Navigating Passenger Lists: Arrivals to the United States

Class 1: Foundations of Passenger List Research

Hallie Kirchner, Genealogist

THE BRUE FAMILY LEARNING CENTER

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Meet today's presenter

Hallie Kirchner

Genealogist

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OVERVIEW

- **Presentation** (60 mins.)
  - Immigration history
  - Relevant laws
  - Researching individual ships
- **Q&A** (30 mins.)

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Voice of
Hallie Kirchner,
Genealogist

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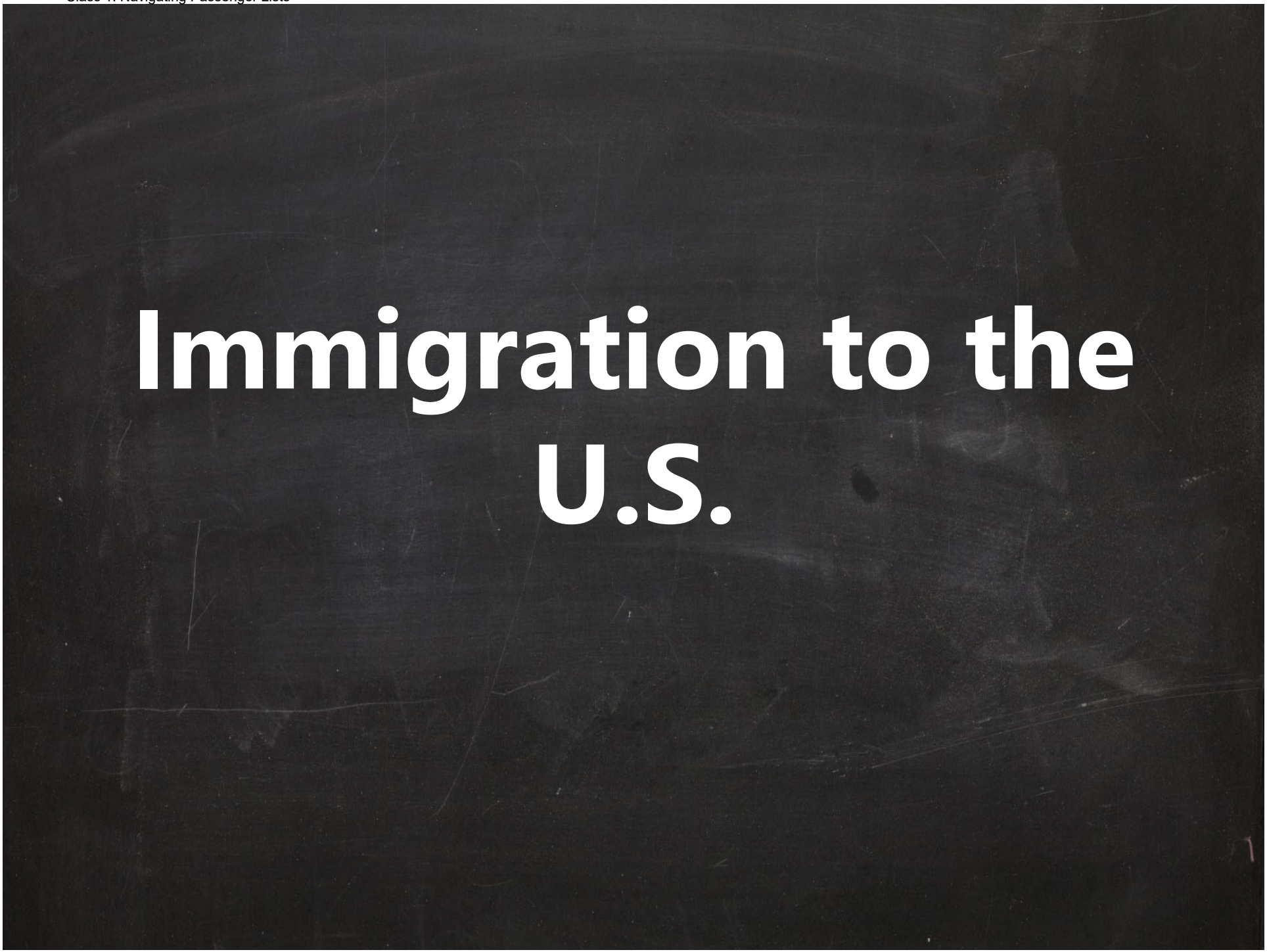
Immigration to the U.S.

Periods of immigration to 1924

- Several waves of immigration
- Different motivations and primary nations of origin for each wave
- Each wave bigger than the previous, generally
- Estimated more than 35 million immigrants between the colonial period and 1924

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Periods of immigration to 1924

1607-1640

- *Primarily from*: British Isles
- *How many*: 100,000
- *Main reasons*: religious persecution, establish new settlements
- "Great Migration"

The Mayflower on Her Arrival in Plymouth Harbor,
painting by William Halsall, 1882, Pilgrim Hall Museum

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Periods of immigration to 1924

1640-1783

- *Primarily from*: British Isles, Holland, Germany, Africa
- *How many*: 750,000
- *Main reasons*: religious persecution, opportunity to own land, Industrial Revolution, slave labor
- Colonial period

Nieu Amsterdam at New Yorck, engraving by Thomas Doesburgh, 1700

Periods of immigration to 1924

1783-1815

- *Primarily from*: British Isles, Holland, Germany, Scandinavia, Africa
- *How many*: 250,000
- *Main reasons*: Industrial Revolution, opportunity to own land, escape from war, slave labor
- Early national period

Arch Street Ferry, Philadelphia, engraving by William birch, 1800

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Periods of immigration to 1924

1815-1860

- *Primarily from*: British Isles, Holland, Germany, Scandinavia, Switzerland
- *How many*: 5 million
- *Main reasons*: opportunity to own land, escape from war, escape from famine
- Antebellum period

Packet ship *Samoset,* painting attributed to Duncan McFarlane, 1851, Mystic Seaport Museum

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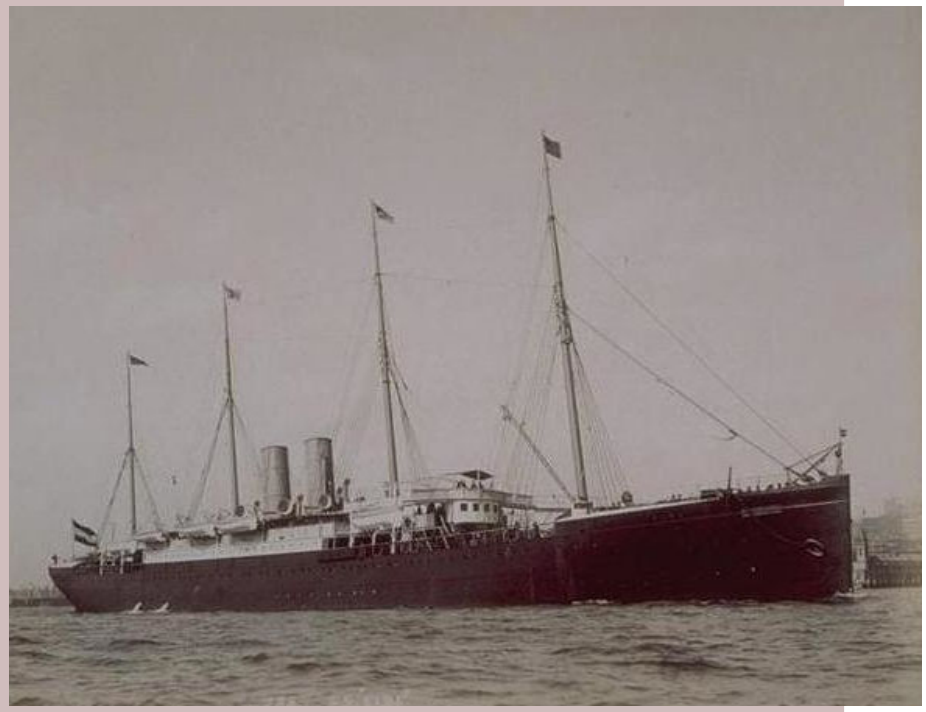
Periods of immigration to 1924

