Barmouth Sailors' Institute

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

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

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NEWSLETTER ISSUE TWENTY SEVEN

(Edited & Published by Trevor Roberts)

December 2021



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Trevor Roberts.

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Chairman's Notes

Welcome at long last to the recommencement of our newsletters, this being issue 27. The current pandemic has unfortunately meant that it has been impossible to produce a newsletter for 2 years, indeed issue 26 was all the way back in December 2019.

Although I know our lives and routines will never be the same again, at least the Sailors' Institute committee members are determined to keep the Institute alive.

One of the many key roles for the Sailors' Institute is to keep members informed on key issues via our newsletter. And although our Institute building has been closed for 18 months I can report that during the closure period, both the Snooker and Reading Rooms have been repainted (Top to Bottom) and this also includes the majority of the outside but with the final outside touches being delayed until the better weather in the spring.

The good news is that we hope to reopen the building in early December within the current Covid19 restrictions. There will be a deep clean carried out before the building is opened and several hand sanitisers will be placed in strategic locations for people to use.

Although the committee has been unable to meet on a regular basis I have managed to meet our Secretary and Treasurer every 2/3 weeks as an executive group to ensure that the Institute work continued. As Janet will cover in her blog lots of help in the final couple of months from a couple of members with their husbands in tow!

Although at the height of restrictions I was responsible for carrying out a Track/Trace regime on all our helpers/trades people who had access to the building, I can officially announce as required to tell you that I have deleted all the contacts that I held. Thankfully they were never needed.

Finally I hope we still manage to keep smiling and look forward to what I hope is a happy and healthy future and the continuation of our newsletter. (With new stories and events)

All the best for Christmas and the New Year.

Trevor.

SECRETARY'S NARRATIVE

Salutations to you all. I sincerely hope you have all fared well during the past months. Since my 'Snippets' sent in November 2020, although the Institute has had to remain closed to the public, as Secretary I have been kept quite busy.

In the aforementioned 'Snippets', I said the Barmouth Sailors' Institute was just sleeping waiting to rise like the phoenix. Words that stirred one of our American members to write saying she was very sure it would happen. I'm very pleased to say that indeed, the phoenix has risen with vigour.

My Spring elves very willingly (with help from respective enlisted husbands) removed all the pictures, paintings etc. from the Reading Room and Snooker Room enabling the painter to do a complete repaint job. Said elves, became Autumn elves, with the mammoth job of rehanging everything. Akin to a jigsaw, very interesting but frustrating at times. The Committee are very grateful to the commitment of said members to the task.

The Snooker Table is like new – recovered, re-blocked and rubbered. The snooker players amongst you will appreciate all that!! No excuse now for missed shots!

It can be quite interesting never knowing what barsail.inst will present to me each morning when I open up. Because of lockdown, many people have started to look into their family history. Via our website, I've had quite a few enquiries from families with a maritime background. Unfortunately, in some cases, I've not been able to help very much but have been able to redirect them to those who can. It's been quite mind boggling how much information people have been able to gather, especially those with previous generations where there were many siblings, all of whom have many avenues to go down and so procreate in their own way. Because I'm interested, I found it very difficult not to get too involved and so digress from my B.S.I. secretarial duties. Due to the building being closed, said families have not been able to access any possible photographs. Now we are open to the public again – they have a good reason to return to sunny Barmouth. I look forward to meeting them once more.

Alas, no coffee morning again but I look forward to a possible Spring gathering when many folk can once again catch up with friends over a cuppa. Not forgetting all the lovely freshly baked cakes and the opportunity to buy raffle tickets for a chance to win a prize!! All profits very much helping to keep a much-loved building afloat.

Our Christmas elves will not be called upon to hand deliver the Newsletter due to health and safety reasons. I know some members are concerned at the cost of postage but I do hope you will understand and appreciate this decision which I had hoped last year, would have been a 'one off' distribution method.

All that remains for me to write now is to wish you all the very best for Christmas and hope 2022 is a good year.

