Barmouth Sailors' Institute

(Founded in 1890 by the late Canon EDWARD HUGHES B.A.)

Sailors' Institute, The Quay, Barmouth, Gwynedd, LL42 1ET

Registered Charity No. 1057490

NEWSLETTER ISSUE TWENTY THREE

(Edited & Published by Trevor Roberts)

April 2018



OFFICERS and OFFICIALS OF THE INSTITUTE

PRESIDENT

Canon Reverend Beth Bailey

EXECUTIVE COMMITTEE

Chairman: Trevor Roberts
Vice Chairman: Alan Perry
Secretary: Janet Griffith
Treasurer: John Puddle

COMMITTEE MEMBERS

Tom Hughes (Caretaker)
John Puddle (Yeoman of Signals)
Peter Jones, Helen Palmer, Rosemary Perry,
Peter Thompson, Alan Vincent.

****

All correspondence to the Secretary:
Craig Artro
LLANBEDR
Gwynedd LL45 2LU

****

IMPORTANT NOTICE

All Articles, Adverts and Drawings in this publication are
STRICTLY COPYRIGHT
and may not be copied or reproduced in any way without the
PRIOR WRITTEN PERMISSION
of the Editor and Publisher of this Newspaper.
Trevor Roberts.

CHAIRMAN'S NOTES

Following many problems both technical and personal we have at long last arrived at issue 23. You will all note a tidier and cleaner newsletter and my thanks for this goes to Alan Vincent.
In previous issues we have managed to produce a profile of some of our officers and contributors and I had been hopeful that our retiring president Revd Canon Beth Bailey's profile would be available for this issue, but this profile will not now be available until our next newsletter.

I'm sure you will enjoy our new stories including the wreck of the Richmond, the Aeroplane crash in the harbour and Les Darbyshire's Pickle Herring & the Press Gang.

I have also included as requested a couple of articles produced in our newsletters several years ago including the story of the "DIAMOND" produced by Tony and Helen Iles and the "Barmouth Sea Heroes". by Les Darbyshire.

It was good to hear from our colleagues who take care of Tŷ Gwyn that visitor numbers continue to grow and that a number of school pupils also visit and I hope that we will have a short report about the Tŷ Gwyn activities in our next newsletter.

Following our AGM in February we welcomed a new committee member, Helen Palmer, who I'm sure will prove to be a good team player on the committee.

Finally my thanks again to John Puddle our treasurer who takes care of our finances, Alan Vincent for his help with the newsletter, Janet Griffith who keeps me on the straight and narrow, Alan Perry for all his support in my role as Chair and of course ALL the committee members who ensure the Institute goes from strength to strength.

Hope to return to 2 newsletters per year as in the past, so be in touch again in the November Issue 24.

See you at our coffee morning on the 12th July.
Trevor

BANT DENTAL STEVEN BANT Dip CDT, RCS (Eng)

EXPERT DENTURE CARE BY A CLINICAL DENTURE TECHNICIAN



DENTURES

NEW DENTURES - ADDITION OF TEETH – DENTURE RELINE

1 HOUR EMERGENCY DENTURE REPAIR SERVICE

For a FREE no obligation consultation call

DENTURE REPAIRS WHILE YOU WAIT!

01341 250 786

BANT DENTAL, Frondirion, Llwyngwril, Gwynedd. LL37 2JQ

Weekly clinic at SHREWSBURY DENTAL CENTRE, Shrewsbury.

www.bantdental.co.uk

Secretary's Prattle

Spring is officially here, although the weather doesn't seem to know that with storm Emma's wind, snow and ice on Dydd Gŵyl Dewi Sant. However, we do have snowdrops and daffodils aplenty with blue bells just around the corner.

Although it's been just over a year since my last report, I really don't have that much to say, hence my reference to 'prattle'. (Trevor our Editor, always wants a fair number of words from me so I've got to spin them out!)

Thankfully in April we heard we had retained our full Museum Acreditation status which I still think is quite an achievement as we are judged in the same vein as County museums and large Independent ones.

Also too, we had our Visitor Attraction Quality Assurance Scheme (VAQAS) status reinstated which is very useful when I need to seek grants. We had lost it a couple of years ago on very small technicalities which we have been able to address. Not having a website was an issue and thanks to Alan Vincent we now have a nice official one. Check it out on www.barsailinst.org.uk Over the year, Alan has been busy acting as Web master and has had some quite interesting enquiries.

In July our very loyal local Barmouth supporters came to our annual Coffee Morning held in the Arts Room of the Dragon Theatre and we banked £231. It's nice to see people coming back every year and having a good old chat. Also to have some visitors to Barmouth dropping by. I am always amazed how generous people are which makes all the effort of our volunteers, 'David's Angels' (still going strong) all worthwhile. I thank you all for baking cakes and bread and the actual running of the morning.

During the Paddlesports weekend, as part of the British Film Industries project 'Britain on Film', Alison from Dragon Theatre put on an archive film presentation in the Reading Room. Seeing the images of the local area brought back many memories for me going back to when I first set down my new roots in Talybont all those years ago. Time passes without one knowing it sometimes.

Talking of time. It's amazing to realise that it's 20 years since my husband David, got me involved with the Institute by offering my

services to Trevor as Secretary. Trevor and I are the last two remaining members of the new committee which was formed at an extraordinary meeting called to save the future of the Institute. Trevor put his first signature on the minutes electing us, on the 14th January 1998. Our first Newsletter was published in November 1998 and consisted of just 8 pages. Trevor you've come a long way since then. Issue One makes interesting reading.

By the time you read these words, on the 22nd March, we should have hosted a presentation in the Reading Room given by the Royal Commission of Ancient Monuments as part of their project on WW1 U-boats around the Welsh coast. We hope to welcome pupils from Ysgol yr Traeth as well as members of the public.

With that folks, until our next Newsletter, I close wishing you a very pleasant summer and autumn with good health.

Janet Griffith

P.S. I looked up the definition of 'prattle' and according to the dictionary; it means 'talk at length in an inconsequential way'. I think I have done just that!

GENERAL DATA PROTECTION REGULATION 2018

You will all be aware of the new General Data Protection Regulation (GDPR) which comes into force on 25th. May 2018.
This regulation supersedes the Data Protection Act 1988 (DPA) and will be EU law in UK post-Brexit.

In compliance with this regulation, I have to advise you that the Barmouth Sailors' Institute takes your privacy seriously and will only use your name and address (and where previously advised, your email address) for Institute matters, i.e. notification of the Annual General Meeting, membership renewal, distribution of Newsletters and any other Institute matters.

At no time will your details be shared or passed on to any third parties outside our organisation.

If I do not hear from you, I shall assume you give your consent for Barmouth Sailors' Institute to continue to communicate in the above manner.