1860-1890

- *Primarily from*: British Isles, Holland, Germany, Scandinavia, Switzerland
- *How many*: 10 million
- *Main reasons*: opportunity to own land, promise of a better life



Steam ship *Elbe,* photograph, aft 1881, Mystic Seaport Museum

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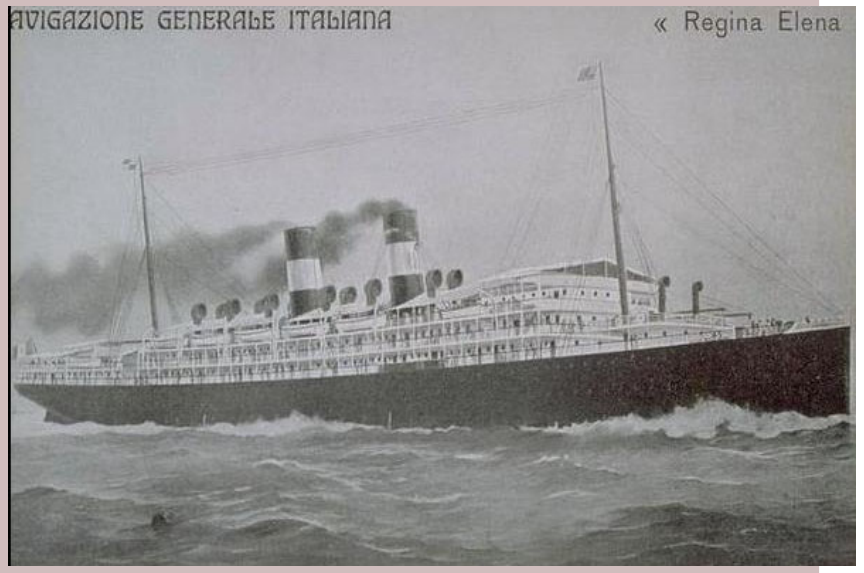
Periods of immigration to 1924

1890-1924

- *Primarily from*: Austria-Hungary, Italy, Russia, Greece, Turkey
- *How many*: 15 million
- *Main reasons*: promise of jobs, higher wages
- Peak years



Steam ship *Regina Elena,* postcard, aft 1907, Mystic Seaport Museum

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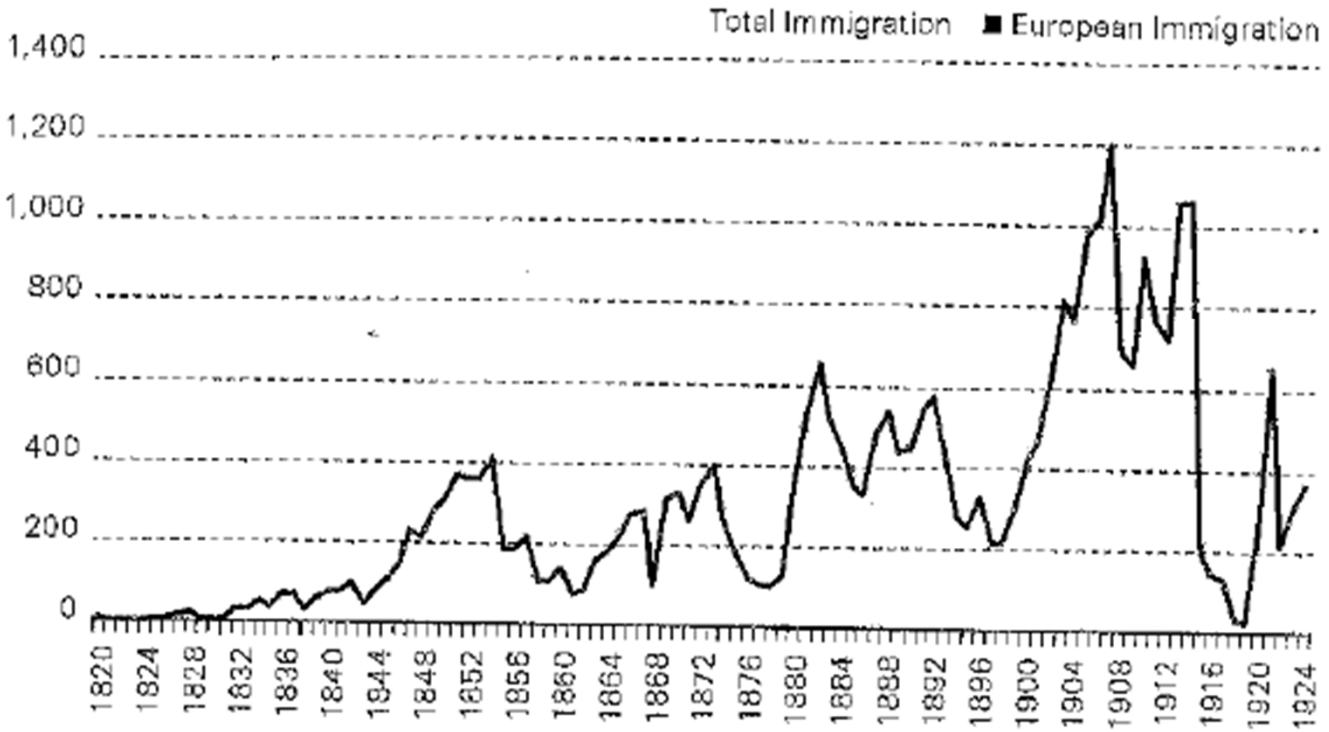
Immigration 1820-1924

Figure 1: Immigration into the United States (in thousands)[6]



Source: Anne Sibert Buiter, *Tracing Immigrants through the Port of New York: Early National Period to 1924,* (New York City: NYG&B, 2020).

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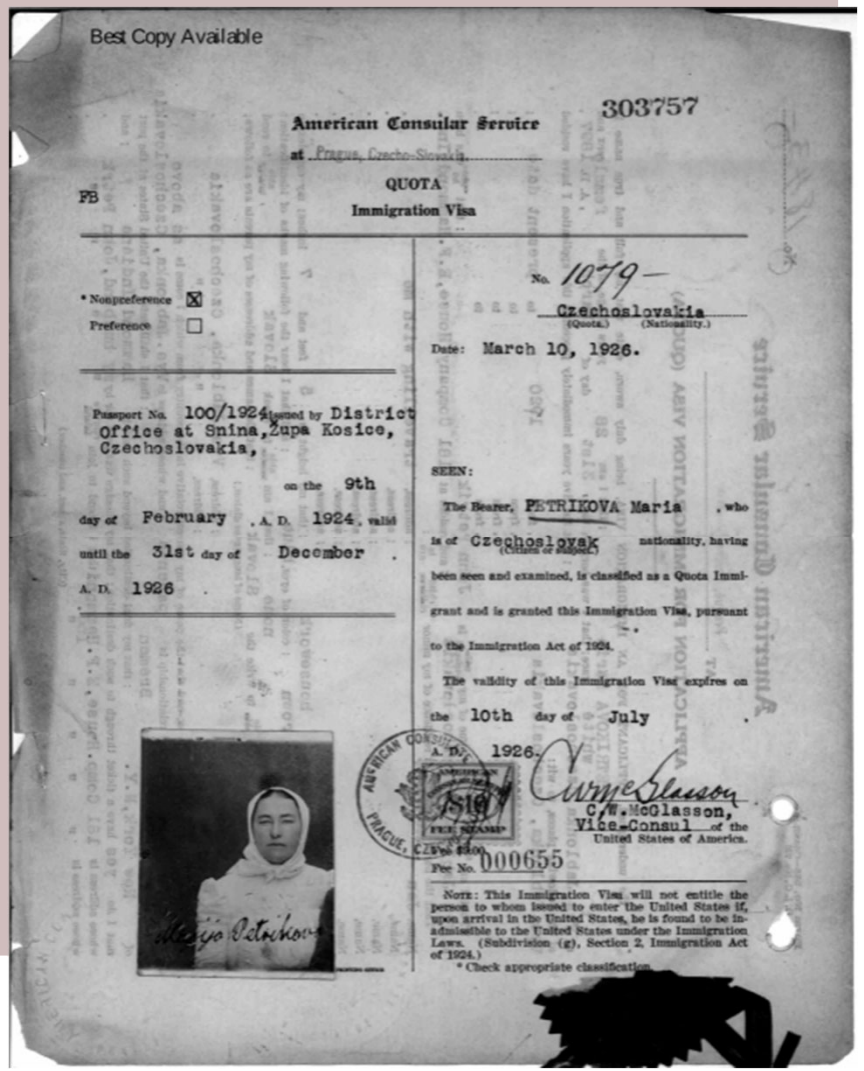
Immigration 1924-WWII

- Quota system
- Introduction of visas
- Major drop in immigration numbers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American Consular Service

at Prague, Czecho-Slovakia

303757

QUOTA

Immigration Visa

PB

* Nonpreference ☒

Preference ☐

No. 1079

Czechoslovakia (Quota.) (Nationality.)