Janet Griffith Hon. Secretary

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Owen Glynne Jones

Overlooking the harbour at 11 Porkington Terrace is a slate plaque to commemorate Owen Glynne Jones, a pioneer of rock climbing. The plaque was placed as part of the Barmouth Arts Festival and unveiled on Thursday 13th September 1984 by Eric Jones, the noted mountaineer. Later that evening, the HTV video "The Only Genuine Jones" was shown at the Community Centre, telling the story of this remarkable man. Also present was Ioan Bowen Rees (at the time, the Chief Executive of Gwynedd Council) who had written about Owen Glynne Jones in this book "Galwad y Mynydd". The festival committee was indebted to Mr. Rees for his advice, and also to Mr and Mrs Frank Prosser who consented to the plaque being placed on the wall at the house.

Owen Glynne Jones was born in the London district of Paddington on 2nd November 1867 but his parents were originally from Barmouth. When his mother died in 1882 (and later his father in 1890), his sister, Margaret Ellen, came to live with their cousin, Mrs John Evans in 11 Porkington. Owen Glynne therefore spent his holidays with them and began climbing in the area, especially on Cader Idris. An avid reader of mountaineering books, he progressed in the sport through his remarkable strength, climbing ability and his scientific outlook which enabled him to work out new climbs and develop the technique of rock-climbing.

Having gained his B.SC. with first-class honours at Imperial College, he was appointed the first physics master at the City of London school in 1882.

He was now able to go climbing in the Lake District as well as North Wales, and came to know experienced climbers and contribute written articles before producing his own book "Rock- Climbing in the Lake District" with photography by the Abraham brothers. After his death the Abraham's produced "Rock-Climbing in North Wales" using Owen Glynne's notes. George Abraham married another of Owen Glynne's cousins – Winifred Davies, herself a very good climber.

Every year, Owen Glynne would make a visit to the Alps and make some important first winter ascents. He served on the first committee of the Climber's Club in 1898 and was elected to the Alpine Club.

A dedicated and inspiring teacher who advocated physical fitness, he felt that great benefit was gained from "participation sports" like mountaineering. Although he made many first ascents, the most popular climb created by him is the ordinary route on the Milestone Buttress of Tryfan in Snowdonia.

In August 1899 he was climbing in a party of five on the Dente Blanche, near Zermatt in Switzerland when a terrible accident caused him and three others to fall to their deaths. The only survivor was his fellow schoolteacher, F. W. Hill who struggled for two days to climb down the mountain and raise the alarm.

Owen Glynne's grave is in the village of Evolena, with a commemorate tablet in the English Church of Zermatt. There is also a memorial to him at the City of London School, and it is fitting that there is also a plaque at Barmouth.

By Mair Jones



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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 the 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

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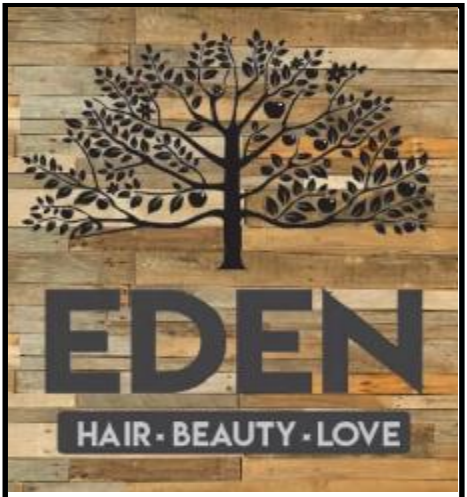
1823 and she crossed to Liverpool in 26 days, no doubt with the lighter winds of summer.