Janet Griffith (Mrs.) Hon. Secretary

FURNITURE & HOMEWARE
Est. 2014
PIECES for PLACES

Furniture and Homeware Store

Find us on Barmouth High Street
Open 7 days a Week
Mon-Sat 9:30—18:00
Sun 10:00—16:00

01341 402402

www.piecesforplaces.co.uk

EBENEEZER'S
ETHNIC ARTS & CRAFTS CENTRE
CAFE & COFFEE SHOP

Tel: 07909338282
www.ebeneezers.co.uk
info@ebeneezers.co.uk

SLATE CREATION
Quality Slate & Wood Engraved Gifts

LASER ENGRAVING
SLATE / WOOD
PLASTIC / GLASS
PERSONLISED GIFTS
AND MORE

www.slatecreation.co.uk
studio@slatecreation.co.uk
01341 423 400
UNIT 3-4 | PARC-NAWR ENT. DOLGELLAU | LL40 1GG

SIGNCREATION
DESIGN MANUFACTURE | PRINT

SHOP SIGNS
VEHICLE GRAPHICS
BANNERS
A BOARDS
WIDE FORMAT PRINT

studio@signcreation.co.uk
www.signcreation.co.uk
01341 423 400
UNIT 3-4 | PARC-NAWR ENT. DOLGELLAU | LL40 1GG

Update on the RCAHMW
WW1 Forgotten U-boat War presentation

Comisiwn Brenhinol
Henebion Cymru
Royal Commission on the Ancient
and Historical Monuments of Wales

Thankfully the 22nd of March was a dry day which made it pleasant for Ysgol y Traeth year 6 pupils to make their way to the Reading Room. As there were 26 in all, they were divided between the morning and afternoon presentations. They showed interest and asked a few interesting questions and also had knowledge on the subject. On the way back to school, Alan Vincent kindly showed them around Tŷ Gwyn and again they were interested. Now we have the connection, it is hoped that after Easter, we can arrange for them to come back for a more in depth visit to both the Sailors' Institute and Tŷ Gwyn.

After the pupils had left in the afternoon, Helen and Rita (RCAHMW) gained information from interesting discussions with the adult attendees.

During the presentation, the RCAHMW explained they have pinpointed 7 wreck sites which they will survey with cameras, etc. and then make interactive digital models\animations on which 'explorers' will be able to click on parts of the computer model and access imagery of that part of the wreck.

They are very keen to have any stories, newspaper cuttings, letters written home, etc. of that period, not just around our immediate coastal region, but Wales as a whole. They have identified the sites of 59 ships sunk by U-boat action and 4 submarines around the coast from Anglesey down to Pembrokeshire. Each wreck has been allocated a number and if you go on to their website you will find more information. Please see below for details of the more local wrecks.

If you have any snippets of interest, will you please advise me and I shall pass them on. They are also keen to scan objects and include them in the Peoples Collection. We hope to have another visit from them when they will bring the scanning machine.

In other words, it's watch this space for what can be quite an exciting project.

Janet Griffith Hon. Secretary

Ship Wrecks from the First World War around the North Coast of Wales

The following wrecks are located in Welsh waters around the north coast of Wales. These ships were sunk by German submarines during the First World War. The entries on *Coflein* identify each wreck by their NPRN (National Primary Record Number), a unique reference number for each site recorded by the Royal Society on the Ancient and Historical Monuments of Wales. In addition, the entries identify their location and commentary which may include information on the ships, their crew and the date and circumstance of their sinking.

CAMBANK http://www.coflein.gov.uk/en/site/272145/details/cambank

APAPA http://www.coflein.gov.uk/en/site/272124/details/apapa

CORK http://www.coflein.gov.uk/en/site/272119/details/cork

DERBENT http://www.coflein.gov.uk/en/site/272125/details/hms-derbent

DUNDALK http://www.coflein.gov.uk/en/site/272131/details/dundalk

ADELA http://www.coflein.gov.uk/en/site/274871/details/adela



High Street, Barmouth, LL42 1DS

Vintage, New & Handmade Too!

Join our loyalty scheme or follow our Facebook page to catch our regular offers.



Facebook.com/Luvit.Barmouth | T - 01341 280259

CARTWRIGHT UPHOLSTERY

RESTORATION AND REPAIR

TRADITIONAL AND MODERN

AUTOMOTIVE AND MARINE

CURTAINS AND SOFT FURNISHINGS

FABRICS
LEATHER
FOAM
D.I.Y SUPPLIES

01766 781 030
cartwrightupholstery@yahoo.co.uk

Jamie Howard

Fron House Antiques

Decorative Items

We also wish to buy anything old or interesting

Fron House Antiques
Cnr. Church St. & Jubilee Rd.
Barmouth
LL42 1EE

Shop: 01341 280649

Mobile: 07787 503 227



PICKLE HERRING & the PRESS GANG.

In his book "Merioneth Volunteers & Local Militia" Hugh J, Owen a one time Clerk to the Merioneth County Council wrote about the Towyn Volunteers which were commanded by Captain Corbet thus: - "In a report to his Army agent Captain Corbet apologise for being troublesome to the Government, pointing out that "the Welsh being disloyal and in full expectation of equality are inclined to insurrection in every parish." He added that he should be provided with Cavalry in order to quell disorder and instructed his agent to apply for the guns he had requisitioned, as the "Louisa" had sailed from Towyn and would soon be at Pickle Herring Stairs."

This was the favourite London wharf for Welsh mariners and their ships. Pickle Herring used to be part of the riverfront (Thames) where large cargo ships were moored along side the piece of waterfront situated on the Surrey side of the river and located in Southwark in the Greater London area. There were many wharfs in this section with each having its own peculiar name. Pickle Herring also had its own stairs, which were used at high tide, causeways were used at low tide to the littoral water level from street level. Stairs were recognised by custom and practice as safe plying places to pick up and put down passengers and were often built adjacent to a Public House.

Lewis Lloyd in his book " Where Freights May Offer" stated that London investors in Barmouth vessels included Shipbuilders, Insurance agents, Sailmakers. Grocers, Slate merchants etc. and of these, many were of Welsh extraction. Some lived and worked in the neighbourhood of Pickle Herring Wharf Southwark including Toolay Street and in the city of London.

To quote from Hugh J. Owen book again :- "It was at Pickle Herring Stairs that William Nickolls a native of Barmouth, had one of his many successful encounters with the Press Gangs. On the last occasion when he was pressed, he was placed in the bottom of a gig to be rowed to a warship lying in the Thames. When opposite Pickle Herring Stairs he managed to make a breach in the side of the gig, which rapidly sank. Nickolls, who was a strong swimmer, struck for the shore and safely landed, hiding in the cellar of a small inn kept by an old Welsh woman, He was described by a Naval Lieutenant as the bravest man he had ever met."

It is not known what Nicolls occupation was, but as he had had previous encounters with the Press Gang and was known to them and being that he was a competent sailor, it would have been a worthy capture. Pickle Herring area would have had plenty of sailors who had come off their ships for relaxation on shore and as such would have been good hunting ground for the Press Gang, One wonders how many Welsh Lads were pressed to serve on warships.

Pre World War 1. There was a local person in Barmouth, Edward Griffiths who was known locally as "Ned Pickle Herring." a mariner. He served during the war in the Royal Navy with the rank of Lieut. Commander and on discharge from the Navy became a Captain on one of the passenger ships plying between Britain and America. His connection with Pickle Herring is not known.