Date: March 10, 1926.

Passport No. 100/1924 issued by District Office at Snina, Zupa Kosice, Czechoslovakia,

on the 9th day of February A. D. 1924, valid until the 31st day of December A. D. 1926

SEEN:

The Bearer, PETRIKOVA Maria, who is of Czechoslovak (Citizen of Poland) nationality, having been seen and examined, is classified as a Quota Immigrant and is granted this Immigration Visa, pursuant to the Immigration Act of 1924.

The validity of this Immigration Visa expires on the 10th day of July A. D. 1926.

C.W. McClasson, Vice-Consul of the United States of America.

Fee No. 000655

NOTE: This Immigration Visa will not entitle the person to whom issued to enter the United States if, upon arrival in the United States, he is found to be inadmissible to the United States under the Immigration Laws. (Subdivision (g), Section 2, Immigration Act of 1924.)

* Check appropriate classification

Immigration Post-WWII

- Humanitarian relief (refugees and displaced persons)
- Bracero program (seasonal agricultural workers)
- Family reunification
- Recruitment of skilled workers

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Ports of Arrival

- The vast majority of immigrants to the U.S. came through the port of New York
  - 75% entered through NYC
  - Next-most popular were East Coast ports
- Other ports were located elsewhere on the East Coast, on the West Coast, in the Gulf of Mexico, and Great Lakes
  - About 96 ports total, many small with relatively few arrivals
- Many immigrants bought ship passage to Canada (cheaper) and crossed overland to the U.S.

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Ports of Arrival

- NYC and East Coast: European immigrants with destinations anywhere in the U.S.
- Southern East Coast: European immigrants with destinations in the Southern U.S.
- Gulf Coast: European immigrants with destinations in the Midwest
- Great Lakes: European immigrants with destinations in the Midwest
- West Coast: Asians, Australians, South Americans—typically with destinations in the Western U.S.

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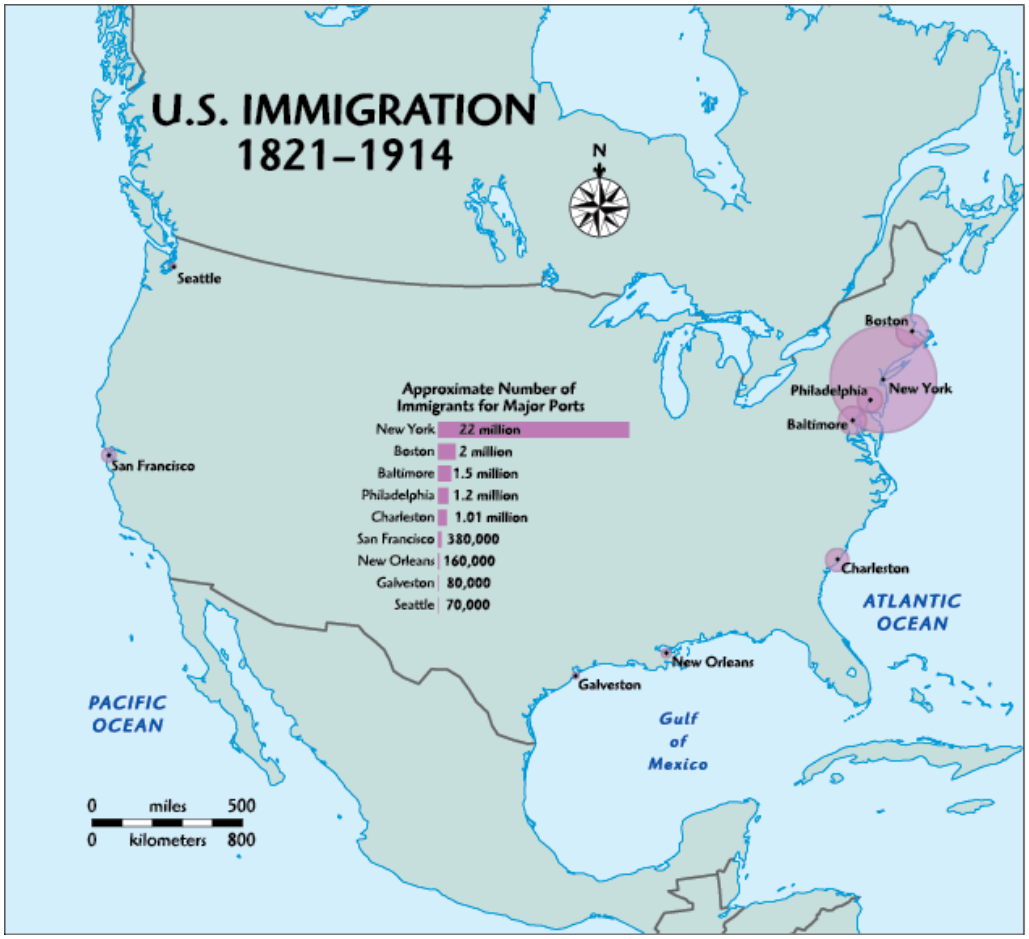
Arrival Ports, 1821-1914



Source: "A Map of Busiest US Immigration Ports," *Family Tree Magazine,* https://familytreemagazine.com/records/immigration/research-roadmap-us-ports/

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Hawaii

- Territory of Hawaii created in 1898
- Passenger lists dating back to ca. 1843
- *Hawaii, Collector of Customs, Ships' Passenger Manifests, 1843-1900* [FamilySearch.org]
- *Hawaii, Honolulu Passenger Lists, 1900-1953* [FamilySearch.org]
- Chinese, Japanese, Filipino, Portuguese