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

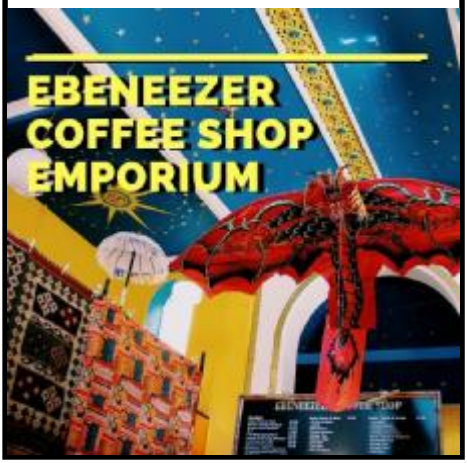


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bales of cotton, some potash and barrels of red American apples and had 14 first class and 15 steerage passengers plus Captain and crew making up a total of 48 persons on board. These early 'packet' boats as they were known, were strongly built and 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

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Why Barmouth doesn't have a Lighthouse..

Various attempts have been made at different times to build a lighthouse on the island of Ynys Brawd as a warning to the "toilers of the deep".

In 1839 such a building, which was an immense four-sided block, was commenced and actually built to a height of twenty feet above high-water mark, when one night, in a terrific storm, it was razed to the ground. The authorities, nothing daunted, then proposed to erect a round tower on a square base, a system quite different from the first.

In 1843 this new light-house was built to the height of fifteen feet, when a second storm, as dreadful in its effects as the first, swept over the bay, and when morning dawned, nothing was seen of the proposed lighthouse—to the great consternation of all concerned.

The remains of the foundation for this second attempt are still to be seen, where now stands a pole as the only warning against dangers. From this time onward no attempt was made to build another lighthouse, for already eighteen hundred pounds had been spent in vain, and one trusty mariner (John Morris) had been drowned. Up to the year 1844 a lighted lamp was placed on the island, but since that date this practice has been discontinued, except occasionally when the herring-boats are out at sea.

Reproduced from "History of Barmouth and Vicinity" by E. Rosalie Jones. Pub. 1909.



There have always been Sand Banks

….during the interval of peace which lasted for some years between the close of the American War and the great European Revolution of 1792 Dôlgelley (sic) manufactured annually from fifty to a hundred thousand pounds worth of these webs only, which were used chiefly for clothing the Army. The increase in the manufacture of this article, which was one of the principal exports of the Port of Barmouth, whence it was sent into Spain and ultimately to South America, naturally led to an increase in the shipping-trade of Barmouth; and on the third of May 1797 an Act of Parliament was passed to cope with this increase.

The preamble tells us that it introduces " An Act for repairing, deepening, enlarging, and preserving the Harbour of Barmouth, in the County of Merioneth"; and that "Whereas the Port of Barmouth, in the County of Merioneth, is a place of considerable and increasing Resort for Ships and Vessels trading to and from the same, which are now more numerous and of larger Dimensions than heretofore: And whereas the Harbour of the said Port, by reason of a large Sand Bank formed therein, is become very unsafe and incommodious, to the great Detriment of the said Port, and to the Danger and Inconvenience of Ships and Vessels belonging to the same, the Owners of some of which, by reason of the Insecurity of the said Harbour, have been obliged to resort to other Ports: And whereas it would be of great Benefit and Advantage to the Owners of Vessels, and Merchants trading to and from the said Port, and of public Utility, if the said Harbour was properly enlarged, deepened, cleansed, improved, and secured: But as the same cannot be effectually done without the Aid and Authority of Parliament, may it please Your Majesty that it may be enacted, and be it enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, that" [here follow the names and addresses of one hundred and' sixty persons] Clerks and their Successors, to be elected in Manner hereinafter mentioned, shall be and they are hereby constituted and appointed Trustees for putting this Act in execution."

Immediately upon procuring the necessary power, the Trustees had the harbour greatly improved by the erection of a small stone embankment at a cost of one thousand six hundred and sixty pounds.

The depth of the water was thus greatly increased; the loading and unloading of vessels greatly facilitated; while five years later an entirely new quay was constructed.

Reproduced from "History of Barmouth and Vicinity" by E. Rosalie Jones. Pub. 1909.

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Dr Joseph Herbert Lister- Part Two

Concluding this biography, the first part of which appeared in issue 26 (December 2019).