The Press Gang consisted of 10 to 12 men led by an R N officer. These officers were generally embittered men whose sea faring careers and promotion were deemed to be at an end, but were given the odious task of gathering men for duties to the Royal Navy. Generally the Gang would raid Public Houses, and initially ask for Volunteers, to take the Kings Shilling as their bounty, but if none were forth coming other methods were used; make the men drunk, have a skirmish with them wounding and battering them unconscious when later they could be transported to the warships.

The Press Gang were armed with a leather bound long cosh, weighted, and a slot at the other end where a leather strap would go through, (Probably the forerunner of a policeman truncheon). These coshes were used to coerce men to join, since they were unwilling to become volunteers. Once on board they were classified as Volunteers or Pressmen and entered on the Ship book as V and P and the V 's were treated differently. It was stated that one volunteer was equivalent to two press men.

In the 18th century a Royal Navy Able Seaman was paid (after deductions) 22 shillings, 6pence per lunar month. A farm worker of the same era could earn about a third of this.

At the time of the battle of Trafalgar, over half of the Royal Navy 120,000 sailors were pressed men. The power of the impressment service to conscript was limited by law to seafarers, including merchant seamen, longshore men and fishermen. There is no basis

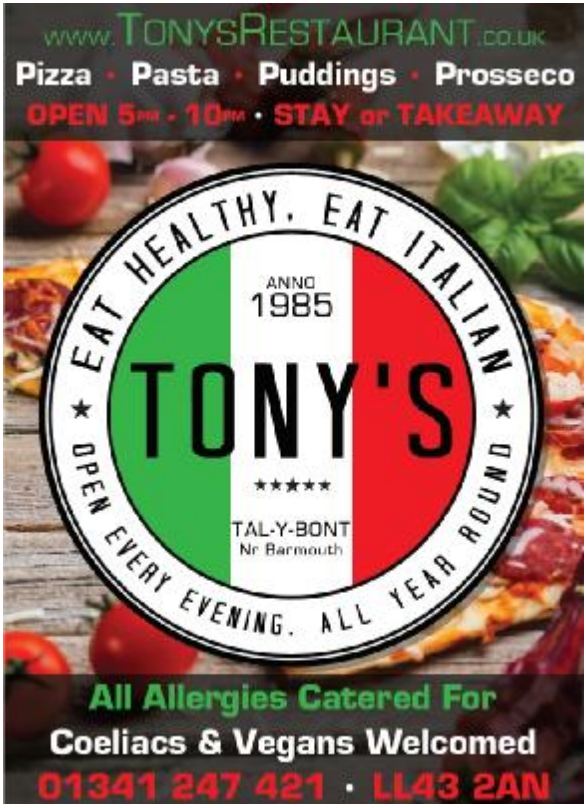
that Press gang operated inland from coastal ports. However convicted petty criminals were given the choice of volunteering for naval service as "unskilled quota" men by inland courts.

In 1795 a Quota Act was introduced by William Pitt, which stated how many men each county had to provide for service. Convicted men were given the option to serve their harsh sentences in prison or serve in in the Navy. Whilst this did not end the practice of impressment it served to reduce it.

Impressment virtually ended with the Napoleonic War in 1814 and by the end of the 19th century the custom had disappeared.

However conscription came back during the first world war and again for the second, but this time all able bodied men from the age of 16 to 45 were liable to be conscripted to the armed forces and women were also directed to do war work.

Les Darbyshire



TREE FELLA

ALL ASPECTS of TREE WORK & HEDGES



Edward Morgan Griffiths
Proprietor

Llecheiddior Isaf
Talybont
Nr Barmouth
Gwynedd, LL43 2BA
m: 07900 908 058
t: 01341 24 24 24

nedtreefella@gmail.com

Eden Hair & Beauty

Yvonne and Lauren
welcome you to Eden where
we offer all aspects of
hairdressing and beauty
treatments.
We are an Exclusive
Aveda Salon
High Street
BARMOUTH
01341 280640

FLOWERS BY ADELE
Fresh Flowers For All Occasions

3 Beach Road
Barmouth
Gwynedd LL42 1LP

01341 281656
Delivery available

FLOWERS BY ADELE
Fresh Flowers For All Occasions

Find Me On Facebook:
"Barmouth Flowers by adele"


MAN ON BEACH KILLED BY 'PLANE 1933
WOMAN PILOT SAVED AFTER SEA DIVE

On Wednesday August 30th 1933, the annual Barmouth Regatta took place. It was curtailed by a tragic aeroplane accident.

The aircraft was a De Havilland Puss Moth Reg: G-AAGS owned by Mr S P Tyzak (formally owned by Sir Malcom Campbell) and flown by his sister Miss Doreen Tyzak of Gathyngharad, Arthog.

She was prominent in aviation at that time and was one of the organisers of the First All Ladies Flying Meeting that took place in September, 1931. To quote Aviators Magazine, " Seeing that this lady had only done 50 hours since obtaining her licence, her show was really extraordinarily neat. She first of all did several loops and then finished with two of the prettiest and most smoothly executed stall turns that we have seen."

Miss Tyzak flew to Barmouth from Sywell in Northamptonshire to give an Air Display over Barmouth Harbour.

She had completed her aerial display of loops and stalls when she spotted a group of friends on Penrhyn Point. Diving down on them she flew too low and the wingtip of the aeroplane struck two brothers from Birmingham.

The aeroplane caught Mr William Allport on the head and his brother his arm. The wingtip then hit the ground and the aircraft crashed into the sea. Miss Tyzak was shocked and had head injuries and narrowly escaped drowning.
She was recused by a local boatman and the owner of the Clock House.

Mr William Allport was so severely injured that he died shortly after the incident while his brother had a broken arm.
At the inquest in Dolgellau six weeks later, the jury returned a verdict of accidental death due to an error in judgement.

John Puddle

MIDWAY MOTORS
USED CAR SALES



01341247055
07827816186
BERWYN GARAGE
DYFFRYN ARDUDWY
LL442EL

MOTS,TYRES,BRAKES,EXHAUST,SERVICING
24 HOUR CALL-OUTS

Donna Williams
Cleaning services

Williams Cleaning Services
07599246785 / 01341242748
Dyffryn Ardudwy
Gwynedd
Williams-wilkinsoncleaning@outlook.com

Gas Plumbing Oil

Gas Safe Register

24 Hour Service

Tim Brown Plumbing and Heating

Mobile:- 07876655484
Tel:- 01341 280920
Fax:- 01341 280920
Email:- tbph@sky.com

13 Ffordd Llwyn Mynach
Barmouth
Gwynedd
LL42 1PA

City & Guilds

Barmouth Sea Heroes
Compiled by Les Darbyshire

Barmouth, according to an AA publication, "Book of the Seaside" is a small but lively town huddled between the sea the Mawddach estuary and the deep flanks of a craggy hill.

In 1895 part of the hill became the first piece of land to be owned by the National Trust (Dinas Oleu). The long sandy beach is backed by a promenade and sweeps round to a river mouth harbour where sturdy lobster boats mingle with colourful private crafts.