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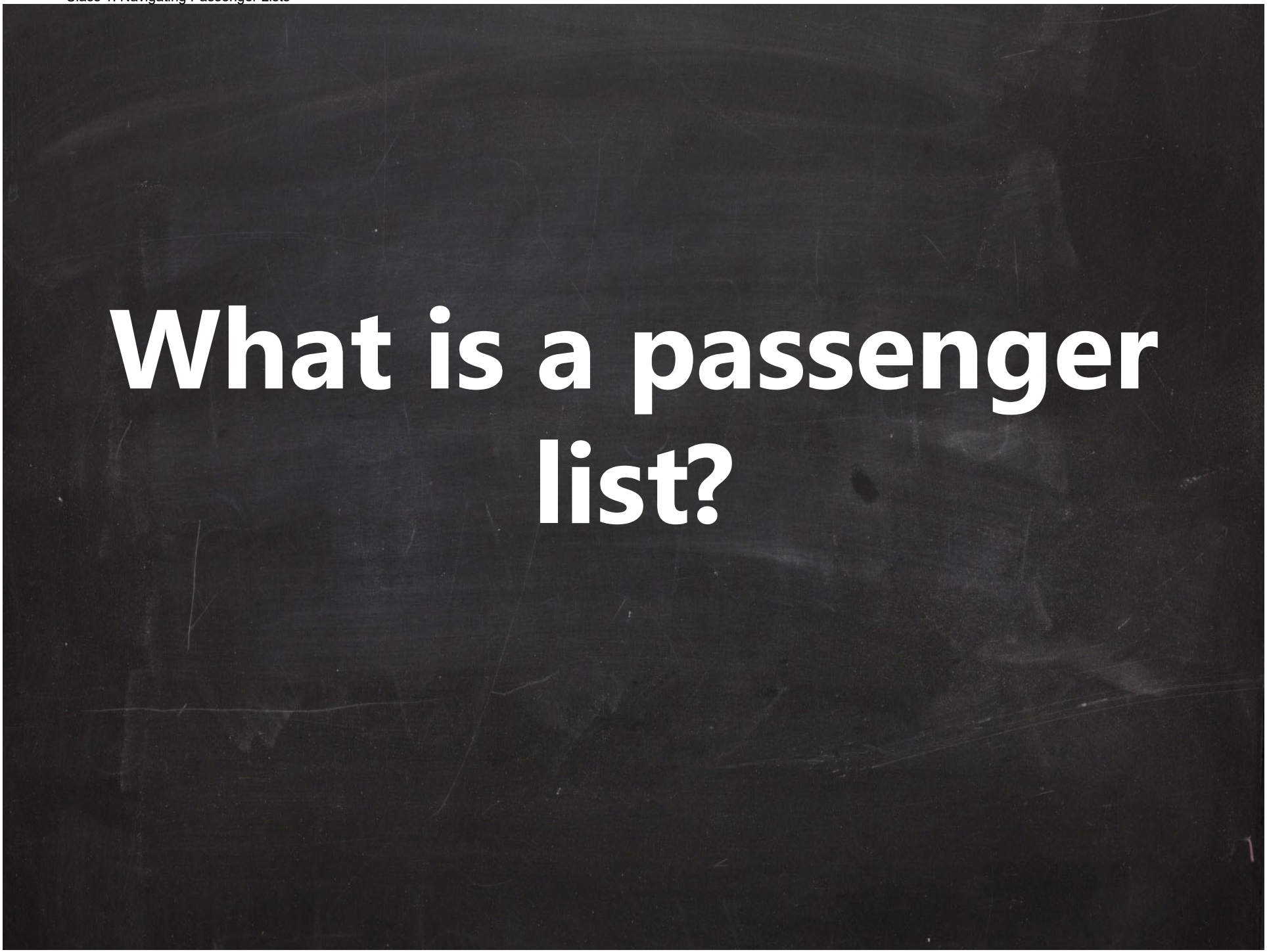

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Passenger Lists

- Also called a passenger manifest, ship's manifest, arrival list
- Contains names of those traveling aboard a ship
- Information typically collected by the shipping agency at the port of departure (not the port of arrival)
- Separate lists for crewmembers

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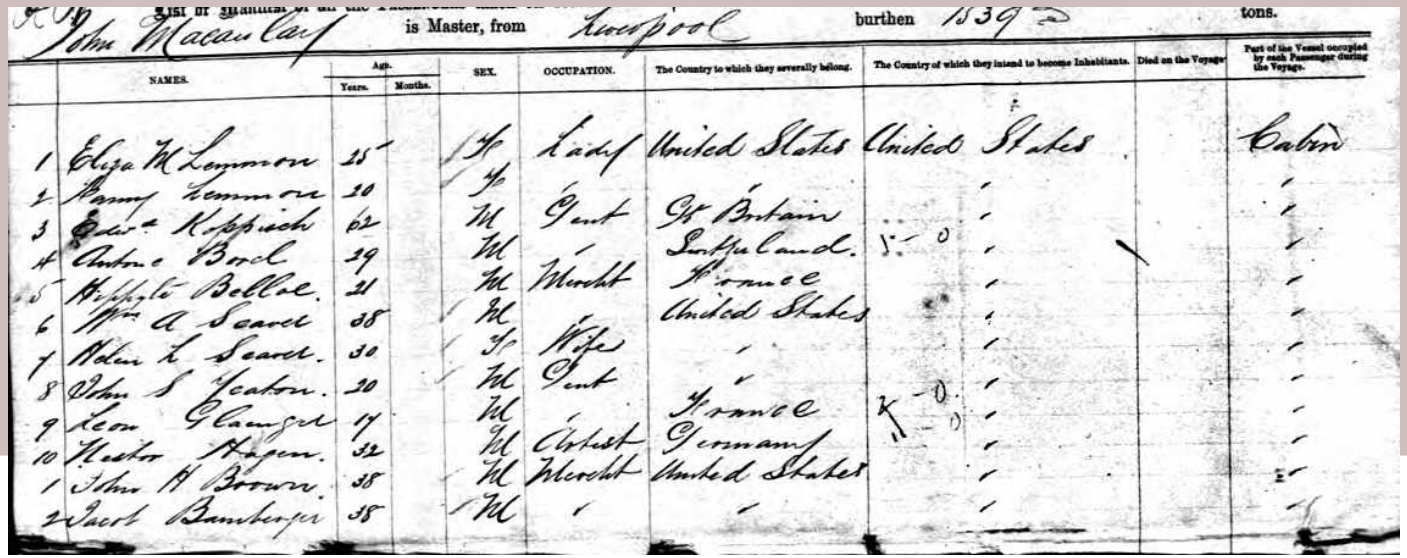
Passenger Lists

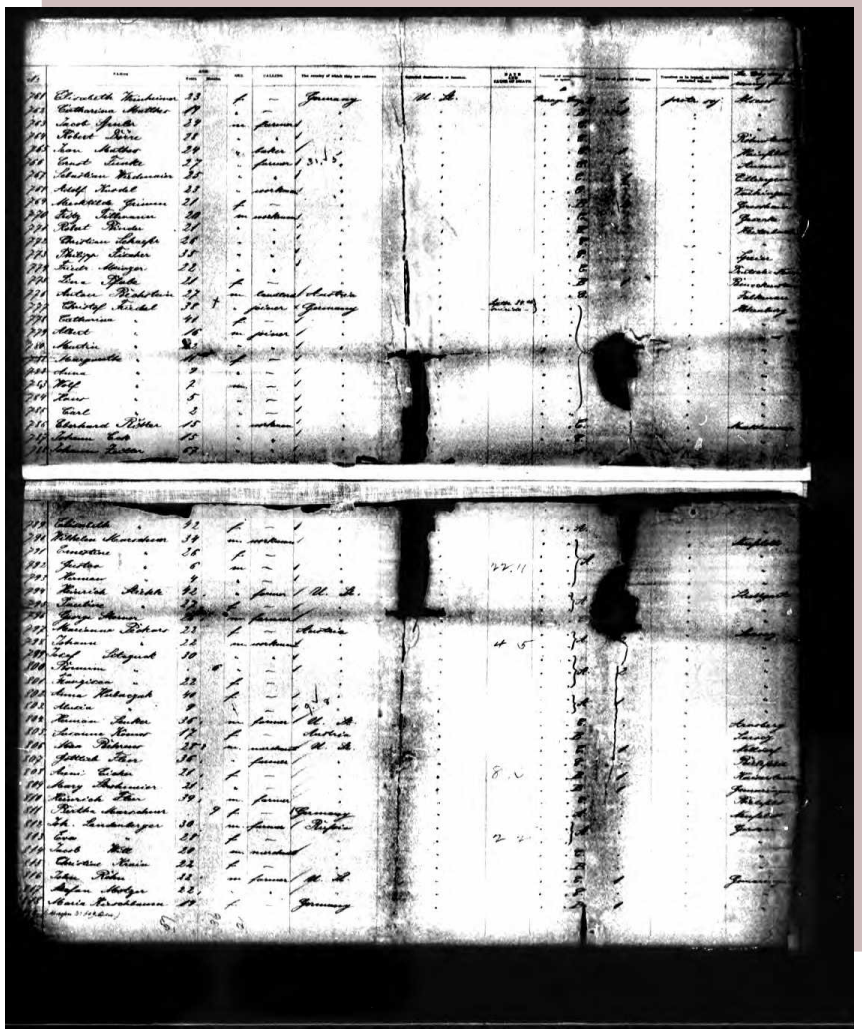
- Earlier lists contain little detail
- Later lists contain more detail
- Laws passed throughout the 19th century dictated what information was to be collected



John Macaulay is Master, from Liverpool burthen 1539 tons.

