washed ashore soon after the shipwreck. He had £150 worth of gold in his pockets along with a silver snuff box with his name and address on it. His watch had stopped at half past seven and quite a few other watches that had stopped at that time were also found, a definite sign that the ship had broken up at that time.

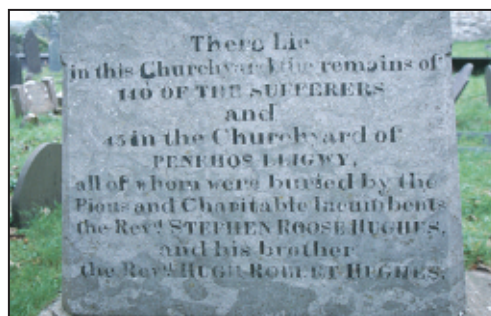
Next to him is the grave of a twenty-one year old man, James Robert Walton. Then the graves of John Grove and Ann Grove, his wife, from Birmingham.

Nearby in the shape of a chest is the grave of Edwin Fowler and his family. Edwin Fowler was washed ashore about two miles from Red

Wharf Bay about a month after the shipwreck. He had £35 of gold in his pocket and his watch had also stopped at half past seven. Mrs Fowler's body was never found. Two of Edwin Fowler's daughters also lie in the grave – Jane Fowler was a beautiful girl of 17 years old who was swept out to sea when the ship split in two. It is said that her body came to land showing no injuries whatsoever. The body of her little five year old sister, Ida, came ashore at Red Wharf Bay. By her side was the corpse of her young nurse Emma Calf. After carrying them to Pentraeth Church both were taken to the family grave at Llanallgo. Emma is remembered dearly because of her obvious dedication to Ida to the end.

We also see Mr F F Hutton's grave – it is said that he was very popular with his co-passengers. He was a good artist and had painted a picture of Captain Taylor. His body came ashore at the end of November not far from where the shipwreck happened, when a diver went to the area at the command of Bright & Co., the shipowners, in response to the Reverend Roose Hughes's request. The Reverend believed that a number of

Inscription on
 one side of the
 Llanallgo
 memorial
 Arysgrifwn ar un
 ochr o'r gofeb yn
 Llanallgo



aur yn ei boced ac roedd ei oriauwr yntau wedi stopio am hanner awr wedi saith. Ni chafwyd hyd i gorff Mrs Fowler. Gorwedd dwy ferch o'r teulu yma hefyd, roedd Jane Fowler yn ferch brydferth 17 oed a sgubwyd i'r môr pan dorrodd y llong yn ddwy. Dywedwyd iddi ddod i'r lan heb unrhyw nam arni. Daeth corff Ida ei chwaer fach bump oed i'r lan yn Traeth Coch, wrth ei hymyl roedd corff ei nyrs ifanc Emma Calf. Wedi eu cludo i Eglwys Pentraeth aethpwyd a'r ddwy i fedd y teulu yn Llanallgo. Mae coffa annwyl am Emma arhosodd yn ffyddlon i Ida hyd y diwedd.

Gwelwn hefyd fedd Mr F F Hutton, dywedir ei fod yn boblogaidd iawn gyda'i gyd-deithwyr, yn arlunydd da ac wedi paentio llun o Capten Taylor. Daeth ei gorff i'r lan yn niwedd Tachwedd heb fod ymhell o'r llongddrylliad, pan aeth deifiwr i lawr ar orchymyn Bright & Co., perchnogion y llong, mewn ymateb i gais y Parch Roose Hughes a oedd yn tybio bod amryw o gyrff wedi eu dal o dan y creigiau yn y fan honno. Daeth y deifiwr i'r wyneb heb weld dim ond cyn iddo adael y dŵr daeth corff Mr Hutton i'r golwg.

