

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

At the Port of Connah's Quay

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

1. **William Taylor** being duly sworn, deposes as follows; namely,
2. That he was Pilot of the S/ship **Lord Delamere** 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 _____ classed in _____ as _____ years
5. That the crew consist of _____ hands, including deponent, that the deponent's 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 _____ tons, shipped by _____ of _____ and consigned to _____ of _____
7. That the said ship had on board in addition to the Cargo aforesaid **-** passengers.
8. That the draught of water of the said ship was **Eight** feet - inches forward and **Nine** feet **five** inches aft.
9. That the said ship proceeded from **Liverpool** on her intended voyage as named below, on the _____ day of _____ last past, at _____ m.; the tide at the time being _____ the weather _____, and the wind blowing _____ from the _____
10. That at the time of sailing as above the said ship _____
11. That the said ship was bound for **Connah's Quay** in river **Dee**
12. That the said ship proceeded on the said intended voyage as above stated _____
13. That on **Monday** the **13th** day of **October** at **9.50 Am.**; the tide at the time being near **High Water**, the weather **Fine**, and the wind in the **South East** blowing a **light breeze** with a **smooth** sea from the _____ ~ _____, the said ship was proceeding up the Channel and when off the Paper Mill she touched the ground. Deponent tried to keep her in the channel, but she would make her way towards the bank. All the way up she kept touching the ground and when two perches off the Fishery Boundary Mark she grounded. Deponent ordered the Engines astern but without effect. The Engines was put ahead but the vessel still kept drifting astern until she finally grounded. The Engine was kept going during the ebb tide. At five hours ebb the port side burst. At high water she was completely covered.

[There is a difficult to decipher hand-written note in the margin: "The ?????Vessel had burst before the Pilot had ??????"]

14. That _____

15. That _____

16. That the loss on the said ship is estimated by _____ at _____ pounds sterling, and on the said cargo at _____ pounds sterling, and that the ship was insured in the sum of _____ pounds sterling, the cargo in _____ pounds sterling, and the freight in _____ pounds sterling.

17. That in consequence of the _____ the said ship _____ 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 salving vessel _____

18. That, in deponent's opinion, the cause of the casualty was **owing to the tide causing her to drift towards the bank** 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

(Signed) William Taylor

Deponent

Sworn at **Connah's Quay** this **24th** day of **October 1913** before me

(Sgd) E L Marriott

Receiver of Wreck

I certify this to be a true copy

(Sgd) E L Marriott

Receiver of Wreck