

**Transcript of Examination on Oath
Instituted by the Receiver of Wreck**

At the Port of Chester

IN PURSUANCE OF THE 517TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIA,
CAP. 60.

1. James Harrison Gallimore, 144 Park Road N, Birkenhead being duly sworn, deposes as follows; namely,
2. That he was Master of the ship Lord Delamere S/ of the Port of Liverpool of the Register Tonnage 89 tons, her Official Number being 86219
3. That the said ship was owned by The Delamere Steam Barge Co Ltd residing at 24 Drury Lane Liverpool in the County of Lancashire
4. That the said ship was rigged as a Flat that she was built of Wood at Winsford in the year 1871, and that she not classed in _____ - _____ as _____ - _____ years
5. That the crew consist of 3 hands, including deponent, that the deponent's has no certificate ~~is a Certificate of~~ _____ and is numbered _____
6. That said ship had on board a cargo of Wheat in bulk of the weight of 210 tons, shipped by Mssrs Shipton Anderson & Co of Liverpool and consigned to Cobden Mills of Wrexham
7. That the said ship had on board in addition to the Cargo aforesaid no passengers.
8. That the draught of water of the said ship was 8 feet 3 inches forward and 9 feet 4 inches aft.
9. That the said ship proceeded from Liverpool on her intended voyage as named below, on the 12th day of October last past, at 10.30 Am.; the tide at the time being ebb the weather Fine, and the wind blowing light breeze from the S
10. That at the time of sailing as above the said ship was in good condition and well found
11. That the said ship was bound for Connah's Quay in the County of Flintshire
12. That the said ship proceeded on the said intended voyage as above stated and arrived off Lanerch ymor in the River Dee about 2.0 pm on the 12th and lay to an anchor until the morning of the 13th October when we got under way and picked up the Pilot to take us up to Connah's Quay he taking charge We proceeded up the River towards Connah's Quay
13. That on Monday the 13th day of October at 9.30 Am.; the tide at the time being flood, the weather fine, and the wind in the South blowing a light breeze with a smooth sea from the ~ , the said ship had arrived off the Paper Mills, Pentre, and was entering the New Channel leading to Connah's Quay the Vessel had got a little East of the Channel and caught the edge of the middle bank, the engines were reversed full speed astern but the flood tide being so strong it would not allow her to come out into the channel but drove her further on. We then tried full speed ahead to try and force her out into the channel but were not successful, we continued to work the Engines ahead and astern but were not able to move her by this time the Steamer "Scotsman" had arrived. We gave him a 5 inch new rope to try and pull her into the Channel, the new rope broke, and the Steamer proceeded on her voyage as it was then High Water as the tide was commencing to ebb we decided

to do nothing further until the next tide. About 4 hours ebb she commenced to strain and take in Water, and when the tide made again she filled and remained and the cargo commenced to wash out of her we were able to salve about 30 tons of the cargo.

14. That no services were rendered except those of the "Scotsman"
15. That the vessel has become a total Wreck and we have salvaged a quantity of the deck fittings.
16. That the loss on the said ship is estimated by Deponent at £1700 pounds sterling, and on the said cargo at - pounds sterling, and that the ship was insured in the sum of nil pounds sterling, the cargo in unknown pounds sterling, and the freight in nil pounds sterling.
17. That in consequence of the casualty to the said ship no lives were lost by _____ the remainder, _____ in all, viz, master, _____ crew and _____ passengers, being saved by _____, and subsisted on board that vessel from the _____ to the _____, when they were landed at _____
The following provisions, valued at _____, were transferred from the wreck to the salvaging vessel _____
18. That, in deponent's opinion, the cause of the casualty was the neglect of the Pilot through not Keeping the vessel in the deep as there was plenty of water in the Channel and might have been avoided by - _____
19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief

(Sgd) J.H.Gallimore

Deponent

Sworn at Connah's Quay this 21st day of October 1913 before me Jos J Lindsey P.O.C

I certify this to be a true copy

Jos J Lindsey P.O.C

Recr Wreck