	NAMES.	Age. Years.	Age. Months.	SEX.	OCCUPATION.	The Country to which they severally belong.	The Country of which they intend to become Inhabitants.	Died on the Voyage.	Part of the Vessel occupied by each Passenger during the Voyage.
1	Eliza M Lemmon	25		F	Lady	United States	United States		Cabin
2	Fanny Lemmon	20		F	"	"	"		"
3	Edwd Koppisch	62		M	Gent	Gt Britain	"		"
4	Antoine Borel	29		M	"	Switzerland	"		"
5	Hippolyte Belloe	21		M	Merchant	France	"		"
6	Wm A Seavel	38		M	"	United States	"		"
7	Helen L Seavel	30		F	Wife	"	"		"
8	John S Yeaton	20		M	Gent	"	"		"
9	Leon Glaenger	17		M	"	France	"		"
10	Nestor Hagen	32		M	Artist	Germany	"		"
1	John H Brown	38		M	Merchant	United States	"		"
2	Jacob Bamberger	38		M	"	"	"		"

Passenger Lists



- What we typically think of are the "Customs Passenger Lists" which begin in 1820

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Passenger List Myths

- Passenger lists survive for all ships
  - Particularly false for early arrivals: very few pre-1820 lists, even some gaps after 1820
- Passenger lists are perfect and complete
- Passengers participated in creation of the lists
- Passenger lists were created upon arrival or debarkation
- There is a "book of names" at Ellis Island

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Passenger Lists as Sources

- Published vs. unpublished
  - Whether or not the transcription or index appears in a book
- Transcribed vs. original
  - Database transcription or index vs. image
  - As with all genealogical sources, the best option is to view the original image
  - Problems with transcriptions: misreading or misinterpreting the original, human error when creating the transcription resulting in a misspelling, all details not being included in the transcription

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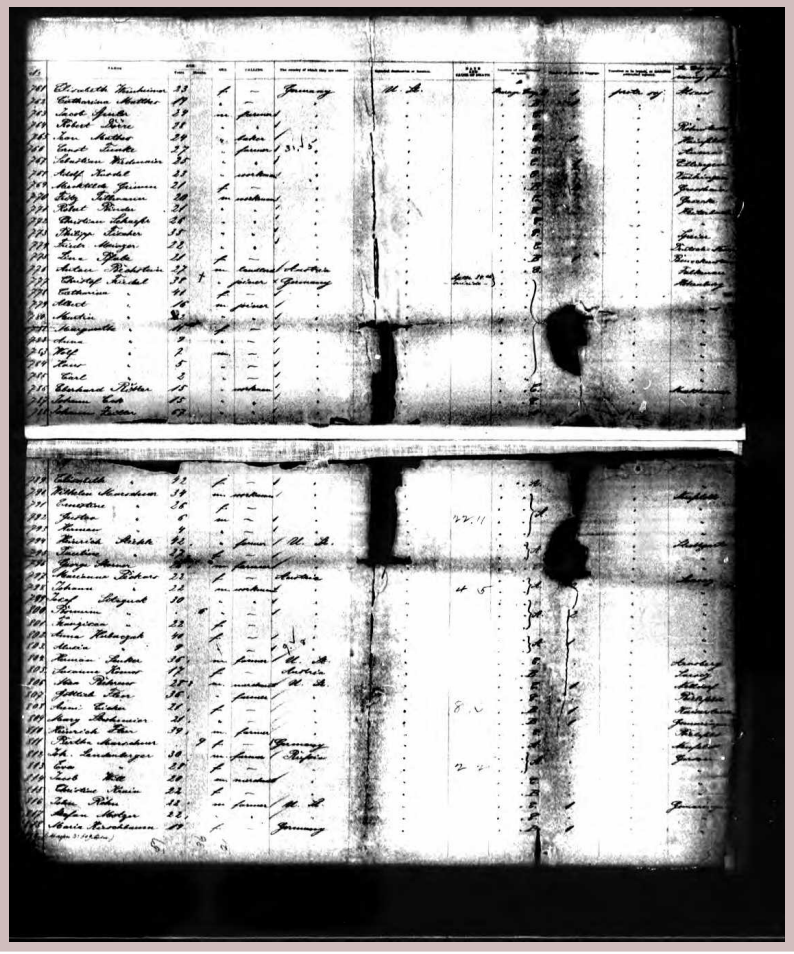
Transcript vs. Original

Name	**Jacob Spuler**
Sex	**Male**
Age	**24**
Immigration Date	**04 Oct 1884**
Immigration Place	**New York, New York, New York, United States**
Occupation	**Farmer**
Event Type	**Immigration**
Birthplace	**Germany**
Ship Name	**Fulda**
Birth Year (Estimated)	**1860**
Departure Port	**Bremen**
Literacy	**Unknown**
Last Place of Residence	**Alsens**
Destination Place	**Usa**
Transit or Travel Compartment	**Staying in the USA [Transit]; Steerage [Travel]**

Source: *United States Germans to America Index, 1850-1897* [FamilySearch.org]



Source: *New York, U.S., Arriving Passenger and Crew Lists (including Castle Garden and Ellis Island), 1820-1957* [Ancestry.com]

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Passenger Lists: Where to Find

- Post-1819 passenger lists held by NARA
- Searchable databases on Ancestry.com, FamilySearch.org, StatueOfLiberty.org, and other websites
- Books and other publications

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Published Passenger Lists

- Books and journals
- Typically, multi-volume sets focused on one ethnicity or nationality; one port; or a particular span of years
  - *Germans to America 1850-1897.*
  - *Armenian Immigrants: Boston 1891-1901, New York 1880-1897.*
  - *Passenger Lists for Galveston, 1850-1855.*
  - *The Famine Immigrants: Lists of Irish Immigrants Arriving at the Port of New York, 1846-1851.*
  - LOC bibliography for more titles

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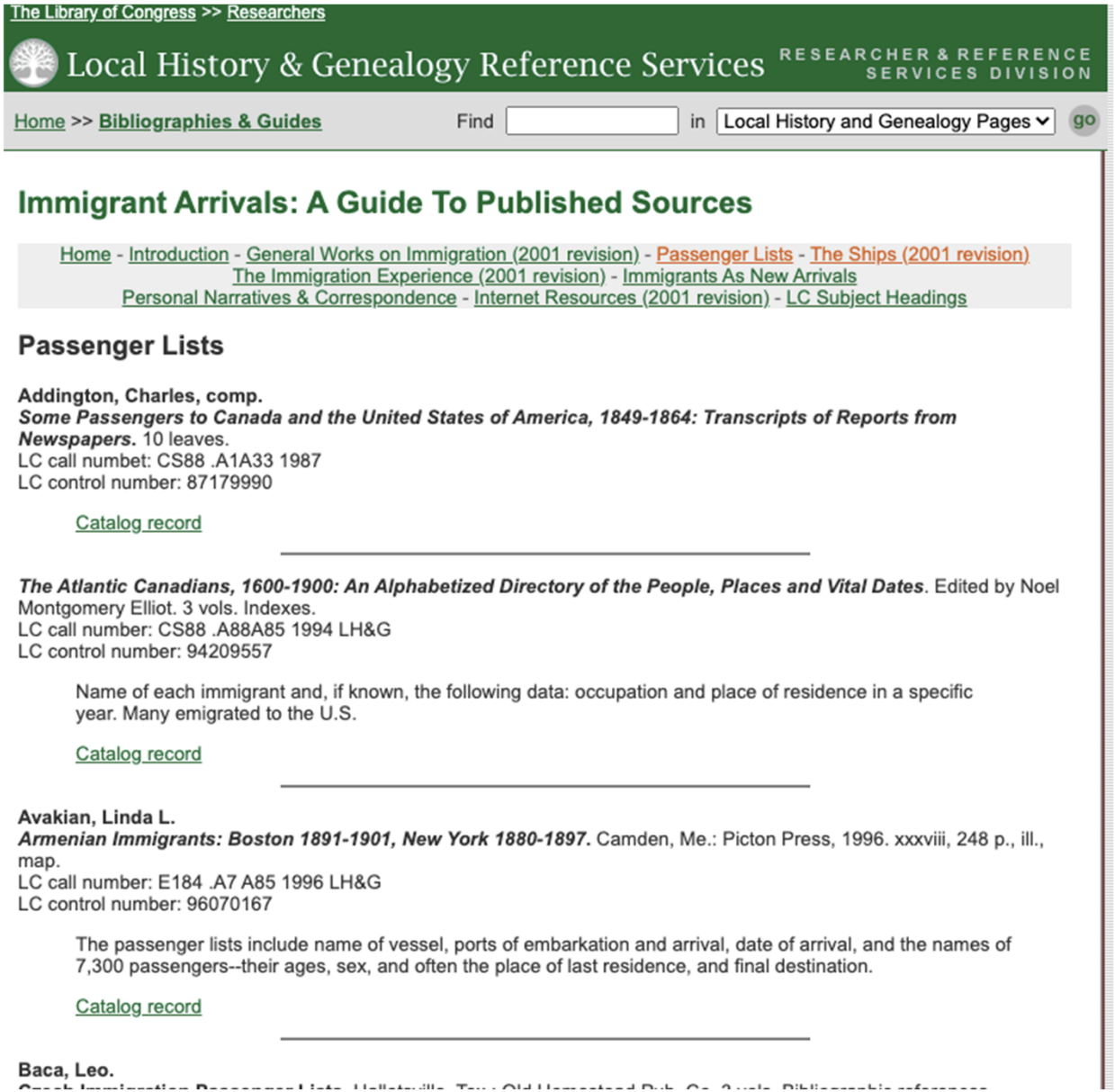

