

A3481

**PASSENGER AND CREW LISTS OF VESSELS ARRIVING AT
WILMINGTON AND MOREHEAD CITY,
NORTH CAROLINA,
1908–1958**

Compiled by Claire Prechtel-Kluskens

INTRODUCTION

On the 18 rolls of this microfilm publication, A3481, are reproduced passenger and crew lists of vessels arriving at Wilmington and Morehead City, North Carolina, from November 9, 1908, to October 21, 1958. Most of the records are crew lists of vessels arriving at Wilmington. There are also some outbound passenger lists for 1955-56. These records are part of Records of the Immigration and Naturalization Service, Record Group (RG) 85.

BACKGROUND

Early records relating to immigration originated in regional customhouses. The U.S. Customs Service conducted its business by designating collection districts. Each district had a headquarters port with a customhouse and a collector of customs, the chief officer of the district. An act of March 2, 1819 (3 Stat. 489), required the captain or master of a vessel arriving at a port in the United States or any of its territories from a foreign country to submit a list of passengers to the collector of customs. The act also required that the collector submit a quarterly report or abstract, consisting of copies of those passenger lists, to the Secretary of State, who was required to submit such information at each session of Congress. After 1874, collectors forwarded only statistical reports to the Treasury Department. The lists themselves were retained by the collector of customs. Customs records were maintained primarily for statistical purposes.

On August 3, 1882, Congress passed the first Federal law regulating immigration (22 Stat. 214); the Secretary of the Treasury had general supervision over it between 1882 and 1891. The Office of Superintendent of Immigration in the Department of the Treasury was established under an act of March 3, 1891 (26 Stat. 1085), and was later designated a bureau in 1895 with responsibility for administering the alien contract-labor laws. In 1900 administration of the Chinese exclusion laws was added. Initially the Bureau retained the same administrative structure of ports of entry that the Customs Service had used. By the turn of the century, it began to designate its own immigration districts, the numbers and boundaries of which changed over the years. In 1903 the Bureau became part of the Department of Commerce and Labor; its name was changed to the Bureau of Immigration and Naturalization when functions relating to naturalization were added in 1906. In 1933 the functions were transferred to the Department of Labor and became the responsibility of the newly formed Immigration and Naturalization Service (INS). Under President Franklin D. Roosevelt's Reorganization Plan V of 1940, the INS was moved to the Department of Justice. The INS was abolished in 2003, and its immigration and naturalization recordkeeping functions were transferred to the new Bureau of Citizenship and Immigration Services within the new Department of Homeland Security, established January 24, 2003, by the Homeland Security Act of 2002 (116 Stat. 2135, 2205).

Section 1 of the Immigration Act of 1917 (39 Stat. 874), defined "seaman" as "every person signed on the ship's articles and employed in any capacity on board any vessel

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arriving in the United States from any foreign port or place." Sections 31-36 prescribed various duties and prohibitions regarding alien seamen upon the "owner, agent, consignee, or master" (hereinafter, "master") of every vessel arriving in the U.S. from any foreign port that were in addition to the act's provisions applicable to all aliens. The act went into effect on May 1, 1917, and was amended by an act of December 26, 1920 (41 Stat. 1082), and by the Immigration Act of 1924 (43 Stat. 153). The discussion that follows is based on the text of the 1917 act, unless otherwise indicated.

Masters of vessels arriving at U.S. ports were required to submit to immigration officials a crew list that included each alien crewman's name, position in ship's crew, when and where he was engaged, whether he was to be paid off at the port of arrival, and any other information required by regulations promulgated by the Secretary of Labor (or his successors). The 1924 act specified that the master was required to detain every alien seaman on board the vessel until completion of his inspection by the immigration officer and medical examiner, or pay a \$1,000 penalty for each alien seaman not detained.

The master was further required to report in writing to immigration officials, "as soon as discovered," the name of every alien who illegally landed from the vessel, along with the alien's description and any other "information likely to lead to his apprehension." Before departure, the master was required to provide lists of aliens (1) now employed on the vessel who were not employed at the time of arrival, (2) who were paid off or discharged, and (3) who deserted or landed. Failure to provide these lists resulted in the master's liability for a \$10 penalty for each alien for whom information was not given.

