

**MASTER'S OATH ON ENTRY OF  
VESSEL IN FOREIGN TRADE**

19 CFR 4.7, 4.8, 4.9, 4.20, 4.61,  
4.63, 4.75, 4.81, 4.85, 4.87

The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We ask for the information to carry out the Customs Service laws of the United States. This form is used by the master of a vessel to attest to the truthfulness of the forms, certificates, and manifest on board and which must be presented to Customs. This form is also used by Customs to verify the various certificates and numbers and expiration dates of same. It is mandatory.

ENTRANCE

CLEARANCE

1. NATIONALITY, NAME & TYPE OF VESSEL	2. VESSEL BUILT AT	3. MANIFEST NO.
5. NAME AND ADDRESS OF OWNER	6. NAME AND ADDRESS OF OPERATOR	4. NAME OF DISTRICT AND PORT
		7. TIME AND DATE OF ARRIVAL
		8. MAXIMUM DRAFT ON ARRIVAL/DEPARTURE

**MASTER'S CERTIFICATE ON PRELIMINARY ENTRY**

I certify that the within manifest contains a just, true, and full account of all the cargo, and other items, including passengers and their baggage, required by law to be manifested.

\_\_\_\_\_  
Master's Signature

I certify this manifest was this day produced to me as the \_\_\_\_\_ manifest. If produced as a copy, I certify I have examined and compared it with the original and find it agrees therewith.  
(Original/Duplicate)

\_\_\_\_\_  
Date, Time, Preliminary Entry

\_\_\_\_\_  
Customs Officer's Signature

**MASTER'S OATH ON FORMAL ENTRY/CLEARANCE**

**On Entry:** (a) I swear that the statements contained in any manifest (including any passenger or stores list) presented on entry or on arrival at domestic ports in a coastwise movement (or, if a foreign vessel, in any declaration made on such arrival that the vessel is in ballast only) are true. (b) I do solemnly swear that I have to the best of my knowledge and belief delivered to the appropriate post office every letter and every bag, packet, or parcel of letters on board the said vessel during her last voyage, or in my possession or under my power to control, except where waybilled for discharge at other ports in the United States at which the said vessel is scheduled to call and which the Postmaster General has not determined will be unreasonably delayed by remaining on board the said vessel for delivery at such ports. (c) I solemnly swear that the ownership of this vessel, except as may be otherwise stated on this form, is as indicated in any register, or document in lieu thereof, produced on entry.<sup>1</sup> (d) I swear that no part of the vessel has been sold or transferred since the granting of the register, except as may be otherwise stated on this form, and that no foreign subject or citizen has, to the best of my knowledge and belief, any share, by way of trust, confidence, or otherwise, in the vessel.<sup>1</sup> (e) If the vessel is documented to engage in trade on the northern, northeastern, and northwestern frontiers of the United States, I swear that any articles purchased in a foreign country for the use of the vessel and designated "sea stores" are for the exclusive use of the vessel and are not intended for sale, transfer, or private use.

**On Clearance:** (a) If clearing for a foreign port, I do solemnly, sincerely, and truly swear that the manifest of the cargo on board the vessel, now delivered by me to the District Director of Customs, and subscribed with my name, contains, according to the best of my knowledge and belief, a full, just and true account of all the goods, wares, or merchandise now actually laded on board the said vessel, and of the value thereof; and if any other goods, wares, or merchandise shall be laded or put on board the vessel previous to her sailing from this port, I will immediately report the same to the said District Director. I do also swear that I verily believe the duties on all foreign merchandise therein specified have been paid or secured, according to the law, and that no part thereof is intended to be reloaded within the United States, and that if by distress or other unavoidable accident it shall become necessary to reload the same, I will forthwith make a just and true report thereof to the District Director of the district wherein such distress or accident may happen. So help me God. (b) I swear that the statements contained in any manifest presented on departure from domestic ports in a coastwise movement (or, if a foreign vessel, in any declaration made in such movement that there has been no lading on board the vessel) are true. (c) I swear that I do not have under my care or control and will not receive or transport any letter that has not been regularly received from a United States post office or does not relate to the cargo of the vessel. 18 U.S.C. 1699; 19 U.S.C. 282, 1431, 1434 & 1435; 39 U.S.C. 902(b); 46 U.S.C. 42, 91, 94, 313 & 314.

9. NAME OF MASTER OR AUTHORIZED OFFICER	10. SIGNATURE OF MASTER, LICENSED DECK OFFICER OR PURSER
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**CUSTOMS USE ONLY**

11. LOAD LINE EXPIRES	12. TONNAGE MARK <input type="checkbox"/> NONE <input type="checkbox"/> SUBMERGED <input type="checkbox"/> NOT SUBMERGED
13. SOLAS CERTIFICATE EXPIRES	14. PASSENGERS ALLOWED PER COAST GUARD CERTIFICATE
16. CERT. FIN. RESP. NO. (Oil Pollution)	15. NO. PASSENGERS DISEMBARKING/EMBARKING
17. CERT. FIN. RESP. (Passenger Death/Injury)	18. CERT. FIN. RESP. (Passenger Transportation Indemnification)

19. PURPOSE (Entrance)	<input type="checkbox"/> D (Discharge foreign cargo)	<input type="checkbox"/> X (Export cargo aboard on arrival)	19. PURPOSE (Clearance)	<input type="checkbox"/> D (Discharge foreign cargo)	<input type="checkbox"/> X (Export cargo aboard on arrival)
	<input type="checkbox"/> L (Lade cargo for export)	<input type="checkbox"/> F (Foreign cargo to be retained on board)		<input type="checkbox"/> L (Lade cargo for export)	<input type="checkbox"/> F (Foreign cargo retained on board)
	<input type="checkbox"/> N (No cargo transactions)	<input type="checkbox"/> Y (Military cargo for discharge)		<input type="checkbox"/> N (No cargo transactions)	<input type="checkbox"/> Y (Military cargo laden)

21. TONNAGE YEAR BEGINS <sup>2</sup>	22. NO. AND RATE OF PAYMENTS <sup>2</sup>	23. AMOUNT <sup>2</sup>	24. CERTIFICATE NO. <sup>2</sup>
25. FIRST PAYMENT AT <sup>3</sup>	26. DATE <sup>3</sup>	27. LAST PAYMENT AT <sup>3</sup>	28. DATE <sup>3</sup>
29. FEE CERTIFICATE NO.	30. TOTAL FEES	31. TIME AND DATE ENTERED	32. TIME AND DATE CLEARED

33. SIGNATURE AND TITLE OF OFFICER RECEIVING ENTRY/CLEARANCE

FOOTNOTES: 1. Applicable to American vessel arriving direct from a foreign port.  
2. Arrival only.  
3. To be filled in only if no tonnage duty is collected because five payments have been made during the tonnage year at the rate applicable to the current entry of the vessel.

Statement Required by 5 CFR 1320.21: The estimated average burden associated with this collection of information is 5 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1515-0060), Washington DC 20503.