Views upstream are dominated by the distant peak of Cader Idris and the mile long railway bridge. A footpath running beside the railway affords magnificent views of the Mawddach and its wooded valley. Fishing trips, deck chairs, windbreaks and bathing huts for hire. Lifeboat, inshore rescue boat, fair ground, children's playground, outdoor band concerts, putting, bowls, tennis, pony and donkey rides on beach, all that as at 1972, when the book was published. They could have added Ty Gwyn, Ty Crwn, Sailors' Institute and St John Church as further attractions of the area.

Nearly forty years has passed and changes come, the bathing huts, the outdoor band concerts have disappeared, the harbour has plenty of private boats but there is a dearth of local boat men to ply their boats around the harbour. The Quay remains as enchanting as ever and the work carried out by Gwynedd Council has added charm to the area, including the Quay Cafes with their continental look.

However, it is the sea heroes of Barmouth we are looking at, there are many of them, heroes in every sense, not cardboard or comedy heroes as depicted on T V, but men who endangered their lives against the elements, The Oxford Concise Dictionary defines a hero as a "man of superhuman qualities, favoured by the Gods" our heroes do not claim any superhuman qualities nor any favours, but being good staid men, courageous with determination and dedication to their respective profession and a desire to serve their fellow mankind.

Fifth Officer Harold Lowe

Our heroes cover a period of over a century. Fifth Officer Harold Lowe was on the R.M.S. Titanic when it sank in April 1911, he had been brought up in Barmouth and had learnt his boatmanship in the harbour. He had suffered grief at an early stage through the death of his elder brother George, aged 17; he was drowned in an accident.
He had kept his cool when his ship was sinking and knew how to

handle the boats and at the subsequent inquiry in New York to the disaster he excelled himself. A question was asked by Senator W.A Smith." What is an iceberg composed of ? Response given by Harold Lowe "Ice I suppose Sir."
It is fair to say, that today, the opinion is that Harold Lowe is the real hero of R.M.S. Titanic and yet he received no official recognition of his bravery.

Able Seaman Rowland Rowlands

Of "Riverslea" Barmouth he was the son of the local police Sergeant. His home was opposite the police station. It is noted that Rowland volunteered for the Zeebrugge raid. In the writers experience of WW 2. One of the first things that was learnt was not to volunteer for anything. The Navy prides itself on its volunteers and has a saying" One Volunteer is better than six press men (a press man being probably a person down on his luck and kidnap into service in the navy. The system of you, you and you was very much in vogue when volunteers were required.
We have little information about his exploits in the Zeebrugge raid except what is given in The Barmouth Advertiser He also served on HMS Bellerophen and was at the battle of Jutland 1916

Capt. Morris was presented with the King's Mercantile Marine Medal for faithful and brave services in July 1920. Little is known about Capt. Morris's wartime experiences.

Leading Signaller Herbert Berridge D.S.M

Herbert a local lad joined the Navy in 1940 and saw action at Dunkirk where he was involved with the evacuation of troops from the beaches and survivors from sinking boats. The Herbert family is renowned for their gallantry. His father, a private in the 2nd Batt.Lincolnshire Regiment was awarded a parchment certificate for gallant conduct and devotion to duties, which contains the following inscription; "This man though wounded during the attack near Pasechendale 2nd December 1917 refused to leave his post and remained with his battalion till ordered to go to hospital on the 5th December thus setting a fine example of resolution and devotion to duty." Unfortunately Private Berridge did not return home, as he was killed on April 18th 1918.
In 1957 Herbert's brother George, a Barmouth lifeboat crew member, received from the Royal Naval Lifeboat Institute, their thanks inscribed on Vellum for rescuing four children who had got into difficulties off the beach. For a father and his two sons in such diverse fields to be awarded gallantry status is well worth remembering with pride and humility.

Capt William "Barmouth" Jones O.B.E

Capt Jones married into a well-known Barmouth seafaring family
The couple bought "Lismore" as their residence, it being the only available house with a sea view.
Capt. Jones served on Merchant Ships with the Harrisson Line of Liverpool.
His war record seems like a film script. Plenty of action, drama and bravery. He had to undertake the duties of Convoy Commodore with the OB218 convoy Liverpool –outward North Atlantic and later saw action in Crete. A popular sailor and affectionately known as Capt, William "Barmouth" Jones

Chief Radio Officer Robert Hughes

"Kings' Commendation for Bravery"
A farmer's son born to till the land, but the call of the sea was greater. He joined the Chapman R. & Sons, Newcastle on Tyne firm of shipping with no qualification but rose to become Chief Radio Officer. Saw active service and was on the PQ 17 Russian convoy which when the escort were ordered to withdraw and the convoy to disperse left the ships as sitting ducks for the German submarines and bombers
Over half of the total convoy was sunk and SS Earlston, Bobby's ship, was amongst them and after horrendous experience, in an open boat they landed in Norway and were taken prisoners

William Morris "Nysfor"

William also served in the Royal Navy and saw service on the Russian Convoys. He wore his white beret with pride.

Able Seaman Evan David Jones

Evan David was born in Barmouth, his father was a boatman on Barmouth Harbour. Evan used to help his father take visitors around the harbour and up the estuary. Evan volunteered for the Royal Navy, eventually he was drafted to H.M.S. Repulse a battleship this was torpedoed by the Japanese and after much tribulation he became a Japanese prisoner

David Elio Roberts

David was the son of the blind harpist of Barmouth. He joined the Royal Navy and his ship H.M.S Mata Hari was ordered to Singapore to pick up women and children hoping to be able to take them to safer places. Unfortunately they failed to escape and the ship was captured and they became prisoners, David's account of his experience has been recorded in his book "No Bamboo for Coffins"

Royal National Lifeboat Institute

The Barmouth Lifeboat Station was established in 1828, and is one of the oldest in the kingdom, the town can be proud of its long association with the lifeboats service.
During its period of existence it has had many call outs, which were answered without hesitation and determination to succeed in their mission. The list of awards shows the dangers they met and their ability to overcome them.

The named heroes are worthy of their awards but in reality each and everyone of the crew are heroes.

Awards given:

Thanks of the Institution inscribed on Vellum – 8,
Bronze Medal - 1,
Silver Medals - 4,
1939 - 1945 Star for outstanding service during the war years – 4.

The heroes of Barmouth have been listed, for a small town the number of heroes is fantastic if the reader had to choose the hero of the heroes, who would that be?

Elio Roberts in his book 'No Bamboo for Coffins' makes a very important statement and to quote "I may be permitted to pay a tribute that can never be repeated too often to the Mothers of Servicemen during the war. They suffered agonies of mind, because they sacrificed their sons to war."

In reality they are the real heroes the Mothers and Wives, who had to suffer in silence, the pain of separation, the pain of loneliness, the pain of not knowing where they were, and most of all the gnawing pain of fear that their loved ones would not return. yes they suffered, and yet they kept their faith... they were the silent heroes

Acknowledgment.

Liverpool Maritime Museum, Gwynedd Archives. Huw Roberts "Henddol" for encouragement, photographs and information, Marie Hatton, Millie Jones, Meifod. Barmouth Advertiser. Dr Lewis Lloyd, "Wherever Freights May Offer", "Zeebrugge Raid 1918" by Paul Kendall. Cadwalader Williams, Ceinwen Thomas (nee Rowlands), Rose Morris, "Porthmadog Ships" by Emrys Hughes.