The act also prohibited masters from knowingly bringing any alien seaman to the United States with the intent to allow him to land in violation of laws, conventions, or treaties, or be fined \$5,000 per violation. Alien crewmen prohibited from admission to the U.S. by law, convention, or treaty, would not be allowed to land except temporarily for medical treatment or temporarily pursuant to the Secretary's regulations. Failure to "detain or deport" an excludable alien on board ship after receiving notice in writing from immigration officials would result in a penalty up to \$1,000. Section 20(b) of the 1924 act specified that the master's "failure to detain or deport" the alien seaman could be proven by the absence of his name on the vessel's outgoing crew list or by the master's report of the alien's desertion.

Masters were not permitted to pay off or discharge alien seamen unless the seamen were "duly admitted pursuant to the laws and treaties of the United States," except that any alien seaman who intended to reship on board any other foreign bound vessel was permitted to land temporarily for that purpose after giving notice to immigration officials.

Masters of "any vessel carrying passengers" between foreign and U.S. ports were prohibited from employing alien seamen "afflicted with idiocy, imbecility, insanity, epilepsy, tuberculosis in any form, or a loathsome or dangerous contagious disease," or to be fined \$50 for each afflicted seaman. Immigration officials could order the afflicted alien seaman removed to a hospital for treatment, and his master would be liable for the expenses incurred. The act of December 26, 1920, "An act to provide for the treatment

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in hospital of diseased alien seamen" (41 Stat. 1082), extended the applicability of these provisions to alien seamen arriving on *any* vessel at U.S. ports, and clarified that, if it was not possible "within a reasonable time to effect a cure," the afflicted alien seaman would be returned home on the vessel on which he arrived or by other means at the expense of his master.

If the master violated any of these provisions, his vessel was not granted clearance to leave port until his liability for payment of the fine was adjudicated, unless the master posted bond or deposited a sufficient sum to cover the fine. Likewise, if the master was liable to pay for an alien crewman's medical treatment, his vessel was not granted clearance to leave port until payment was made or guaranteed.

Any seaman who landed and remained in the United States contrary to the provisions of the act was deemed to be in the United States unlawfully and—at any time within three years after his arrival—could be taken into custody and held for a Board of Special Inquiry to examine his qualifications for admission. If found not qualified for admission to the U.S., he would be deported. The three-year statute of limitations set forth in §34 of the 1917 act applied to seamen who entered from May 1, 1917, through June 30, 1924. The U.S. Supreme Court held that §14 of the 1924 act abolished the three-year statute of limitations for seamen entering the United States after June 30, 1924, by specifying that "any alien" who remained in the United States "for a longer time than permitted" under the 1924 act or related regulations "shall be taken into custody and deported."¹

The Immigration and Nationality Act of 1952 (66 Stat. 163) consolidated into one comprehensive statute the multiple laws that, before its enactment, governed immigration and naturalization in the United States. It continued the immigration policies from earlier statutes with significant modifications. Due to increased travel by air, §101(a)(10) of the 1952 act used "crewman" and "crewmen" in lieu of "seaman" and "seamen." It defined "crewman" as "a person serving in any capacity on board a vessel or aircraft."

RECORDS DESCRIPTION

The records in this microfilm publication were submitted to the INS at the Wilmington or Morehead City, North Carolina, by the captain or master of each vessel that had last departed from a foreign port. Most records are crew lists of vessels that arrived at Wilmington. Most lists for vessels arriving at Morehead City are interfiled with those of Wilmington, except that lists dated June 17, 1956, to Oct. 16, 1958, were filmed separately. The vessels had departed from ports in Europe, the Caribbean, South America, and elsewhere. Most crewmen were aliens, but some were U.S. citizens. Most passengers were U.S. citizens.

¹ Section 31 of the 1924 act set the effective date of §14 and certain other sections to be July 1, 1924, while the effective date for the remainder of the act was May 26, 1924. The applicability of the three-year statute of limitations to alien seamen in specific cases was litigated before the U.S. Supreme Court in *Philippides v. Day*, 283 U.S. 48 (1931), and *United States ex rel. Stapf v. Corsi*, 287 U.S. 129 (1932).

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SERIES 1: PASSENGER LISTS, NOVEMBER 9, 1908–NOVEMBER 2, 1954

This section consists of chronologically arranged passenger lists of vessels recorded on Forms 500-B, I-415, and I-416. The vessels arrived from Nov. 9, 1908, to Nov. 2, 1954, primarily at Wilmington, although a few in the 1950s arrived at Morehead City. A number of the earlier “passengers” were deserting seamen who were inspected months or years after their original arrival at Wilmington.