From the early 1600s there had been a triangular pattern of Newfoundland trade. After a decline, this pattern was revived in the late 19th century by Welsh and West Country ports. Slate was exported from Porthmadog, to Hamburg and Stettin, and copper ore shipped from Amlwch. Salt was taken to Newfoundland from Spain and Portugal, where locally caught fish were salted then taken to Spain and Portugal. Fruit and pit -props were among the cargoes taken to British ports. By 1890, due to the skill and expertise of its shipbuilders and local mariners, Porthmadog had become the predominant port from whence the famous "Western Ocean Yachts", three-masted schooners, were trading based on the historic pattern. These vessels were strong and steady to cross the wide wild oceans, but small enough to navigate the rocky shores and estuaries of Newfoundland.



It was just at this exciting time of revival that Dr Lister was able to invest in his first schooner, 'Billow Crest'. Dr Lister purchased a further four schooners over the next 12 years, employing Evan Lewis Jones as his Commodore-Skipper, and mariners from Barmouth and the adjoining coastal area, including the Jones brothers.

'Billow Crest', 115 tons, built in the Watson & Fox yard, Plymouth in 1883 was bought by Dr Lister in 1890. She was lost with a cargo of slates on 3rd April 1899 at the entrance to the Sound of Eriskay, Hebrides.

'Consul Kaestner', built by Ebenezer Roberts, at Station Bach, Porthmadog in 1892 was a 3-masted schooner, gross tonnage 145.72, length 101ft with a square stern, and an eagle head. She was commanded by Hugh Jones, a son of William Jones Pen y Cei,

from her launch until 1896. Hugh's brother Griffith signed as Mate in 1892. 'Consul Kaestner' was lost on 28th June 1902. She had been bound from the Isle of Man to Cadiz in ballast and from there she was due to take a cargo of rock salt to Newfoundland, but she was run down by the Austrian steamer 'Jokai' bound for Rouen. She sank with the loss of three lives, including Captain William Watkins of Criccieth.



'Consul Kaestner'



'Jenny Jones' out of Leghorn

'Jenny Jones', built in 1893 by Ebenezer Roberts at Station Bach, Porthmadog, was a 3-masted schooner with a square stern, and a woman's bust head. She was of length 100 ft, and gross tonnage 151.80. She was named after Jenny, the 11 year old daughter of Evan Lewis Jones, and his wife Jane, daughter of the late William Jones Pen y Cei. Dr Lister later married Jenny in 1907. Evan Lewis Jones was her first Master and also in 1894 and 1896. Griffith Jones signed as Mate in 1893. Dr Lister sold her in 1904.

'Cariad', built at Kingsbridge, Devon in 1896 by Wm Date and Sons, of length 84ft, breadth 21ft, and gross tonnage 114, she had two masts, a square stern and a scroll head. Evan Lewis Jones commanded her from 1899 to 1903. 'Cariad' is recorded as achieving the fastest crossing, ten days, from Newfoundland to Oporto of any Porthmadog vessel.

On 10th January 1902 the Cambrian News reported : " On the arrival of the schooner 'Cariad' at Holyhead Captain William Ellis reported that on the vessel entering the channel one of the crew, named Peterson, was aloft with one of the able seamen, Robert Evans. Shortly afterwards, Peterson was reported missing, and although a search was made all over the vessel, he could not be