Barmouth's Original

Milk Bar

4 Beach Road Barmouth Gwynedd LL42 1LP
Tel. 01341 280712



Mobile Small

Engine Services

FOR ALL YOUR GARDEN MACHINERY

SALES – SPARES – REPAIRS – HIRE

AGENT FOR

NUMATIC VACUUM CLEANERS

&

BELLE MIXERS

Min y Coed Workshop

Mochras Road

LLANBEDR

Tel: 01341 241567

Mobile: 07846 436 120

NINETEEN.57

RESTAURANT & BAR

T. 0 341 242449
E: nineteen.57restaurant@yahoo.co.uk
W: www.nineteen57restaurant.com

ISLAWRFFORDD
CARAVAN PARK
TALYBONT
GWYNEDD
LL43 2AQ

Tŷ Gwyn & the Bronze Bell Wreck

"When Tŷ Gwyn was built its footings were directly at the top of the beach. There is a cellar beneath that is below High Tide level"
"When she was seen aground off the beach in Dyffryn Ardudwy in 1709, the local inhabitants had never before seen such a huge ship."
"Two anchors on the extreme East end of the wreck site lie together in the same position as they would if lashed to the hull as two Bower anchors on the starboard side of the ship."
"Two coins have been found at the site that are centuries earlier than wreck site date. Some have conjectured that there are two wrecks, one lying on top of the other."

The above extracts are from a new book, written by Tom Bennett, entitled Tŷ Gwyn & the Bronze Bell Wreck. This book is now available for purchase from the museum, which is open most afternoons in the season.

About the Author: Tom Bennett has spent a lifetime collecting information about maritime matters around Wales. In the 1970's he was one of the first recreational divers to take an interest in shipwrecks around the coast of Wales and started writing books about them.

Countless months have been spent in libraries and museums all over the world in compiling data on shipwrecks, collecting photographs and identifying the ships by the artefacts discovered.

Apart from writing ten shipwreck books he has written the most comprehensive Sea Guide to Pembrokeshire, a pilot book for anyone sailing, kayaking or just enjoying the beaches in West Wales. Some of his recent books cover the shipwrecks found intertidally around Wales; those that can be visited without getting your toes wet.

(see www.Shipwrecksforwalkers.co.uk)

This book, TŶ GWYN & THE BRONZE BELL WRECK, researches the Historic Wreck that lies off Talybont and the building "Tŷ Gwyn" in Barmouth where the artefacts from the wreck are displayed.

The author is convinced that the museum building, one of the first large stone buildings built in Merionethshire, was painted white as a beacon to aid mariners safely onto Barmouth beach.

The artefacts displayed in the Museum tell the story of the Bronze Bell Wreck. The book looks in detail at the marble cargo and where it may have been destined for. It discusses how the ship was wrecked and where the Bronze Bell was made. All proceeds of the book go to the Sailor's Institute in Barmouth, a charity whose members help keep the Bronze Bell Museum open.

If you can't get to the museum, then contact myself, Alan Vincent, 18 Llwyn Ynn, Talybont, LL43 2AL. alan@t4alv.com; 01341 247415. Cost is £5 or £7 by post.

Your property could earn you an extra income...



...with help from the leading holiday cottage agency in North Wales.

Menai Holiday Cottages have over 400 cottages throughout Anglesey, Snowdonia and the Llŷn Peninsula.

So whether you want to let out your spare weeks, or make your property available year round, get in touch.

FIND OUT MORE
01248 430258
menaiholidays.co.uk

Menai®
Holiday Cottages

KNIGHT MOVERS

Removals and Storage Ltd

New To Knightmovers in 2018



Van Hire

Our self drive Iveco Daily 3.5t van, can be hired on a Daily or Weekly basis

01341 241 766

Email: services@knightmovers.co.uk

www.knightmovers.co.uk

CAMBRIAN CLEARANCE

Llanbedr 01341 241888

Good Quality New and Second Hand House-Hold Goods,
Vintage & Antique Wares For Sale
Good Selection of New Mattresses & Bed Bases
Reconditioned White Goods, Competitively Priced With Warranty

We Also Buy And Sell Furniture

FREE PARKING

Address:-Unit 4a Bydwynn, Llanbedr, LL45 2LP

cambrian.clearance@gmail.com

Find us on facebook

The Wreck of the Kenilworth.

On 14th January 1870, the ship *Kenilworth,* bound for Liverpool with a cargo of cotton, was caught in heavy seas whipped up by a severe westerly gale and driven on to St Patrick's Causeway. Her crew signalled for assistance and the *Ellen* was launched. The lifeboat crew had a long, hard battle to reach the wreck but eventually did so and Coxswain Humphrey Jones dropped anchor nearby. The lifeboat was then veered down as close to the casualty as possible and the lifeboat men threw a line across to the shipwrecked men. By this means, eight of them were taken aboard the lifeboat.

The seas were getting heavier all the time, with the gale increasing in strength and gusting up to hurricane force. Suddenly, the rope from the lifeboat to the Kenilworth snapped and the lifeboat's anchor cable had to be slipped. The lifeboat was quickly driven to leeward of the stranded vessel and all attempts by the lifeboatmen to get back into position again failed. The *Ellen* then made for Pwllheli where the rescued men were landed. Meanwhile, the lifeboat *Mabel Louise* from the new lifeboat station at Abersoch had also been launched for the first time on service, but in the terrible conditions, her crew were unable to find the Kenilworth.

As soon as the *Ellen* landed at Pwllheli, the crew sent a message to Abersoch giving details of the location of the wreck. The *Mabel Louise* again launched, this time with the Station Honorary Secretary, the Reverend O. Lloyd-Williams on board and, after a three hour battle through exceptionally heavy seas, the Abersoch lifeboatmen found the Kenilworth and, at considerable risk, succeeded in getting alongside rescuing the remaining 13 men. For his outstanding gallantry on this occasion, the Rev. O. Lloyd Williams was awarded the RNLI's Silver Medal.

In 1980 a gentleman by the name of Charles Morgan, of Concorde, Massachusetts visited Merioneth Yacht Club on Barmouth harbour asking if there were any lifeboat members around. He said that his grandfather, Isaiah Whitmore, was a member of the crew of the Kenilworth and often told his grandson of this dramatic rescue. Charles Morgan was determined to come to Barmouth to see first-hand where the event had taken place. He was made very welcome and was shown round the lifeboat house, where he met current crew members and ex-RNLI mechanic Wili Morris whose grandfather was on the crew of the *Ellen* at the time.

That last voyage of the Kenilworth – as told to Charles Morgan by his grandfather and recorded in 1933 in 'Sea Breezes' in May 1933, tells not just of the courage of the lifeboatmen but the hardship

endured by the crew once rescued too:

'I was 18 years old when I joined the British ship Kenilworth at New Orleans, Louisiana, where she was loading cotton and tobacco for Liverpool. Her Master, Captain Artell Austin, was an old friend of my father's and from him I learned that the vessel was a Yankee ship, but was then owned by Messrs Taylor, Tipper & Co., of Liverpool. She was a very fine vessel of 1,334/10 tons, built at Thomaston, Maine, in 1855.