SERIES 2: CREW LISTS, 1909–NOV. 1954

This section consists of crew lists recorded on INS Form 680, which is often accompanied by INS Form 689 (both described below under “Forms Used”). The vessels primarily arrived at Wilmington, although there may be a few in the 1950s that arrived at Morehead City.

The INS arranged the crew lists for 1909 to August 1947 alphabetically by vessel name. Alphabetization follows the rule that each word of the vessel name is alphabetized in turn, such *Liberty*, followed by *Liberty Glo*, followed by *Liberty Tree*. Ships having personal names follow the same rule, so that records of a ship named *George Washington* would be filed under *George*, while those for a ship named *President Washington* would be filed under *President*. Records of a vessel named *President James Buchanan* would be filed before those for *President James Monroe*. Due to this arrangement, the roll list has been simplified to avoid confusion by listing only the first name of multipart vessel names. For example, the roll list simply identifies the last vessel on roll 3 as *Edna* instead of *Edna Hoyt*.

Crew lists for September 1947 to November 1954 are arranged chronologically by date of arrival.

SERIES 3: OUTBOUND PASSENGER MANIFESTS, SEPTEMBER 16, 1955–NOVEMBER 19, 1956

This series consists of passengers departing from the United States recorded on INS Form I-435, *Manifest of Outward-Bound Passengers (United States Citizens and Nationals)*. As noted below, some outbound passenger manifests are included in Series 4.

SERIES 4: PASSENGER AND CREW LISTS, DECEMBER 1, 1954–OCTOBER 21, 1958

This series consists of passenger and crew lists recorded on a variety of forms. From 1954 to about February 1956, INS Forms I-415, I-416, I-480, and I-489 were used (all described below under “Forms Used”). Beginning about February 1957, both passengers and crew were recorded on INS Form I-418, *Passenger List/Crew List (cross out one)*. Some outbound passenger lists are also included, recorded on INS Form I-435, *Manifest of Outward-Bound Passengers (United States Citizens and Nationals)*.

Passenger arrivals in this series include U.S. citizens returning from tourist cruise voyages to Bermuda or Puerto Rico on board the Swedish American Line’s MS *Stockholm*, which is best known for its collision with the Italian Line’s SS *Andrea Doria* on July 25, 1956, near Nantucket, Massachusetts.

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SERIES 5: PASSENGER AND CREW LISTS, JUNE 1956–OCTOBER 1958, ARRIVING AT
MOREHEAD CITY ONLY

This series consists of passenger and crew lists of vessels recorded on INS Form I-418. These arrivals from June 17, 1956, to Oct. 16, 1958, occurred solely at Morehead City and were simply filmed separately from other Wilmington and Morehead arrivals.

FORMS USED

Crew lists were normally reproduced on **INS Form 680 (or its successor, the Form I-480), *List or Manifest of Aliens Employed on the Vessel as Members of Crew***, which includes the name of the vessel and shipmaster, ports and dates of departure and arrival, and the following information about each crew member: full name, position in ship's company, whether able to read, age, gender, race, nationality, height, weight, and physical marks or peculiarities. The "race" column indicates the crew member's ethnic background, such as Irish, German, Polish, or other. It also indicates the date and place at which he was engaged for employment and whether he was to be paid off or discharged at the port of arrival.

INS Form 689 (or its successor, the Form I-489), *Statement of Master of Vessel Regarding Changes in Crew Prior to Departure*, sometimes accompanies the Form 680 (or I-480). This form indicates names and other information of any crewmen who (1) deserted, (2) were discharged, (3) were left in a hospital at the port of arrival, or (4) signed on at the port of arrival.

INS Form 500-B, *List or Manifest of Alien Passengers for the U.S. Immigration Officer at Port of Arrival*, are large "sheet manifests" traditionally used by vessel masters to record information about ship passengers in advance of arrival at U.S. ports. The INS discontinued using them at land border ports because lack of opportunity for advance completion made the forms impractical. Form 500-B includes the date of arrival, full name, age, sex, marital status, occupation, ability to read and write, citizenship ("nationality"), "race or people," town and country of last permanent residence, birthplace, final destination, and whether the individual possessed a ticket to final destination. It also includes the name and address of the friend or relative the alien intended to join. If the alien had ever been in the U.S. in the past, the dates and places of such residence or visitation are indicated. It also includes the alien's height and color of complexion, eyes, and hair. Not all of the above information may be recorded for every alien.