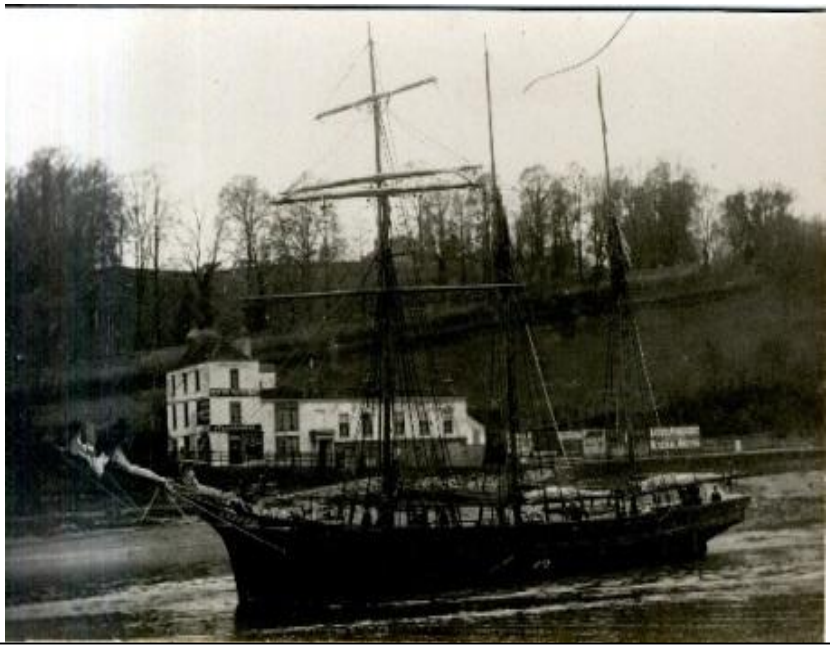
'Cariad out of Leghorn

found, and it is conjectured that he must have fallen off the yard into the sea, and owing to the darkness was not seen by his supinates."

Richard Davies, also a Master of the 'Cariad' corresponded regularly with Evan Lewis Jones, and in this excerpt from a letter dated 13th July 1903 describes the hazards which had been endured on a voyage to St John's, Newfoundland: *"Dear Sir, I beg to inform you that we have arrived here 11th inst. as per telegram to Mr Lister after a long, weary passage and head winds. The only fair wind we had was the last two days, light headwind from the north -west, with thick fog and ice bergs drifting to within 4 miles of Cape Spear. The only days we had clear weather was the last two up to 11 miles to the Cape. When we came up to the Cape 7pm the tenth inst. there was very thick fog through the night, keeping us in the sound of the fog horn on the Cape. We had to lay-to twice with strong west gales and about the mainsail after every strong breeze. We had lowered it down and back, patching and stitching, and when tacking out, had to keep it from the chain on the lamplight which parted and went through it, so next morning we hoisted the topsail and it was on till we came in here for about 12 days. We will try and do the best we can with repairing it as far as canvas will reach, and other sails the same if we have time. We have plenty to do all over with the rigging and cleaning her up. It is a pity to see a vessel like 'Cariad' in bad order and dirty all over. We could do nothing on the passage out here. Now the standing jib and the forestay sail are down waiting repairs and roping, but there is no rope for them on board."*

Richard Davies wrote again on 5th August 1903, ending *"Remember that the vessel wants a new mainsail. Whoever will take her out again, this one is not worth to go again*." A bill for $4.65 from S Parsons, sailmaker, Grand Bank dated 12th August 1903: "*Mainsail repaired. 27 yards canvas seams stitched, grommets in foot repaired."* There was also a bill for 80c from Joseph Roper,

watchmaker and optician of St John's for repairing the compass. Later in 1903, Dr Lister sold 'Cariad'.
'Royal Lister'. A report in the Cambrian News on 31st January 1902: "A large number of townsmen interested in nautical affairs found their way to Portmadoc on Saturday, some by rail and some by road, to witness the launch of two new vessels, one of which, named the 'Royal Lister', is owned by Dr J H Lister of Barmouth. It is



'Royal Lister' at Harbour Grace

designed for the Newfoundland trade in which Dr Lister has three other vessels."