We cleared from New Orleans on December 2nd, 1869, and towed down the river. The voyage boded no good from the start, for we got stuck on a bar at the mouth of the river and had to wait for high tide before we could get off. We had good weather, and sailed smoothly until early in January, 1870, when we neared the Irish and Welsh Coasts. Then the fog settled down as thick as pea soup. For a week we were without sail until one morning the look-out reported a light off the port bow, which corresponded to the light at the entrance to Cork Harbour. Believing he was right, Captain Austin called all hands to make sail, and we squared away for Liverpool. At about 7 am the fog suddenly lifted and the look-out cried, 'Breakers ahead!' We found ourselves in a bay with land on both sides, and in the endeavour to get out of the place, we struck head-on to what later proved to be St Patrick's Causeway, in Cardigan Bay, Wales. I was handed the British Jack and told to put it upside-down in the fore rigging, which I did.

As I remember it, the ship lay comparatively easy except for the breakers which continually crashed over us, where we were huddled on the quarter-deck, waiting for something to happen. Along in the early afternoon we discerned a boat making for us, still some distance away. As this boat could not get alongside owing to the breakers, it stayed its movement about fifty feet astern, holding its position by the use of its oars. The coxs'n in charge commenced to bellow for the men to jump overboard, to which request there was a general holding back. At about this time, the tub containing the deep-sea lead line was brought up from below and placed at the extreme end of the quarterdeck. One end of the line was thrown to the boat, a half-hitch taken about the waist of the first man, and over he went. It was slow work at best. I was the seventh man to go over, after I had exchanged my sea-boots for shoes. In the excitement, no one saw to it that the slack line was hauled back to the ship after each man got aboard the lifeboat. As a result, the eighth man to leave the Kenilworth got only as far as the side of the boat and could not be hauled on. The men on the ship had to let go their end of the line as the coxs'n bellowed that he could stay no longer. Conditions were apparently getting worse, and to stay longer would be to endanger the lives of the men already on the boat.

The rescued men lay on the flat of their backs between the thwarts at the feet of the oarsmen. In this position, we got all the

water that came into the boat, but this did not stay long, as the boat was a self-freer and also a self-righter. While we were thankful for its ability to free itself, we hoped that it would not be necessary for it to demonstrate its self-righting qualities. We finally reached Barmouth from whence the boat had come, and there we stayed overnight. The next day we took the train for Liverpool.

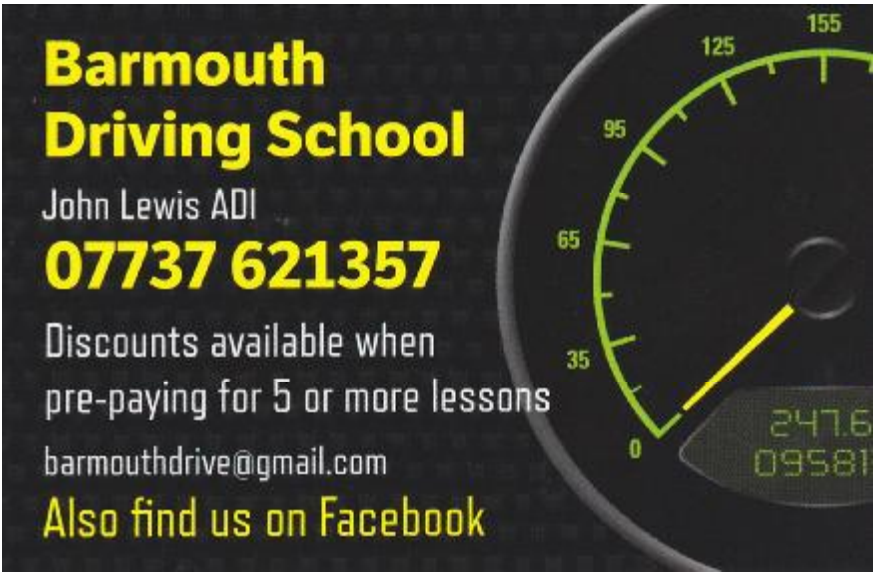
Aboard the ship, while we were at Barmouth, the Captain ordered the masts to be cut away, in order to ease the vessel and prevent splitting the sail. Later the sea calmed down, and the steward was able to make some coffee. The next day the Captain and the remainder of the crew were taken off in boats from Pwllheli. In his communication to the owners, Captain Austin added that he saved nothing but his watch.

Tugs were sent around from Liverpool, and they saved one hundred and sixty-eight bales of cotton of the total cargo of three thousand, eight hundred and sixty-three bales. The ship was a total loss.'

I am always amazed at the courage of the lifeboatmen in stories of these rescues but, especially in this case, I must say that considerable courage was required of those being rescued too! When Charles Morgan visited Barmouth expressed his profound admiration for the work of RNLI volunteers and said

'But for the courage of those gallant men in 1870 I would not be here today'!

Norma Stockford



Myrddins Bar Caffi
(Merlins Cafe Bar)

Breakfast, Lunch & Evening Meals
Family & Dog Friendly
40+ Real Ales, Craft Beers,
Lagers & Ciders
Myrddins brews its own ales
Free Wifi & Newspapers

Church Street
Barmouth
LL42 1EH
Tel: 01341 388060



www.myrddins.co.uk

Gwynedd Dog Walking .co.uk

Dog Walking
Barmouth to Porthmadog only

Dog Boarding
Home alternative to kennels

Stuart: 07387 156978

facebook.com/gwynedddogwalking
info@www.GwyneddDogWalking.co.uk

The Elusive Ship 'DIAMOND'

Some twenty or so years ago I stumbled upon an intriguing gravestone in Llanddwywe churchyard, it read as follows:

'Sacred. To the memory of William Wood and John Broadbent, merchants of Saddleworh in Yorkshire, who were unfortunately drowned in attempting to escape from the wreck of the Ship 'Diamond' which was lost in Cardigan Bay on Sunday morning the 2nd of January 1825. The former was in the 36th year of his age and hath left a wife and two children to lament his loss. The latter a most amiable youth paid he debt of nature in the 24th year of his age. Both of them regretted by a numerous circle of relatives and friends. Cousins by birth and friends most dear, Death hath made them brothers here .

That was the catalyst to research which led to a most interesting and moving story and I will try to summarise it here.

Much as the existing expertise of Barmouth and Pwllheli aided the later growth of the slate trade in the newly established Porthmadog, so in the early 1800's the experience and wealth gained by the whaling industry of Nantucket was invested in the rapidly expanding city of New York.

One of the main players was a Captain Josiah Macy, who in 1805

at the age of 20 years was pioneering the transatlantic trade with a schooner the 'Mount Hope', shipping whaling products to France, Portugal and the Azores. He established himself as a popular and dependable shipmaster and by 1818 in partnership with others established a growing fleet of oceangoing merchant ships culminating with the "Diamond".

She was constructed by Noah Brown at New York (a well known yard) and completed in the summer of 1823. She appears to be a ship of high quality, sheathed in copper and copper fastened, built from finest white oak and locust wood and passed by Lloyds as 'A1'. For her age she was large, measuring 121 feet by 31 beam by 17 draft and 491 tons unladen and there is no doubt that she was intended for the rewarding transport of cotton and wealthy passengers between New York (in particular) and Liverpool.