Mae dau deulu, Fenwick a Davies, yn yr un bedd. Roedd Mrs Fenwick a'i chwaer Mrs Davies yn cyd-deithio gyda'i teuluoedd. Daeth corff Mrs Fenwick i'r golwg pan

geisiwyd symud ychydig ar y llong ddiwedd Tachwedd. Claddwyd hi hefo'i phedwar plentyn, bu farw Mr Fenwick yn Awstralia wythnos ar ôl y drychineb. Yma hefyd mae Mrs Davies a'i phedwar plentyn, ni chafwyd corff Mr Davies a dau o'r plant am gyfnod, ond yn y diwedd cafodd yr unarddeg fod gyda'i gilydd.

Yn y fynwent hefyd mae beddau: William Thompson, Henry a John Emery a John Lewis

12. Parhau mae'r stori

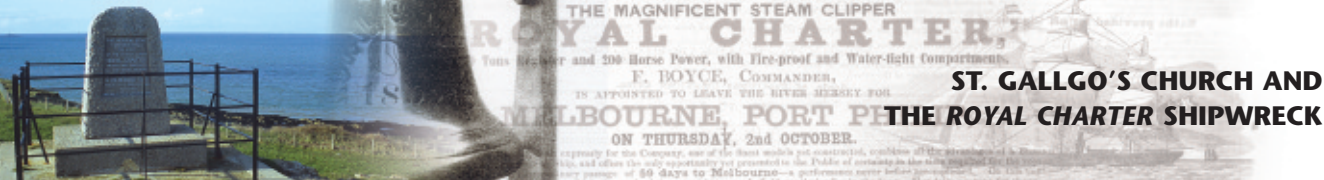
Ar brynhawn braf ym mis Medi 1935, daeth nifer fawr o bobl a phlant Moelfre ynghyd â gwahoddedigion o bob rhan o Fôn i weld cofeb yn cael ei dadorchuddio i gofio trychineb y "Royal Charter". Codwyd y gofeb ar fryncyn uwchben y fan lle bu'r llongddrylliad a erys yn rhan o hanes Moelfre.

Nid dyma ddiwedd y stori, parhau mae'r diddordeb a'r ymholiadau am y llongddrylliad. Mor ddiweddar ag Awst 24ain 2004 ymunodd nifer



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Signal gun from the Royal Charter, pictured in the garden of the Rectory, Llanallgo
Gwn signal o'r Royal Charter, a dynnwyd yng ngardd y Rheithordy Llanallgo



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"As recently as August 24th 2004 a number of us came together for a service to remember Manus Maurice Boyle, a 26 year old man who emigrated from Ireland to the United States"

bodies may have been trapped under the rocks there. The diver came back up without having seen anything, but just before he left Mr Hutton's corpse came in sight.

Two families, the Fenwick and Davies families, were buried in the same grave. Mrs Fenwick and her sister Mrs Davies were travelling together with their families. Mrs Fenwick's body appeared when there was an attempt to move the ship to some extent at the end of November. She was buried with her four children, and her poor husband, Mr Fenwick, died in Australia a week after the disaster. Here too lie Mrs Davies and her four children. Mr Davies's body along with the bodies of two of his children were not found for a time, but in the end all eleven members of the family were together.

In the cemetery too are the graves of William Thompson, Henry and John Emery, and John Lewis.

12. The story continues

On a fine afternoon in September 1935, a great number of Moelfre's people and children congregated along with invited guests from all parts of Anglesey to see a memorial to commemorate the *Royal Charter*' disaster unveiled. The memorial was erected on a hillock above the site of the shipwreck and it remains there today as part of Moelfre's history.

But this is not the end of the story. Interest in the history and enquiries about it remain to this day. As recently as August 24th 2004 a number of us

came together for a service to remember Manus Maurice Boyle, a 26 year old man who emigrated from Ireland to the United States; he went from there to Australia to try to make his fortune in the gold mines. He had left his wife and two young daughters, Anna and Mary, behind in America. He was on his way back to them when he lost his life in the shipwreck, and it is possible that his body is buried at Llanallgo with the unidentified bodies.

