



5: Hanes Clwb Iot Brenhinol Cymreig.

Gan y Diweddar D.G. Owen.

Yn nechrau'r 19eg canrif bu nifer o rاسus iot ar y Fenai ond yn 1845 cynhaliwyd regata fawr o dan nawdd Ardalydd Môn, yr Arglwydd Newborough, Cynrol yr Anrhydeddus E. G.

Douglas Pennant AS, W. Buckley- Hughes a Maer Caernarfon. 'Roedd y regata mor llwyddiannus fel y cafodd ei chynnal eto yn 1846, a' r pryd hynny, awgrymwyd i Mr. Llewelyn Turner y dylid sefydlu Clwb Iot Cymreig yng Nghaernarfon. Erbyn 1847, nid yn unig yr oedd y Clwb wedi ei sefydlu, ond cafwyd nawdd Brenhinol y Frenhines Adelaide, gwraig weddw y Brenin William IV, a hefyd caniatâd, trwy warant y Morllys, i godi'r Lluman Glas gyda bathodyn y Clwb arno. Mae cartref y Clwb - sydd, mae bron yn sicr yr adeilad hynaf i gartrefu Clwb Iot, gan iddo gael ei adeiladu yn 1284 gan Edward I - wedi bod ym meddiant y Clwb ers 1854. Mae Castell Caernarfon yn adlewyrchu atgofion Edward I o Gaergystennin a chyswllt Caernarfon â Rhufain trwy Macsen Wledig. Daw yr enw "Porth yr Aur" yn uniongyrchol o Gaergystennin, ac fe'i adeiladwyd fel y byddai golau'r haul yn machlyd yn yr haf yn disgleirio ar waliau'r bwa a'u gwneud yn "euraidd"

Swyddogion cyntaf y Clwb Iot Brenhinol Cymreig oedd: Morlywydd - yr Ardalydd Môn cyntaf (yn enwog am Waterloo); Is Forlywydd - Mr. Robert Stephenson (Peiriannydd ac adeiladwr Port Britannia); ôl Forlywydd - Mr. Llewelyn Turner,

5: History of the Royal Welsh Yacht Club.

By the late D.G. Owen.

In the early 19th century there were several yacht races in the Menai Strait but in 1845 a great regatta was held in Caernarfon under the patronage of the Marquess of Anglesey,



Lord Newborough, Colonel the Hon. E. G. Douglas Pennant MP, W Buckley- Hughes and the Mayor of Caernarfon. This regatta was such a success that it was repeated in 1846 and, at that time, it was suggested to Mr Llewelyn Turner that a Welsh Yacht Club be formed at Caernarfon. By 1847 not only had the Club been initiated but the Royal patronage of Queen Adelaide, Queen Dowager of King William IV had been obtained, as had permission, by Admiralty warrant, to fly the Blue Ensign defaced with the Club badge.

The Clubhouse, which must be the oldest premises occupied by a Yacht Club, having been built in 1284 by Edward I, has been occupied by the Club since 1854. The Caernarfon Castle complex reflected Edward's memories of Constantinople and Caernarfon's connections with Rome through Macsen Wledig (Magnus Maximus). The name "Porth yr Aur" (Golden Gate) has been taken direct from Constantinople and the building has been erected in such a way that the dying rays of a summer sun shines on the archway walls, making them "golden".

The first officers of the Royal Welsh Yacht Club were: Commodore - The first Marquess of Anglesey (of Waterloo fame); Vice Commodore - Mr Robert Stephenson (Engineer and builder of Britannia Bridge)

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sylfaenydd y Clwb, a oedd yn 24 mlwydd oed ar y pryd.

Achlysuron pleruserus oedd y regatas cynnar o agwedd rasio ac o agwedd gymdeithasol. Cynhaliwyd dau ddiwrnod a rasio a thair noson o ddigwyddiadau cymdeithasol. Nid oedd terfyn ar faint y cychod rasio a gwelwyd iotiau hyd at 50 tonnall yn cymryd rhan. Yn y nawdegau gwelwyd dyfodiad y "Raters" ond ni chynhaliwyd y regata yr ystod blwydd-oedd y rhyfel, ac yn 1920 gwelwyd "half-raters" neu "Seabirds" yn cystadlu yn y regata, yn ogystal â "Dublin Bay Gaff Cutters" a dosbarth amhendol ("Non-descript"). Eto yn 1939 dileuwyd y rasio tan 1946, pryd y bu i'r regata ail-ddechrau. Ar yr adeg hyn, ac eithrio'r Regatas ar y Fenai, mae'n ymddangos bod rasio yng Nghaernarfon wedi mynd ar i waered, ond yn y chwedegau daeth bywyd newydd i'r Clwb gyda dyfodiad y dosbarthiadau "Cruiser/Racers". 'Roedd gan glybiau eraill ar y Fenai dosbarthiadau cynhenid, ond nid oedd y "cruisers" yn gyffredinol yn cael cynnig rasmus. Y Clwb Brenhinol Cymreig lanwodd y bwch ac erbyn hyn mae gennym raglen lawn pob blwyddyn, gan gynnwys rasmus Bae Caernarfon a Môr Iwerddon.

Rear Commodore - Mr Llewelyn Turner, the founder of the Club, then 24 years of age.

The early regattas were pleasant affairs from both the racing and social point of view. There were two days of races and three nights of social events. There were no restrictions on the size of boats racing and yachts of up to 50 tons could be seen taking part in the races. The nineties saw the advent of the 'Raters' but the regattas were cancelled during the war years and 1920 saw the introduction of the 'Half-raters' or 'Seabirds' to the Regatta, together with the 'Dublin Bay' gaff cutters and a 'Non-descript' class. Again, in 1939, racing was cancelled until 1946, when the regattas were resumed. At this time, apart from the Menai Strait Regattas, racing at Caernarfon seems to have gone into the doldrums. However, in the sixties new life was brought into the Club with the rising popularity of Cruiser/Racer classes. Other clubs in the strait had their indigenous class racers but the cruisers were not generally offered races. The Royal Welsh plugged this gap and now have a very full programme every year including Caernarfon Bay and Irish Sea races.

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