

Piracy - Welsh

Activities

Welsh text to come



Web Links

1. http://www.bbc.co.uk/wales/southeast/halloffame/historical_figures/henry_morgan.shtml
2. http://news.bbc.co.uk/2/hi/uk_news/wales/3450003.stm
3. <http://www.unmuseum.org/pirate.htm>
4. <http://www.talklikeapirate.com/songs1.html>



Port Development

Teacher's Note:

This section outlines:

1. Why ports developed where they did
2. Where ports are found
3. How ports developed- the Anyport Model
4. The decline of ports- social and economic drivers
5. The redevelopment of dockland areas
6. Opposition to development

It relates to the following parts of the National Curriculum:

England: 1, 2a,2b, 2c, 2d, 3a, 3b, 4a, 4b, 5a, 5b, 5c, 6, 7a, 7b, 7c, 7d, 7e, 9, 10, 11, 13

Wales: 1a, 1b, 2a, 2b, 2c, 2d, 3a, 3b, 4a, 4b, 4c, 4d, 4e, 5a, 5b, 5c, 8, 9, 10,11

Port Development

Definitions

Port: an area along a river, estuary or coast where cargo is loaded or unloaded

Redevelopment: the re-use of port land for commercial, leisure and residential purposes

Pier: a structure leading out to sea and used as a landing stage for boats or as a place of entertainment

Quay: a platform lying alongside or projecting into water for loading and unloading ships

Jetty: a platform lying alongside or projecting into water for loading and unloading ships

Dredging: extraction of sediment from the sea floor

Diversification: the development of alternative activities

Reparation: compensation for war damage paid by a defeated state



What is Port Development?

Port development is the initial development, expansion and redevelopment of ports and their surrounding land.

Grain being unloaded at Bristol docks
www.docksidecranes.co.uk/gallery.php

Why Ports Developed

Although settlers from Neolithic, Roman, Viking and Norman periods created landing areas around the Severn, it was not until the 15th century that ports took a form we recognise today. At that time, ships became larger, used sail instead of oars and travelled further offshore. For the first time, local vessels went as far as Iceland for fish.



The Matthew
<http://www.matthew.co.uk/gallery.php>

Pushing to the Limits

In the fifteenth century, particularly in Europe, Seafarers pushed themselves and their ships to the limits, extending the boundaries of their known world. Columbus reached the West Indies in 1492, and in 1497 John Cabot left Bristol in the Matthew to become the first European to reach North America since the Norsemen. A reproduction of the Matthew is currently based in Bristol's Maritime Quarter.

Where Ports Are Found

Although ports originally developed at nearly every inlet and creek along the Severn Estuary, commercial ones are today found at Avonmouth, Cardiff, Newport and Barry.



Ports in the Severn Estuary

Source: www.severnestuary.net

Cargoes

During the 16th and 17th centuries, trade within the estuary was mostly coastal, with cargoes of agriculture and locally produced goods. International trades in spices, tea and slaves had just started.

During the 18th century, local iron ore, lead, coal and copper were transported. Coal was particularly important. It was mined in the south Wales valleys and transported via rail to Cardiff, Newport and Barry Docks. Oil, sourced from overseas replaced coal as the world's favoured power source in the 1950s and 1960s. Local ports were no longer in demand.



Broad Quay ~ Late 18th century
This oil on canvas, attributed to Philip Vandyke
<http://members.lycos.co.uk/brisray/bristol/bdocks1.htm>



Sea Mills ~ 1844
Oil on canvas by Joseph Walter (1783 - 1856)
<http://members.lycos.co.uk/brisray/bristol/bdocks1.htm>



How Ports Developed- the Anyport Model

Anyport is a model by JH Bird (1963) that describes how UK ports and their facilities develop over time and space. Five main stages are involved:

Setting: at the furthest point of inland navigation (eg. Bristol) fishing ports with trading and shipbuilding activities would have had several small quays with markets and warehouses (stage 1).

Expansion: the Industrial Revolution meant ships were bigger and could go further so quays were expanded and jetties were built to handle more cargoes and passengers (stage 2). Docks were built out from the shore for the largest vessels (stage 3) and railways built to take cargoes further inland (Eg. Taff Railway). Industrial activity also grew from this (Eg. Steel production at Newport).