Present in the service was Dr Jos Buch, his wife Debbie Fay and their ten year old daughter Perry Fay from Pennsylvania. The family had an interest in the history of the *Royal Charter* because of their family connection, since Debbie Fay is the great-grand-daughter of Mary, Manus's daughter. Dr Buch had contacted the Reverend Canon Dr Graham D Loveluck, Rector of Llanallgo, through our website. The family came over from Pennsylvania to visit the area. At the end of the service a simple memorial stone for Manus was unveiled close to the door of the Church by the family. •

The memorial stone recently placed to the memory of Manus Maurice Boyle
Y Garreg goffa a roddwyd yn ddiweddar er cof am Manus Maurice Boyle





Daeth y teulu drosodd o Pennsylvania i ymweld â'r ardal. Ar ddiwedd y gwasanaeth dadorchuddiwyd carreg goffa syml i Manus gan y teulu yn ymyl drws yr Eglwys. •

The grave of Mrs Jane Roose Hughes and her two sisters in Sant Tysilio Churchyard, Menai Bridge

Bedd Mrs Jane Roose Hughes a'i dwy chwaer ym mynwent Sant Tysilio, Porthaethwy

Part of the burial register of Penrhosllugwy, as much detail as possible about the victims was noted to help identification if required later. Rhai o gofrestr claddedigaethau Penrhosllugwy, rhoddwyd manylion manwl am y trueniaid er mwyn eu hadnabod os byddai angen yn y dyfodol

ohonom mewn gwasanaeth syml i gofio am Manus Maurice Boyle, gŵr ifanc 26 oed ymfudodd o'r Iwerddon i'r Unol Daleithiau; aeth oddiyno i Awstralia i geisio gwneud ei ffortiwn yn y gweithfeydd aur yno. Roedd wedi gadael ei wraig a'i ddwy ferch fach, Anna a Mary ar ôl yn Amerig. Ar ei ffordd yn ôl atynt collodd ei fywyd, ac mae'n bosib i'w gorff fod wedi ei gladdu yn Llanallgo gyda'r rhai na chafodd eu hadnabod.

Yn bresennol yn y gwasanaeth roedd Dr Jos Buch, ei wraig Debbie Fay a'u merch ddeg oed Perry Fay o Pennsylvania. Roedd gan y teulu ddiddordeb yn hanes y Royal Charter oherwydd cysylltiad teuluol, gan fod Debbie Fay yn or-wyres i Mary merch Manus. Roedd Dr Buch wedi cysylltu â'r Parch Ganon Dr Graham D Loveluck, Rheithor Llanallgo, trwy ein gwefan.

BURIALS in the Parish of <i>Penrhosllugwy</i> in the County of <i>Anglesey</i> in the Year 1859				
Name.	Abode.	When buried.	Age.	By whom the Ceremony was performed.
<i>No. 9</i> Body of a Male person No. 369.	<i>from the wreck of the a common sailor Royal Charter</i>	<i>November 19th</i>	<i>about 35</i>	<i>H. R. Hughes</i>
<i>No. 10</i> Body of a Male person No. 370.	<i>from the wreck of the very much mutilated Royal Charter</i>	<i>Nov. 19th</i>		<i>H. R. Hughes</i>
<i>No. 11</i> Body of a Male person No. 371.	<i>from the wreck of the Royal Charter</i>	<i>Nov. 19</i>		<i>H. R. Hughes</i>
<i>No. 12</i> Body of a Male person No. 372. <i>Mr. Bain</i>	<i>from the wreck of the Royal Charter skeleton marked with letters W.B. opposite to a</i>	<i>Nov. 19</i>	<i>30</i>	<i>H. R. Hughes</i>
<i>No. 13</i> Body of a Male person No. 373.	<i>from the wreck of the Royal Charter</i>	<i>Nov. 22nd</i>	<i>about 40</i>	<i>H. R. Hughes</i>
<i>No. 14</i> Body of a Male person No. 374. <i>Great Master Micaela de</i>	<i>discovered on the 28th abandoned in prison from a certificate in the body of relatives in supposed to Anthony Bell the 29th</i>	<i>Nov. 22nd</i>	<i>35</i>	<i>H. R. Hughes</i>
<i>No. 15</i> Body of a Male person No. 375.	<i>from the wreck of the Royal Charter</i>	<i>Nov. 22nd</i>	<i>35</i>	<i>H. R. Hughes</i>

THE MAGNIFICENT STEAM CLIPPER ROYAL CHARTER.