The 'Royal Lister', named after Dr Lister's great grandfather was a three-masted schooner with a scroll head, built by David Jones of Porthmadog. She was 140.30 gross tonnage, length 92 feet, breadth 23 feet. William Griffith, her Master, wrote back to Barmouth from St. Johns. *"Capt E L Jones, Dear Friend, We had a very fine passage on the whole. The 'Cariad' left on Monday morning for Grand Bank. The after-leech of our mainsail carried away last Sunday week on Flemish Cap in a whole sail Breeze. The rope is rotten. It has only been bent five months, and the rope looks quite new, not a bit of chafe on it. It is a shame for Parry to put such ropes on a mainsail, luckily there was not much sea on at the time or else it would have split right across. Only two cloths*

***and the lining cloth went. I sent it ashore today as I have no bolt rope of that size aboard. It went just above the splice of the big part above the 2nd reef. Davies the 'Cariad' was complaining very much over the mainsail, he asked me to go and have a look at it, and indeed it is in an awful state. It seems that it carried away on the passage and you would laugh at the fancy, homeward bound with patches on it. I don't believe there's anyone in her that can sew. Well I have no more at present so I will now close.*" Dr Lister sold 'Royal Lister' in 1905.**
Duties were imposed on foreign slates by several countries and between 1894 and 1901 slate exports from Porthmadog had virtually halved. The trade in salted fish in Newfoundland was becoming unreliable and repairs to the ships were costly. By 1905 Dr Lister had ended his trading venture.

How did Dr Lister fund his sailing life-style? In 1874 following the death of his father Bryan, Joseph was sole inheritor and was left money in trust worth £1,500,000 today. This included several houses in Blatchinworth from which he received rent into the late 1890's. This wealth was held in trust until he completed his education. In 1883 his grandfather Thomas Lister died and his wealth was divided between his daughter Sarah, son Thomas Cockcroft Lister and the estate trustees of his deceased son Bryan Lister (Joseph's father). This included a farm which Dr Lister then inherited and is recorded as owned by him on the electoral register in the late 1890's. Upon Sarah's death in 1888, all her wealth was left to Dr Lister, this being worth £132,000 today. Finally in 1904 the above Thomas Cockcroft Lister died and left his estate worth £1,249,000 today to Dr Lister. Upon his marriage in 1907 he stated his profession was 'Independent Means'.

Dr Lister married Jenny Jones, daughter of Evan Lewis Jones and Jane Jones (daughter of the late William Jones, Pen-y-Cei) on 23rd October 1907, at The Welsh Presbyterian Church, Westminster, which was reported thus in The Cambrian News of 25th October 1907: " Barmouth Wedding -The whole town was much interested on Wednesday morning when it became known that Miss Jenny Jones, only daughter of Captain and Mrs Evan Lewis Jones, Pen-y-Cei, had been married that morning at the Welsh Calvinistic Methodist Chapel, Charing Cross, London, to Dr J. H. Lister, 4 Ael-y-Don, Barmouth. The bridesmaid was Miss Jenny Jones Williams, Craig y Don, Barmouth".

Dr Lister gave generously to good causes close to his heart. During the years of WW1, with men away at the war, and widespread financial hardship, Barmouth Sailors' Institute was threatened with closure. There was a move to enlist more members, and to raise funds to reinstate newspapers which had

had to be discontinued. Dr and Mrs J H Lister were mentioned, amongst others in a vote of thanks for their support to keep the Institute on a firm basis. This was reported in the Barmouth Advertiser.

In March 1914 a meeting was held at 11, Downing Street in aid of the British and Foreign Sailors' Society the patron of which was King George V. The meeting was presided over by Lord Pontypridd and attended by Rev Gwynoro Davies of Barmouth (The Society's Secretary for Wales). The Society had recently built a Sailors' Institute (home) at Milford Haven, and was now proposing to erect a similar Sailors' Institute at Holyhead. A number of donations were announced at the meeting, including: "J.H. Lister, Barmouth, £50" (equivalent to £5,721 in 2019).

On 7th August 1914 the Prince of Wales founded a National Fund to alleviate the distress arising from the war among the families of soldiers and sailors. Dr Lister donated £40 to the fund (equivalent to £4,577 in 2019). Mrs Lister, on a visit to London, took woollen garments to the HQ of the Red Cross, and also locally gave a large supply of winter garments for the deserving families of the Merionethshire Territorials.

In July 1918, Dr and Mrs Lister presented Llwyngwril Calvinistic Methodist Chapel with an organ.