Her first transatlantic voyage commenced on the 15th August 1823 and she crossed to Liverpool in 26 days, no doubt with the lighter winds of summer.

The advert in the Liverpool Mercury of Oct.10 1823 shows her first return trip to America and reads as follows;
'To sail as of the 12th October, for New York, the fine American Ship "Diamond", Josiah Macy master, burthen 490 tons, built at New York under particular inspection, now on her first voyage, coppered and copper fastened, sails fast and is in all respects a most eligible conveyance for goods and passengers. For terms apply to Capt. Macy on board at Princes dock or to Cropper Benson & Co.'
During the next 18 months she crossed the Atlantic seven times with her skipper receiving many compliments both as a seaman but also as a kind and patient person.

So we come to the final ill fated voyage to Liverpool which commenced on the 12th December 1824. She was well laden with bales of cotton, some potash and barrels of red American apples and had 14 first class and 15 steerage passengers plus Captain and crew making up a total of 48 persons on board. These early 'packet' boats as they were known, were strongly built and crewed, as they plied their trade in all seasons and weathers, unlike general merchant ships which waited for favourable winds. The 'Diamond' was also competing with the ships of the 'Black Ball' line, the first company to sail on scheduled dates each month if humanly possible!

We know that she made good time as we have part of a letter from one of the survivors in which he writes:
'We made Cape Clear (S.West Ireland) about 8 o'clock p.m. on the

31st ult. We continued to proceed favourably up channel with a steady breeze W. but the Captain seemed to think we were too close in with the Irish land at this season of the year, and shaped his course further to the Southward and Eastward and probably proceeding too far in this direction led to the unfortunate results which happened. Sunday morning about 1 o'clock the land was distinctly seen close a-board and though every effort was made to wear the ship off, which unfortunately did not succeed as there was a strong tide setting; and it is generally imagined the Captain mistook the lights he observed. On finding however the perilous calamity of our situation, he used every means which his skill suggested to extricate us. He caused the mizen mast to be cut away; but this did not relieve us as the ship seemed firmly stuck on the sandbank where she first struck about 2 miles offshore, and as the cabin was fast filling with water, and the crew and passengers eager for their lives, about seven o'clock when day appeared the last recourse of ordering out the boats was resorted to. Nearly all the crew, but few of the passengers took refuge in these at first. The Captain declared his purpose to remain in the ship. I, in company with another gentleman saved our lives by swimming to the longboat. The Jollyboat was afterwards sent to the Captain who embarked in her with his first mate, six passengers and three sailors, but on approaching the shore, a heavy surf running, she capsized and all perished except the last three. Six passengers remained behind in the maintop of the ship and were rescued after six hours by the activity and bravery of some men from Barmouth.

From other reports we learn that the 14 month old daughter of Mr and Mrs John Betterely was tragically drowned whilst being transferred from ship to boat and that Mrs Betterely remained hanging to the mast for a six freezing hours after loosing her baby daughter.

From this point in time the wrecking is well reported and most articles agree and we learn that ten people 'met with a watery grave'.
The bodies of William Wood and John Broadbent were washed up on Dyffryn Beach and in the pockets of the former 'were upwards of £7,000 which have been saved', note that this would be a fortune nowadays.
Research shows that these two men were sons of wealthy mill owners in Saddleworth who not only travelled to America to buy the raw cotton, but also to export the finished goods back to the new country, and that accounts for the huge sum of money that they were carrying..
It is interesting to note that most of the personnel involved with the management of the cotton and its transport were Quakers.

Several subsequent articles appear which have connections with this tragedy.

North Wales Gazette, March 10th 1825;
'On the 11th & 12th of February last, petty sessions were held at the county hall in Dolgelley for the purpose of investigating some persons who were suspected of having concealed silks taken from a trunk cast on shore below Harlech from the wreck of the Diamond in Cardigan Bay. Three of them were convicted in the penalty of £45 being treble the value of the articles so concealed. The magistrate trusted that this summary punishment would operate as sufficient warning to all persons finding wrecked property cast on shore on these coasts, not to appropriate it to their own use but promptly give honest information of it as the law requires. Mr Aitkin of Liverpool, who is agent for the wreck of the Diamond and of the Neptune also lost in the same bay conducted his business with great correctness and with the most gentlemanly feelings and when the fine was imposed he very liberally presented it to the magistrates with a request that it should be applied to the relief of the poor of the parish of Llandanwg where the offence was committed after defraying the necessary expenses attending the conviction'.
(Note that Dr.Lewis Lloyd had written of this 'Ship Diamond' money, and surmised that it may have come as a reward to the people of Llandanwg as reward for salvage efforts.
The truth is partly accurate but not as he meant it !!)

The apples also came ashore, but were tainted by the salt water, but nevertheless several were planted in locations nearby. Some grew and the trees bore rosy red apples which had a strawberry flavour and were much sought after in Barmouth market.
The writer knew of two of these trees which were still standing until 15 years or so ago, but to my amazement another has come to light just over wall in the garden of Mr & Mrs Guy Lloyd. Cuttings have been taken and several graftings have created new trees, one of which has been planted in another suitable garden nearby. So we now await the fruit !

We then came across American reports of Capt. Josiah Macy living to a great age having retired from the sea in 1828 and established a thriving trading house. How could this be when he had been drowned in Cardigan Bay ?

For the answer we are indebted to Elizabeth Oldham of the Nantucket Historical Society, who together with other information came across a detailed, published letter from Josiah himself in which he sadly states; ' My brother Henry took charge of the ship

Diamond, and sailed from New York for Liverpool in late 1824. The ship and most of the crew with himself were lost in Cardigan Bay. It was a very sad and melancholy loss; he was a young man, and this the first ship he had commanded'.

It had puzzled us that a man of Josiah's experience could make such a basic mistake in navigation, although he would not have been the first. When the tide moves north up St. Georges Channel it also moves many miles to the East setting a ship unknowingly into Cardigan Bay, and the lights that would appear ahead are not those of Ireland but the Lleyn peninsular. The cause? Above Pembrokeshire the Welsh coast moves 30 miles East but the Irish is straight. This is recorded in other instances and has no doubt been responsible for other disasters.

Returning to the time of the wreck, if she struck at 1 a.m. then it was near low tide as high water was at 8.56 on Sunday morning, so she floated off the causeway on the rising tide and sank in deep water nearby , where she lay quite upright in 7 fathoms (42 feet). It was from there that survivors were rescued the following morning.

We have searched for years for the wreck site and have found other sites but not the correct one. Her final position is well recorded by several sources and I have instruments which will detect iron underwater, even if it is buried, but the Diamond was the last of an era of ships which were wood framed, and she was fastened with copper and no doubt, brass or bronze which we cannot detect.

The ship was insured for the value of the hull but the cargo was not, and so the poor survivors who did make to shore lost all their worldly possessions.