Two thousand and 200 Horse Power, with Fire-proof and Water-tight Compartments.
F. BOYCE, COMMANDER,
IS APPOINTED TO LEAVE THE RIVER MERSEY FOR
MILBOURNE, PORT PITHE ROYAL CHARTER SHIPWRECK
ON THURSDAY, 2nd OCTOBER.

ST. GALLGO'S CHURCH AND THE ROYAL CHARTER SHIPWRECK

they, with the captain and others of the ill-fated Royal Charter, were all lost."

PASSENGER'S NARRATIVE.

Mr. James Russell, a passenger, belonging to Scotland, who had been seven years in Australia, and acquired considerable wealth, was below in his berth when the vessel struck. He had with him his wife and two young children, one aged ten and the other two and a half years. He was aroused by hearing a commotion on deck, and a fellow-passenger, Mr. Smith, saying, "Oh, Mr. Russell, we are gone; we are drifting on shore." On getting to the deck his worst fears were confirmed, as it appeared evident that little if any hope of rescue existed. The sea was breaking over the ship with terrific fury, and the persons on board were running frantically about the deck, in a state of despair. Having brought his family from below, the waves surging over them as they stood on deck, the waves surging over them at every moment. In a minute or two a surge carried away his wife and two children, and he never saw them more. He himself was then washed off the decks towards the shore, but a succeeding wave brought him back again. Another sea then struck him, and he was driven forward on the beach, where he himself described it, saved by the miraculous intervention of Providence. Mr. Russell had a considerable amount of money on board, the produce of his skill in Australia, and is now, consequently, penniless.

Mr. Wagstaff, of Liverpool, was also on board.

Evans, Thomas Hughes, William Hughes, Joseph Rogers, and William Draper, seamen, Wm. Hughes, apprentice.

FROM AN EYE-WITNESS.

The following is from an eye-witness, under date Beaumaris, Wednesday evening:—

I have just returned from the wreck of the Royal Charter, off Moelfra, about nine miles from this place. She has completely broken up; iron plates, rivets, beams, and the shattered remains of the ill-fated ship, strew the rocks all round. In the midst of these are innumerable remnants of garments of persons of both sexes torn and jagged into pieces. When I left at dusk, the only parts of the ship standing were a small part of the stern, with the wheel and apparatus for lifting the screw, and a fore compartment. From the statements of three survivors, it appears that the ship struck at striking she parted her cables one after another, and tried to steam off the coast, but she rapidly drifted on shore, the wind at the time blowing a hurricane. She was firing guns and rockets and burning blue lights for hours before she struck, and burning survivors describes the effect as "lighting up the beach." She had no pilot on board. One of the crew, the loss of which was a great misfortune, including the loss of the pilot, was a man named here as

Capt. Thomas Hughes, Cocyn Newydd, at the scene of the wreck.



Capt. Thomas Hughes, Cocyn Newydd, gerllaw man y llongddyrylliad

Ffynonellau / Sources:

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(Diolch i Archifdy Gwynedd / Thanks to Gwynedd Archives)
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a nifer o luniau a dogfennau am y Royal Charter / and photographs and accounts relating to the Royal Charter
(Diolch i Archifdy Ynys Môn / With thanks to Anglesey Archives Department)

A & JK "The Wreck of the Royal Charter Steam Clipper"
"Shipwreck" Editor Robert Williams, Magma Books, Anglesey

Diolchiadau • We would like to thank:

