

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. 24.

OFFICIAL NUMBER.	
NUMERAL	LETTERS
4277	—

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

Samuel L. Watson of Buffalo, N. Y.

having taken and subscribed the oath required by law, and having sworn that he

is a citizen of the United States, sole owner of the ship or vessel called the Champion, of Buffalo, whereof Samuel L. Watson 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 Cleveland, Ohio, in the year 1862, as appears by her last Enrolment at this Port, dated November 1, 1879, numbered 25. Now surrendered having changed owners.

And said Enrolments having certified that the said ship or vessel has one deck and three masts, and that her length is 182 feet, her breadth 32 feet, her depth 12 feet, her height 10 feet, that she measures 585 and 59 tons, viz:

	TONS.	100THS.
Capacity under tonnage deck.....	541	32
Capacity between decks above tonnage deck.....		
Capacity of inclosures on the upper deck, viz:	44	27
<u>Deck tonnage</u>	585.59	
<u>Reduction under Act of August 5, 1882</u>	29.24	
<u>Net Tonnage</u>	556.32	
Total Tonnage.....	585.59	

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 Samuel L. Watson

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 24th day of January, in the year one thousand eight hundred and eighty.

L.S.

Edward Sikes
 Deputy Collector of Customs.

changed name P. S. No. 30. issued March 31, 1884. see page 226. Record Book 26.