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Immigrant Arrivals: A Guide To Published Sources

Home - Introduction - General Works on Immigration (2001 revision) - Passenger Lists - The Ships (2001 revision) The Immigration Experience (2001 revision) - Immigrants As New Arrivals Personal Narratives & Correspondence - Internet Resources (2001 revision) - LC Subject Headings

Passenger Lists

Addington, Charles, comp.
Some Passengers to Canada and the United States of America, 1849-1864: Transcripts of Reports from Newspapers. 10 leaves.
LC call numbet: CS88 .A1A33 1987
LC control number: 87179990

Catalog record

The Atlantic Canadians, 1600-1900: An Alphabetized Directory of the People, Places and Vital Dates. Edited by Noel Montgomery Elliot. 3 vols. Indexes.
LC call number: CS88 .A88A85 1994 LH&G
LC control number: 94209557

Name of each immigrant and, if known, the following data: occupation and place of residence in a specific year. Many emigrated to the U.S.

Catalog record

Avakian, Linda L.
Armenian Immigrants: Boston 1891-1901, New York 1880-1897. Camden, Me.: Picton Press, 1996. xxxviii, 248 p., ill., map.
LC call number: E184 .A7 A85 1996 LH&G
LC control number: 96070167

The passenger lists include name of vessel, ports of embarkation and arrival, date of arrival, and the names of 7,300 passengers--their ages, sex, and often the place of last residence, and final destination.

Catalog record

Baca, Leo.

https://www.loc.gov/rr/genealogy/bib_guid/immigrant/lists.html

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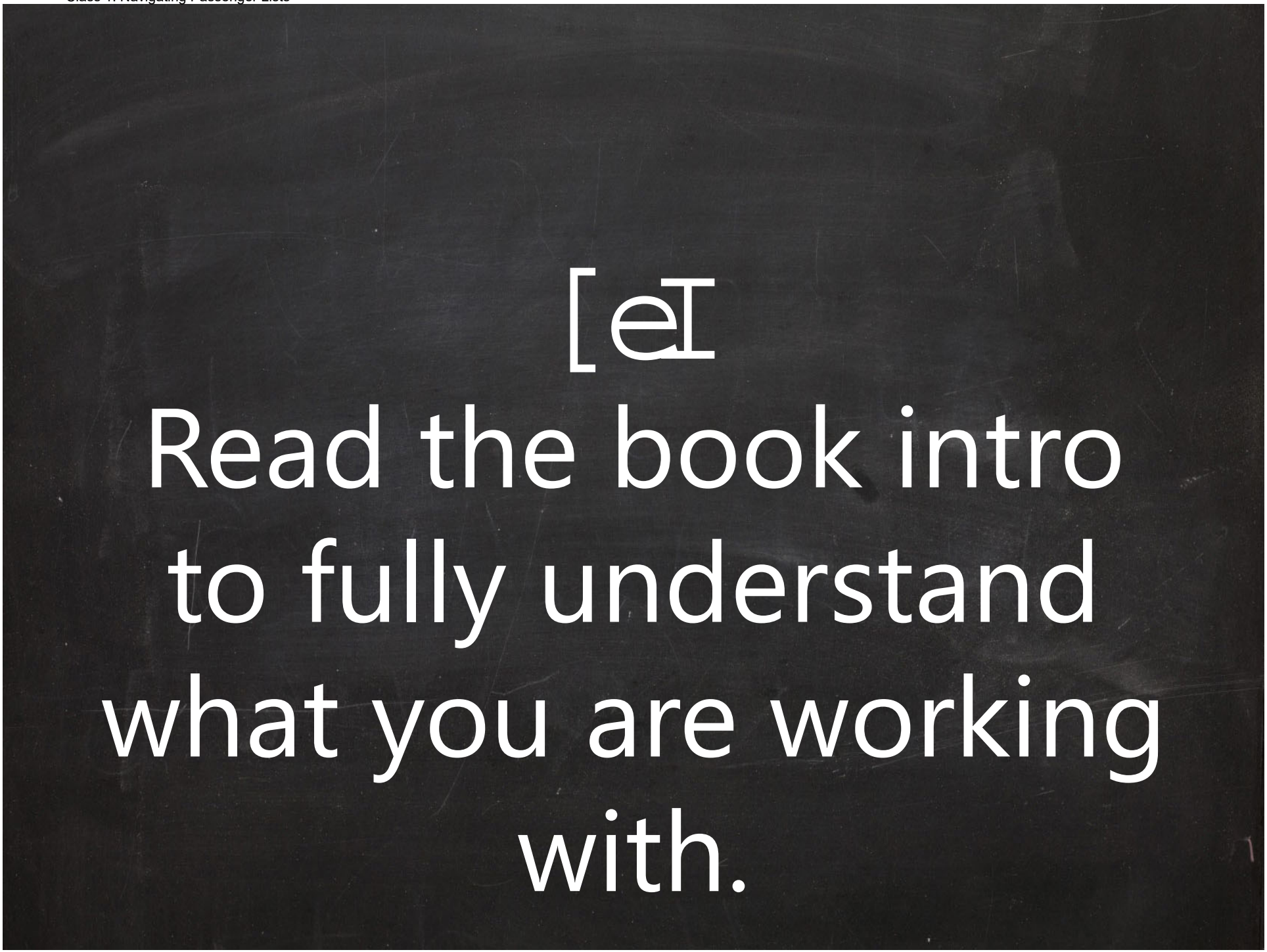

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Published Passenger Lists

- *Germans to America* 1850-1855 (first phase)
  - Includes complete passenger lists with 80% "German surnames" and therefore includes some passengers that are *not* German *as well as* immigrants from France, Belgium, the Netherlands, etc. with German-sounding names
  - Numbers of names included in the book do not match the total number of German immigrant arrivals based on official numbers reported for those years

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Published Passenger Lists

- Some are now available as searchable databases on Ancestry.com or FamilySearch.org, e.g.:
  - *United States Germans to America Index, 1850-1897* [FamilySearch.org]
  - *U.S. and Canada, Passenger and Immigration Lists Index, 1500s-1900s* [Ancestry.com]