Specialization: special piers to handle cargo such as containers, ores, grain, petroleum and coal were built (stage 4). These cargoes needed lots of warehouse storage and the larger vessels they were carried on needed deeper water to reach the port, so dredging was carried out. As space was needed for these extra activities, some ports moved away from their original site (eg. Bristol Docks moved to Avonmouth) and redevelopment of fashionable housing, leisure and commercial centres took place (stage 5).

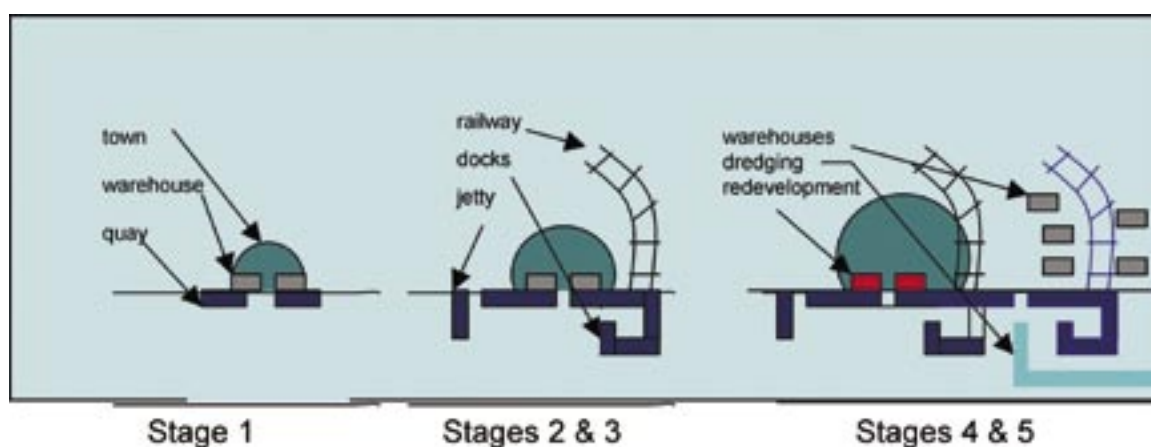


Figure 1. Bird's Anyport Model

Did You Know???

The River Avon has a very high tidal range, with very little water at low tide, which resulted in ships being stranded. Many ships were deliberately stranded in the harbour for unloading, giving rise to the phrase "shipshape and Bristol fashion" to describe boats capable of taking the strain of repeatedly being stranded.



The Decline of Ports- Social and Economic Reasons

Ports in the Severn declined for several reasons. Following World War I, the terms of the Treaty of Versailles flooded Europe with cheap German reparation coal. More importantly, technological advances and cheap foreign supplies led to a gradual shift from coal to oil. The situation was made worse as the Miners' Strike of 1921 and the General Strike of 1926 reduced coal export even more. As the amount of coal available for export decreased, so general cargoes in Barry, Newport and Cardiff became increasingly important.

During World War II there was a fresh demand for coal, steel and ores and as vessels entering Newport ran less risk of attack than those using the docks of other parts of Britain, this meant that Newport docks were kept busy with military traffic. During this time, Newport, like many other ports, learned the hard lesson of diversification. Coal was no longer king, iron ore, timber and general cargo had taken over .

It was an era of depression from which Newport, Barry, Cardiff and Bristol never really recovered. Despite intense activity at ports during World War II, coal exports continued to decline, finally stopping in the 1960s.



Strikers outside Corey Buildings, Cardiff, 1953.
Thanks to Amgueddfa Cymru -
National Museum Wales

The 1921 Miners' Strike

In 1921 there was a national three month strike because mine owners refused to match the salaries the miners had been receiving during the period 1917-21 when the Government controlled the mines.

The 1926 General Strike

On 3rd May 1926, in response to pay cuts planned for coal miners, workers in key industries in Britain struck - railwaymen, transport workers, dockers, printers, builders, iron and steel workers - a total of 3 million men (a fifth of the adult male population). Later, engineers and shipyard workers also joined in the General Strike. The official strike lasted nine days, although coal miners continued their strikes for several months.

