

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.

Permanent ENROLMENT NO. 40.

OFFICIAL NUMBER.	
NUMERAL.	LETTERS.
247.	-

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

Michael Ballind of Buffalo, N.Y.

having taken and subscribed the Oath required by law, and having sworn together with Robert Dick of the same place, each own One fourth (1/4), and that John Griffin of the same place, own One half (1/2), and that they all are

citizens of the United States, sole owners of the ship or vessel called the A. G. Moorey, of Buffalo, whereof Michael Ballind 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 Chicago, Ill. in the year 1861, as appears by her last Enrollment at this Port, dated April 5, 1872, numbered 142, from surrendered having And said Enrollment. I changed Owner.

having certified that the said ship or vessel has One deck and two masts, and that her length is 126 feet, her breadth 25 feet, her depth 12 feet, her height 10 feet, that she measures 202 and 89/100 tons, viz:

	TONS.	100THS.
Capacity under tonnage deck.....	284.	10
Capacity between decks above tonnage deck.....		
Capacity of inclosures on the upper deck, viz:	18.	79
Total Tonnage.....	302.	89

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

and that she is a Schooner, has a plain head and a square stern. And the said Michael Ballind, 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, N.Y., this 12th day of May, in the year one thousand eight hundred and seventy seven.

L.S.

Edward Piske
Deputy Collector of Customs.

P. O. No. 42. issued see Page 53. R. B. T.
 changed Owner April 25. 1879.