As a stalwart member of the Sailor's Institute, newspaper reports of the time tell of him presiding over the Annual Meetings. Dr Lister chaired the meeting of the Sailors' Institute on 30th May 1918, when Gunner Rowland Rowlands, in recognition of his heroism at the Zeebrugge Raid, was presented with a sum of money and war bonds, raised by the people of Barmouth.

At the Annual Meeting of the Sailors' Institute on 31st January 1919 it was reported that a tablet had been placed in the Institute in memory of the late Canon Edward Hughes, founder of the room. At the same meeting it was unanimously decided to approve the principles for a war memorial as outlined by Dr Lister, who had promised a donation of £100 towards the cost of erecting an institute to be called the "Soldiers' and Sailors' War Memorial". The Barmouth War Memorial Committee met on 7th March 1919, and it was reported that the local branch of the Comrades of the Great War had written that they had decided to take advantage of Dr Lister's generous offer, and cooperate with the Sailors' Institute in building the Memorial. It was built on land near Epworth Terrace.

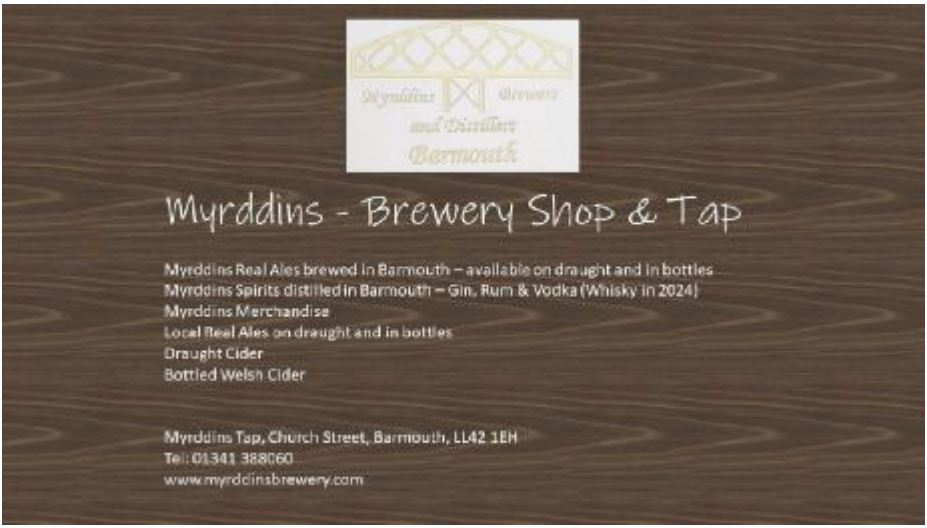
The Western Mail of 9th February 1924 reported that Dr Lister had donated £100 (equivalent to £6,000 in 2019) to Dr Howell

Williams, Tuberculosis Officer, for work in the relief of tuberculosis. Dr Lister had made four visits to Talgarth Sanatorium, where he had seen patients whom he knew, from Merionethshire, and he praised the efforts being made to relieve their suffering.