The Redevelopment of Dockland Areas

Today, the ports of Bristol, Newport, Cardiff and Barry present a very different picture from that existing a century ago. Waterfronts have been totally transformed, for example, in Cardiff, a barrage blocks the Rivers Taff and Ely to create a large fresh-water lake. Exclusive flats now stand where coal hoists once stood, and rough sailortown pubs have been replaced by fashionable wine bars. Docklands throughout the UK have been similarly redeveloped. In Cardiff, only two docks, the Roath and the Queen Alexandra, remain in use. Newport has become a centre for hi-tech manufacturing industry and Barry has concentrated on chemical manufacture. The port at Avonmouth remains busy, mainly importing cars as well as other cargoes.



Photo 1: Aerial photo of Avonmouth

<http://www.bristolport.co.uk/index.html>

Opposition to Development

Opposition to the Cardiff barrage was widespread. Some local politicians said it would cost too much money and local residents feared that their homes would be damaged by the permanently raised water level. Environmental groups opposed construction because the bay was an important feeding ground for birds, which would be lost following impoundment. Reports on the barrage can be found under "Cardiff Bay Development Corporation" records at the Glamorgan Record Office.



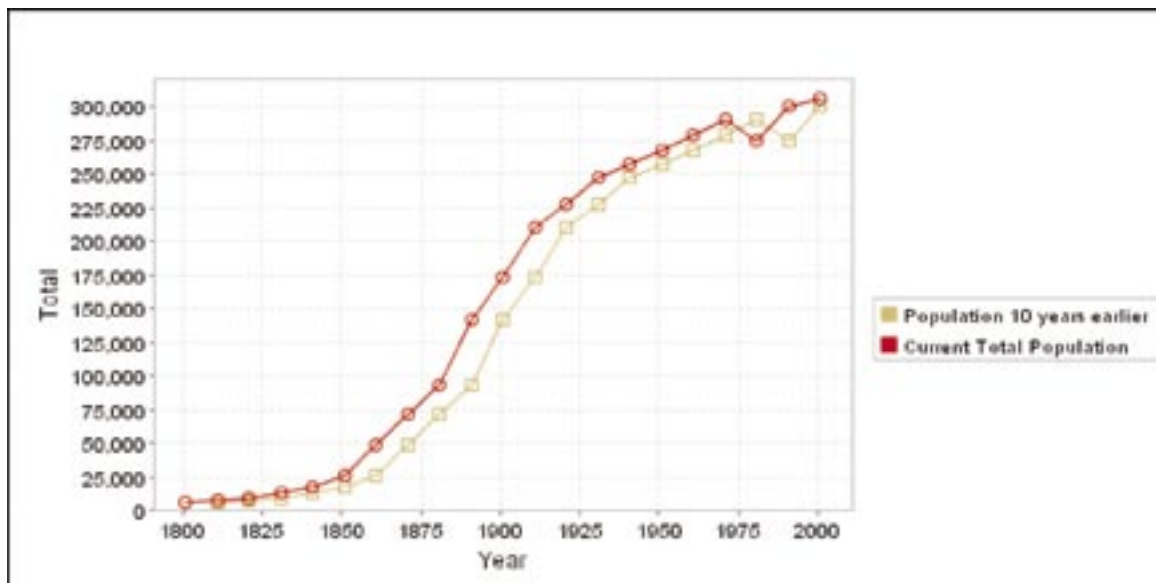
Map 1: Map of Avonmouth

<http://www.bristolport.co.uk/index.html>

Population of Cardiff 1800-2000

Source- Britain Through Time Website.

Port Development



Growth of Ports and Towns

As populations of towns grew, so did trade between ports. This in turn led to further growth of ports and the jobs that went with them, which attracted even more people to towns. For example, in 1800, Cardiff's population was 5000. Within 100 years it had grown to 140,000. This further increased trade between the West Country and South Wales.