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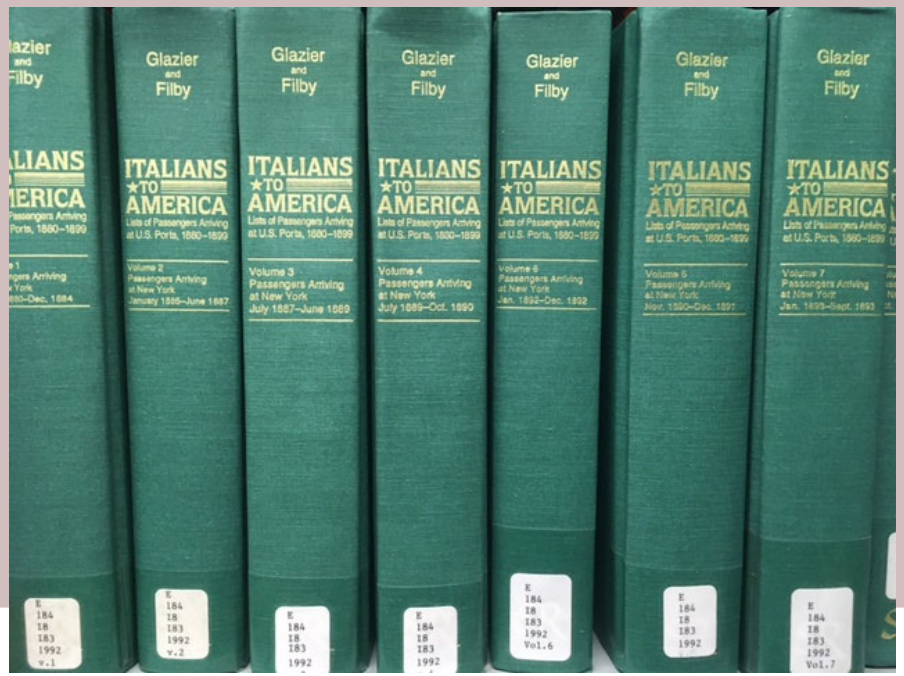
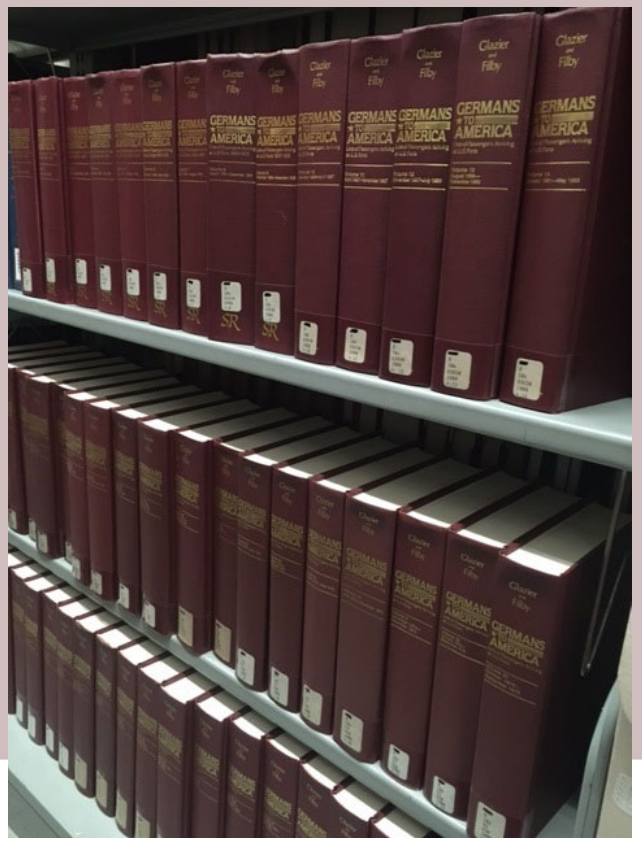
Published Passenger Lists

- Typically contain transcribed passenger lists in chronological order with an alphabetical index of names





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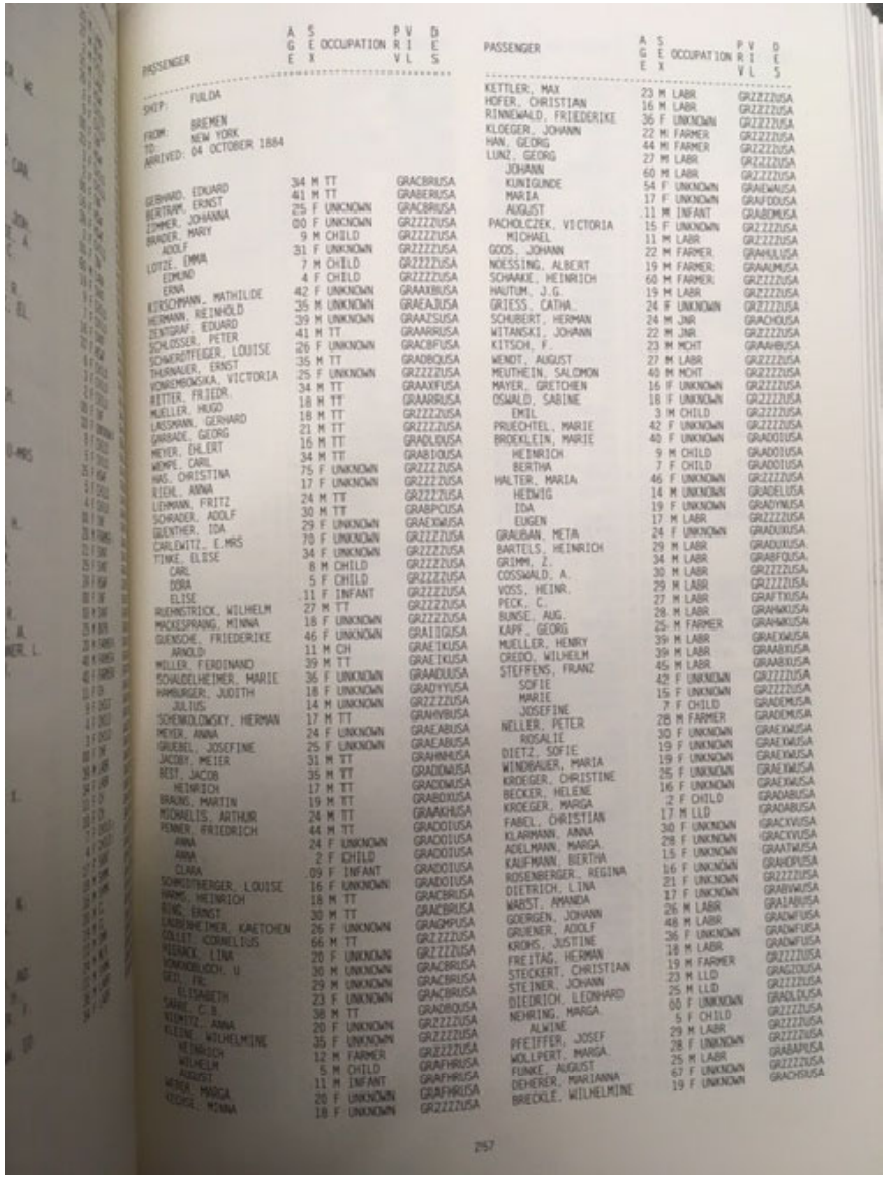