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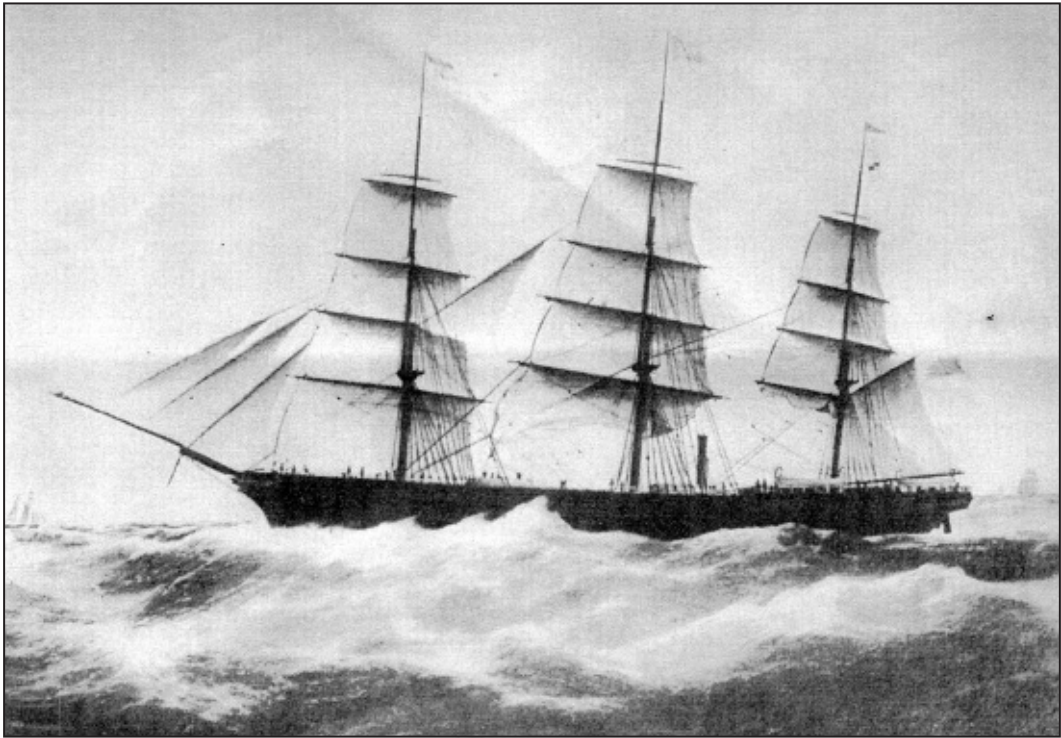
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Journey's End

St. Gallgo Church and the *Royal Charter* Shipwreck

Diwedd y Daith

Eglwys Sant Gallgo a Llongddrylliad y *Royal Charter*

Gwilym Hawes

The twenty eight who endeavoured to save:
Enwau'r dau ddeg wyth a fu'n ymdrechu i achub bywydau:

Thomas Hughes, Cocyn Newydd • **Owen Roberts**, Tyddyn y Pwll • **Owen Roberts ieu.**, Tyddyn y Pwll
Mesach Williams, Cocyn Uchaf • **David Williams**, Llain Swch • **Robert Lewis**, Y Big • **William Owen**, Y Big
Thomas Hughes, Ty Newydd • **Richard Hughes**, Ty Newydd • **Evan Williams**, Post Office
John Parry, Pen Llain • **John Hughes**, Tir y Fyny • **John Owen**, Llain Farged • **Thomas Parry**, Bryn Goleu
Thomas Owen, Tai Brics • **William Williams**, Tyddyn y Graig • **Owen Hughes**, Tyddyn y Gongl
David Owen, Glanytraeth • **William Owen**, Y Moryn • **John Lewis** • **John Lewis ieu.** • **Joseph Williams**
Richard Mathew • **Israel Mathew** • **William Pritchard** • **Richard Evans** • **Lewis Francis** • **John Francis**



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