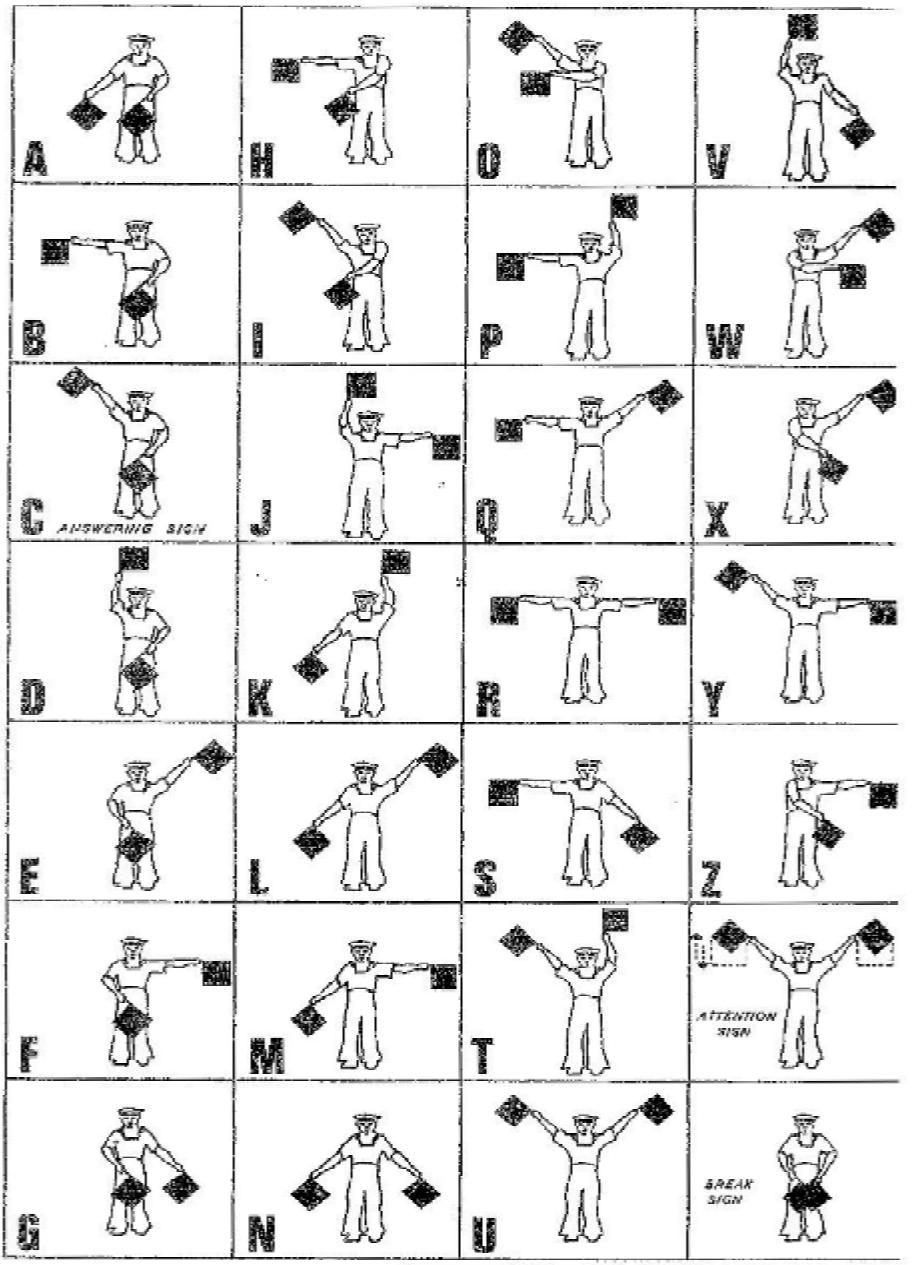
Dr Lister died aged 70, on 24th January 1929 at "Gwelfor", Llwyngwril. When Jenny Lister died aged 87, on 17th May 1969, she left a bequest to Barmouth Sailors' Institute in memory of her late husband.
Meriel and her family were in regular contact with "Auntie (Jenny) Lister" until her death, Meriel's Nain being one of Jenny Lister's cousins.

Ian and Meriel Haynes

With thanks to the Griffin family of Barmouth for providing insights into the voyages of the schooners.



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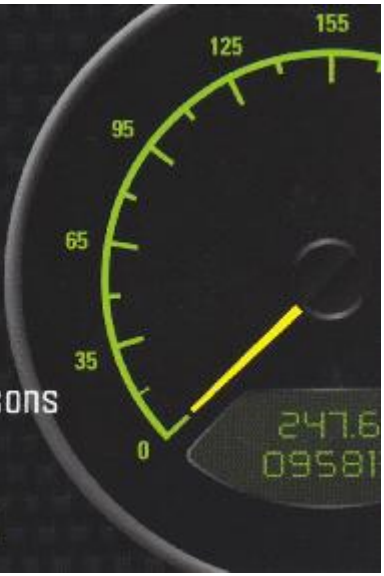
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