Tony /Helen Iles



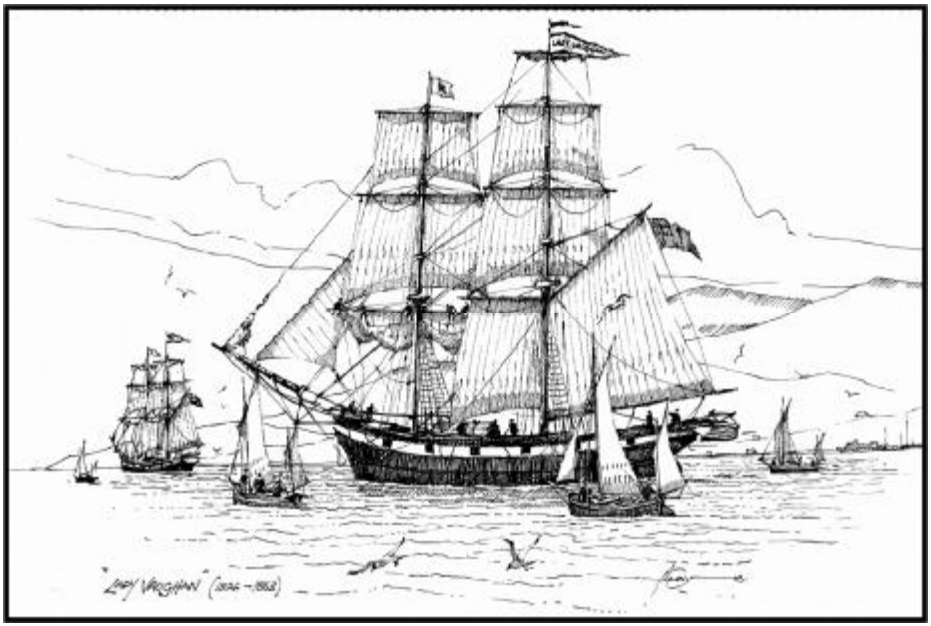
DON'T FORGET

THE COFFEE

MORNING

12TH JULY





MANY OF OUR MEMBERS HAVE ASKED ABOUT THE SHIP DRAWINGS WE HAVE USED IN PAST ISSUES. SO I THOUGHT WE COULD MAKE A START BY REPEATING THE ARTICLE WRITTEN BY OUR SECRETARY JANET 5 YEARS AGO THE SHIP REFERRED TO IN THE PICTURE ABOVE

HISTORY BEHIND ONE OF THE PICTURES FROM A PAST ISSUE

(Janet Griffith)

The picture above is the last my friend Harry Clow did especially for me and the Institute as sadly, he died shortly afterwards. Because we have many new members who will not have seen the reproductions on previous issues of the Newsletter it was decided to give them a rerun. Members have previously shown interest in the background to these ships so I thought it appropriate to print the detail again…….

The Brig *Lady Vaughan* (1826 – 1863)

Built in 1826 the Lady Vaughan was the last square rigger to be built on the Mawddach apart from the brig "Merioneth" which was launched the following year, until the 1850's. This may have been due to developments taking place in Porthmadog and Pwllheli.

She was 125 tons and had one deck, 2 masts, square rigged standing bowsprit, square stern, carvel built, no galleries and no figurehead. Measurements 65.6\21.6\12.0.

She was apparently named in honour of Lady Vaughan of Nannau, wife of Sir Robert Williames Vaughan and was primarily a slate carrier initially registered in Beaumaris sailing first in 1828 from Liverpool to Riga, then London to Riga.

She was a Plymouth Coaster from 1831-1834, in 1835 she sailed London-Bangor and 1836-39 London-LeHavre. Barmouth was her port of registry in 1839 but was registered once again in Beaumaris from 1840-1847 with voyages Beaumaris-London, a Cardiff coaster and then a Barmouth coaster for two years before being registered in Porthmadog in 1847 until she was lost in 1863. Her main trade route during these years was Porthmadog-Harburg or Hamburg.

She went aground of Heligoland on April 13, 1857 but managed to refloat on the next flood tide by throwing overboard 12 to 16 tons of slates.

Unfortunately she was not so lucky on January 28, 1863 whilst sailing from Newcastle to Plymouth with a cargo of coal.

According to Lloyd's List she was abandoned in a sinking state about 21 miles off Ostend: crew saved by an Ostend fishing craft.

This was a shame as she had survived a career spanning approximately 35 years. Many ships had a much shorter life. Capt. Humphrey Humphreys (son of the original owner Capt. Edward Humphreys) must have had quite a feeling for the Lady Vaughan as he remained her almost outright owner from 1833 to the end in 1863. Normally as a ship's value fell, many owners would sell their shares and a lot of Barmouth square riggers were sold to English owners for coastwise work. He had been the ship's first Master and remained on board until 1839 when he was succeeded by Capt. David Davies of Harlech.

Capt. Humphreys retired from the sea quite early to live at Llanfair Hill, Llanfair and became a Merchant or shopkeeper. He died not long after his ship was lost and was buried at Llanaber in August, aged 61.

Hendre Coed Isaf Holiday Park

Llanaber, Barmouth

The Park in the Bay – all our caravans are terraced, boasting magnificent coastal views of Cardigan Bay; a picture that will stay in your mind long after your holiday has ended.



Affordability with style and comfort. Booking couldn't be easier....

Just call 01341 280 597 or visit www.hendrecoedisaf.co.uk

Bay View Restaurant

@Hendre Coed Isaf Holiday Park

Exclusive licenced restaurant, also open to non-residents.

- Ample parking
- Good disabled facilities/access
- Catering for all your function requirement; weddings, birthdays, funerals, christenings, etc



Enjoy a piece of Wales.... Our chefs pride themselves on offering quality meals prepared to order using the freshest, locally sourced produce (where possible). Home-made on the premises Please call today for a reservation; 01341 280 597

BARMOUTH SAILORS' INSTITUTE MEMBERSHIP FORM y\e December 2018

Name .....
Address .....
.....
Post Code .....

Membership £5.00 per person due annually on 1st January.

Please make cheque payable to **Barmouth Sailors' Institute** and send to: -
Mr. John Puddle, Treasurer
Mynydd yr Haul, Ffordd Pentremynach, Barmouth LL42 1EN

☐ **Please tick if you have signed a Standing Order**

Email address if you wish to be contacted this way: .....

PLEASE NOTE in compliance with the General Data Protection Regulations 2018, (GDPR) I advise you we take your privacy seriously and will only use your name and address for Institute purposes. At **NO** time will your details be shared or passed on to any third parties outside our organisation

---

If you would like to set up a Standing Order for future years, please complete the mandate form below and RETURN TO YOUR OWN BANK

STANDING ORDER MANDATE

To…….. Bank

Branch Address……..……..

……..

Post Code……..

Sort Code: ____-____-____ Account Number: _____

Account Name: ……..

Your Signature(s) ……..

…….. Date……..

Please pay the **sum of £……** commencing **1st January 2019**

and ANNUALLY **thereafter** until further notice to the **credit of:**

Barmouth Sailors' Institute

HSBC Y Stryd Fawr, Abermaw, Gwynedd, LL42 1DW

Sort Code: 40-19-19 Account number 61054961

Reference: SUBS

PLEASE PRINT YOUR NAME: ……..

ADDRESS: ……..

……..