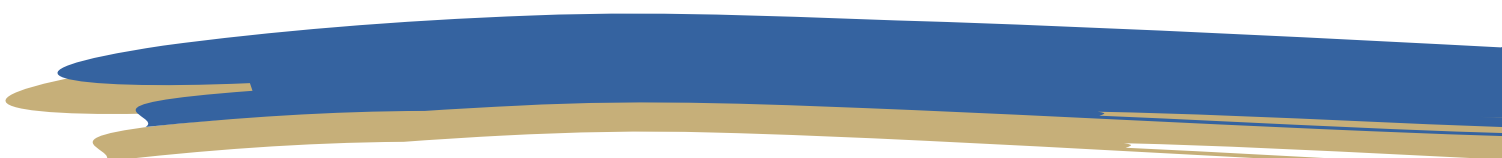


Table 1: Timeline of Cardiff Docks

1550	Dr Thomas Phaer described Cardiff as, “a proper town, walled, where there is a dry haven (where vessels rest at low tide)”.
Late 16th century	Mainly coastwise trade although larger vessels sailed to Bordeaux or La Rochelle, carrying butter, cheese, cloth, lead, iron, poultry, wood, hides and grain
18th century	Tobacco, brandy, and tea were illegally smuggled into port
1763	Town Quay rebuilt, two water bailiffs appointed by the town council to “supervise the quay and the navigation of the river”
1794	Glamorganshire Canal completed, linking Cardiff with Merthyr
1798	A basin was built, linking the canal to the sea
1839	West Bute Dock opened, promoted by the 2nd Marquess of Bute
1841	Taff Vale Railway opened
1850	Coal mined from Cynon and Rhondda valleys and exported worldwide (in 1862 approx 2 million tonnes were exported)
1859	East Bute Dock opened
1870s	Congested train tracks
1887	Roath Dock opened (delay due to death of 2nd Marquess of Bute)
1907	Queen Alexandra Dock opened (9 million tonnes exported each year)
1920	122 shipping companies existed in Cardiff
1932	Depths of depression for ports. The Treaty of Versailles flooded Europe with cheap German reparation (payment in kind, after World War I) coal, therefore Cardiff coal exports declined and many ships were laid up
1964	Oil replaced coal as the major worldwide fuel. Coal exports ceased from Cardiff. The docks went into decline
1999	Barrage completed, impounding the rivers Taff and Ely and creating a freshwater lake surrounded by executive flats, shopping complexes and entertainment venues
2006	Roath Dock, Roath Basin and Queen Alexandra Dock remain in operation, importing and exporting containers, dry bulks, forest products, fresh produce and perishables, liquid bulks, steel and other metals.



Table 2: Timeline of Bristol Docks

1700s	Tobacco traded in competition with Liverpool. Coastal trade with “the Welsh Back” of slate, stone and coal was important
1712	A wet dock was built on the site of the old Roman harbour at Sea Mills. Joshua Franklyn, a wealthy Bristolian, provided the money for it. The Sea Mills Dock Company was founded in 1716
1768	The building of Champion’s Wet Dock, later known as Merchants Dock, at Hotwells in 1768 meant the end of the Sea Mills dock
1807	Due to the work of John Wesley and others, when the slave trade was abolished in 1807 it was already in decline here and as such didn’t affect Bristol much. In 1833, slaves were freed in the West Indies which caused the collapse of the sugar industry. Plantations were abandoned, the price of raw sugar rose and the refineries in Bristol went into decline. In 1830, 63% of Bristol’s trade was with the West Indies, by 1840 it was down to 40%, in 1871 it was 29% and by 1890 there was none
1809	Bristol Harbour (called the “Floating Harbour”- as it was not affected by tides) was enclosed by locks and built at the confluence of the Frome and Avon Rivers. This was the original Port of Bristol. High rates were charged in order to pay for the Harbour but cheaper docks operated elsewhere, so Bristol Harbour began to lose trade
1848	The city council bought the docks company to force down the rates and employed Isambard Kingdom Brunel, who had already built the Bristol Harbour Railway to make improvements, including new lock gates, a dredger and a sluice gates designed to reduce siltation
1870	New locks were installed at Cumberland Basin and better transit sheds, hydraulic cranes and granaries were built
1877	The cost of improving navigation up the Avon was calculated as being four times as much as building a new dock. The new docks at Avonmouth were opened in 1877 and in 1879 another new dock opened at Portishead
1908	As ships grew larger, deeper waters were required for berthing, so Royal Edward Dock opened 5km downstream at the mouth of the Avon (the first of the Avonmouth Docks)