Form I-415, *Manifest of In-Bound Passengers (Aliens)*, includes the vessel name, dates and ports of departures, and the following information about each alien: name, travel document number, citizenship ("nationality"), number and description of pieces of baggage, and a "column for use of masters, surgeon, and U.S. officials," which may be blank or annotated with additional information.

Form I-416, *List of In-Bound Passengers (United States Citizens and Nationals)*, includes the name of the ship, the port and date of embarkation, the port and date of arrival, and the following information about each person: U.S. passport number, place

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of birth, number and description of pieces of baggage, and a "column for use of master, surgeon, and U.S. officers," which is usually blank. A slightly different version of Form I-416 is titled *List of United States Citizens*.

INS Form I-418, *Passenger List/Crew List (cross out one)*. This form includes the name of the ship, the ports and dates of arrival and departure, and the following information about each person, if applicable: name, citizenship ("nationality"), passport number, crew position, and where the crewman was shipped or engaged. Other remarks or information may also be annotated on the form. Although I-418 is frequently denominated in these records as a U.S. Customs Service form, it was normally an INS form. A second I-418 was often submitted to immigration officials upon the vessel's departure to report alien crewmen hired after arrival or "no change" in crew. These departure manifests are inter-filed with arrival manifests.

Form I-435, *Manifest of Outward-Bound Passengers (United States Citizens and Nationals)*, includes the person's name, age, sex, U.S. passport number, date and place of birth (if native) or date and court of naturalization (if naturalized), country of destination, and intended length of time abroad.

GENERAL REMARKS

The records were filmed by the INS in 1956-59 and transferred to the National Archives on microfilm. Although some of this film may be difficult to read, it is impossible to correct the situation since the INS destroyed the original records.

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ROLL LIST

NEW ROLL NO.	OLD INS ROLL NO.	CONTENTS
1	P-1	SERIES 1: PASSENGER LISTS, NOV. 9, 1908–NOV. 2, 1954 Nov. 9, 1908–Nov. 2, 1954
2	C-1	SERIES 2: CREW LISTS, 1909–NOV. 1954 <i>Arranged by vessel name, 1909–Aug. 1947</i> Aakre – Bockenheim
3	C-2	Bodö – Edna
4	C-3	Edvard – Gudrun
5	C-4	Gunvor – Jugoslavija
6	C-5	Juno – Meanticut
7	C-6	Median – Peursum
8	C-7	Pierre – Steel Engineer
9	C-8	Steel Ranger – Villarperosa
10	C-9	Vindeggen – Zonnewijk
11	C-10	<i>Arranged by date of arrival, Sept. 1947–Nov. 1954</i> Sept. 9, 1947–Sept. 3, 1950
12	C-11	Sept. 8, 1950–Sept. 29, 1952
13	C-12	Oct. 2, 1952–Mar. 30, 1954
14	C-13	Apr. 3–Nov. 26, 1954
15	1	SERIES 3: OUTBOUND PASSENGER MANIFESTS, SEPT. 16, 1955– NOV. 19, 1956 Sept. 16, 1955–Nov. 19, 1956
	1	SERIES 4: PASSENGER AND CREW LISTS, DEC. 1, 1954–OCT. 21, 1958 Dec. 1, 1954–Nov. 10, 1955

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NEW ROLL NO.	OLD INS ROLL NO.	CONTENTS
16	2	Nov. 10, 1955, I-489 for <i>Steel King</i> ("late document") Oct. 15, 1955, I-489 for <i>Steel Fabrication</i> ("late document") Nov. 16–Dec. 31, 1955 (main series)
	3	Jan. 3–May 19, 1956
17	4	May 21–Dec. 19, 1956
18	5	Dec. 21, 1956–Dec. 10, 1957
	6	Dec. 21, 1957–Oct. 21, 1958
	1	SERIES 5: PASSENGER AND CREW LISTS, JUNE 1956–OCT. 1958, ARRIVING AT MOREHEAD CITY ONLY June 17, 1956–Oct. 16, 1958