

INDORSEMENTS OF CHANGE OF MASTER.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 18\_\_\_\_  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 \_\_\_\_\_ of Customs.

Permanent  
**ENROLMENT NO. 45**

OFFICIAL NUMBER.	
NUMERAL	LETTERS
110,096	

ENROLMENT in conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes

ENROLMENT.	No. 45
Port of Issue	Buffalo
Date of Issue	May 20, 1870.
Species of Vessel	Schooner
Name of Vessel	Red King
Tonnage	722 78/100 tons.
Port where Surrendered	Chicago
Date of Surrender	May 28, 1877.
Cause of Surrender	De. exp'd

Buffalo, N. Y.

th required by law, and having sworn that he  
 (1/2), Sarah R. Jones of Cleveland  
 and (15/72) fifteen seventy seconds, C. B.  
 via. Ohio, owned (4/42) four seventy seconds  
 of Sheffield, Ohio, owned  
 by seconds, and that they all

ship or vessel called the Red King, of Buffalo, citizens of the United States, sole owners of the  
H. B. Mallory is at present Master, and as he hath sworn  
 is a citizen of the United States, and that the said ship or vessel was built at Dunawanda, N. Y.  
 in the year 1842, as appears by her last Enrolment at this Port, dated May  
14, 1874 registered 228, now surrendered having changed owner  
 And said Enrolment.

has One deck and three masts, and that  
 her length is 192 feet,  
 her breadth 32 feet,  
 her depth 14 feet,  
 her height \_\_\_\_\_ feet,  
 that she measures 722 and 78 tons, viz:

	Tons.	100ths.
Capacity under tonnage deck.....	674	48
Capacity between decks above tonnage deck.....	48	20
Capacity of inclosures on the upper deck, viz:		
<b>Total Tonnage.....</b>	<b>722</b>	<b>78</b>

that the following-described spaces, and no others, have been omitted, viz:

and that she is a Schooner, has a serpent figure head  
 and a square stern. S. R. Jones  
 And the said \_\_\_\_\_  
 having agreed to the description and admeasurement above specified, and sufficient security having been given, according  
 to the said Title, the said ship or vessel has been duly enrolled at the Port of Buffalo, N. Y.  
 GIVEN under my hand and seal, at the Port of Buffalo, N. Y.  
 in the District of Buffalo, this 20th day of May, in the year one  
 thousand eight hundred and seventy five.

Ent Naval Officer. LS.  
Deputy Collector of Customs. LS.