SHIP: FULDA
FROM: BREMEN
TO: NEW YORK
ARRIVED: 04 OCTOBER 1884

PASSENGER	AGE	SEX	OCCUPATION	PRIVILS	DIES
GERHARD, EDUARD	34	M	TT		GRACBRUSA
BERTRAM, ERNST	41	M	TT		GRABERUSA
ZIMMER, JOHANNA	25	F	UNKNOWN		GRACBRUSA
WANDER, MARY	00	F	UNKNOWN		GRZZZZUSA
ADOLF	9	M	CHILD		GRZZZZUSA
LOTZE, EMMA	31	F	UNKNOWN		GRZZZZUSA
EDMUND	7	M	CHILD		GRZZZZUSA
ERNA	4	F	CHILD		GRZZZZUSA
KIRSCHMANN, MATHILDE	42	F	UNKNOWN		GRAAXBUSA
HERMANN, REINHOLD	35	M	UNKNOWN		GRAEAJUSA
DENTGRAF, EDUARD	39	M	UNKNOWN		GRAAZSUSA
SCHLOSSER, PETER	41	M	TT		GRAARRUSA
SCHWERTFEGER, LOUISE	26	F	UNKNOWN		GRACBFUSA
THURNAUER, ERNST	35	M	TT		GRADBQUSA
VONREMBOWSKA, VICTORIA	25	F	UNKNOWN		GRZZZZUSA
RITTER, FRIEDR.	34	M	TT		GRAAXFUSA
MUELLER, HUGO	18	M	TT		GRAARRUSA
LASSMANN, GERHARD	18	M	TT		GRZZZZUSA
GARBADE, GEORG	21	M	TT		GRZZZZUSA
MEYER, EHLERT	16	M	TT		GRADUDUSA
WEMPE, CARL	34	M	TT		GRABIOUSA
HAS, CHRISTINA	75	F	UNKNOWN		GRZZZZUSA
RIEHL, ANNA	17	F	UNKNOWN		GRZZZZUSA
LIEHMANN, FRITZ	24	M	TT		GRZZZZUSA
SCHRADER, ADOLF	30	M	TT		GRABPCUSA
GUENTHER, IDA	29	F	UNKNOWN		GRAEKWUSA
CARLEWITZ, E.MRS	70	F	UNKNOWN		GRZZZZUSA
TINKE, ELISE	34	F	UNKNOWN		GRZZZZUSA
CARL	8	M	CHILD		GRZZZZUSA
DORA	5	F	CHILD		GRZZZZUSA
ELISE	11	F	INFANT		GRZZZZUSA
RUEHNSTRICK, WILHELM	27	M	TT		GRZZZZUSA
MACKESPRANG, MINNA	18	F	UNKNOWN		GRZZZZUSA
GUENSCHE, FRIEDERIKE	46	F	UNKNOWN		GRAIBGUSA
ARNOLD	11	M	CH		GRAETKUSA
MUELLER, FERDINAND	39	M	TT		GRAETKUSA
SCHAUDELHEIMER, MARIE	36	F	UNKNOWN		GRAADUUSA
HAMBURGER, JUDITH	18	F	UNKNOWN		GRADYYUSA
JULIUS	14	M	UNKNOWN		GRZZZZUSA
SCHENKOLOWSKY, HERMAN	17	M	TT		GRAHVBUSA
MEYER, ANNA	24	F	UNKNOWN		GRAEABUSA
GRUEBEL, JOSEFINE	25	F	UNKNOWN		GRAEABUSA
JACOBY, MEIER	31	M	TT		GRAHMMUSA
BEST, JACOB	35	M	TT		GRADDWUSA
HEINRICH	17	M	TT		GRADDWUSA
BRAUN, MARTIN	19	M	TT		GRABOXUSA
MICHAELIS, ARTHUR	24	M	TT		GRAMKHUSA
PENNER, FRIEDRICH	44	M	TT		GRADOIUSA
ANNA	24	F	UNKNOWN		GRADOIUSA
ANNA	2	F	CHILD		GRADOIUSA
CLARA	.09	F	INFANT		GRADOIUSA
SCHMITTBERGER, LOUISE	16	F	UNKNOWN		GRADOIUSA
HAHS, HEINRICH	18	M	TT		GRACBRUSA
RING, ERNST	30	M	TT		GRACBRUSA
LAUERHEIMER, KAETCHEN	26	F	UNKNOWN		GRAGMPUSA
COLLET, CORNELIUS	66	M	TT		GRZZZZUSA
HEINRICK, LINA	20	F	UNKNOWN		GRZZZZUSA
VONKOBILOTCH, U	30	M	UNKNOWN		GRACBRUSA
GETZ, FR.	29	M	UNKNOWN		GRACBRUSA
ELISABETH	23	F	UNKNOWN		GRACBRUSA
SAHAE, C.B.	58	M	TT		GRADBQUSA
VIENITZ, ANNA	20	F	UNKNOWN		GRZZZZUSA
KLEINE, WILHELMINE	35	F	UNKNOWN		GRZZZZUSA
WITNRICH	12	M	FARMER		GRZZZZUSA
WILHELM	5	M	CHILD		GRAFHRUSA
AUGUST	11	M	INFANT		GRAFHRUSA
WEBER, MARGA	20	F	UNKNOWN		GRAFHRUSA
KEDGE, MINNA	18	F	UNKNOWN		GRZZZZUSA

PASSENGER	AGE	SEX	OCCUPATION	PRIVILS	DIES
KETTLER, MAX	23	M	LABR		GRZZZZUSA
HOFER, CHRISTIAN	16	M	LABR		GRZZZZUSA
RINNEWALD, FRIEDERIKE	36	F	UNKNOWN		GRZZZZUSA
KLOEGER, JOHANN	22	M	FARMER		GRZZZZUSA
HAN, GEORG	44	M	FARMER		GRZZZZUSA
LUNZ, GEORG	27	M	LABR		GRZZZZUSA
JOHANN	60	M	LABR		GRZZZZUSA
KUNIGUNDE	54	F	UNKNOWN		GRAEWAUSA
MARIA	17	F	UNKNOWN		GRAFDDUSA
AUGUST	11	M	INFANT		GRABEMUSA
PACHOLCZEK, VICTORIA	15	F	UNKNOWN		GRZZZZUSA
MICHAEL	11	M	LABR		GRZZZZUSA
GOOS, JOHANN	22	M	FARMER		GRAHJUSA
NOESSING, ALBERT	19	M	FARMER		GRAAJMUSA
SCHAAKE, HEINRICH	60	M	FARMER		GRZZZZUSA
HAUTUM, J.G.	19	M	LABR		GRZZZZUSA
GRIESS, CATHA.	24	F	UNKNOWN		GRZZZZUSA
SCHUBERT, HERMAN	24	M	JNR		GRACHOUSA
WITANSKI, JOHANN	22	M	JNR		GRZZZZUSA
KITSOH, F.	23	M	MCHT		GRAHBUSA
WENDT, AUGUST	27	M	LABR		GRZZZZUSA
MEUTHEIN, SALOMON	40	M	MCHT		GRZZZZUSA
MAYER, GRETCHEN	16	F	UNKNOWN		GRZZZZUSA
OSWALD, SABINE	18	F	UNKNOWN		GRZZZZUSA
EMIL	3	M	CHILD		GRZZZZUSA
PRUECHTEL, MARIE	42	F	UNKNOWN		GRZZZZUSA
BROEKLEIN, MARIE	40	F	UNKNOWN		GRADDIUSA
HEINRICH	9	M	CHILD		GRADDIUSA
BERTHA	7	F	CHILD		GRADDIUSA
HALTER, MARIA	46	F	UNKNOWN		GRZZZZUSA
HEDWIG	14	M	UNKNOWN		GRADELUSA
IDA	19	F	UNKNOWN		GRADYNUSA
EUGEN	17	M	LABR		GRZZZZUSA
GRAUBAN, META	24	F	UNKNOWN		GRADUXUSA
BARTELS, HEINRICH	29	M	LABR		GRADUXUSA
GRIMM, Z.	34	M	LABR		GRABFQUSA
COSSWALD, A.	30	M	LABR		GRZZZZUSA
VOSS, HEINR.	29	M	LABR		GRZZZZUSA
PECK, C.	27	M	LABR		GRAFTXUSA
BUNSE, AUG.	28	M	LABR		GRAHWXUSA
KAPF, GEORG	25	M	FARMER		GRAHWXUSA
MUELLER, HENRY	39	M	LABR		GRAEXWUSA
OREDO, WILHELM	39	M	LABR		GRAABXUSA
STEFFENS, FRANZ	45	M	LABR		GRAABXUSA
SOFIE	42	F	UNKNOWN		GRZZZZUSA
MARIE	15	F	UNKNOWN		GRZZZZUSA
JOSEFINE	7	F	CHILD		GRADEMUSA
WELLER, PETER	28	M	FARMER		GRADEMUSA
ROSALIE	30	F	UNKNOWN		GRAEXWUSA
DIETZ, SOFIE	19	F	UNKNOWN		GRAEXWUSA
WINDBAUER, MARIA	19	F	UNKNOWN		GRAEXWUSA
KROEGER, CHRISTINE	26	F	UNKNOWN		GRAETWUSA
BECKER, HELENE	16	F	UNKNOWN		GRAEXWUSA
KROEGER, MARGA	2	F	CHILD		GRADABUSA
FABEL, CHRISTIAN	17	M	LLD		GRADABUSA
KLARMANN, ANNA	30	F	UNKNOWN		GRACKVUSA
ADELMANN, MARGA.	28	F	UNKNOWN		GRACKVUSA
KAUFMANN, BERTHA	15	F	UNKNOWN		GRAATWUSA
ROSENBERGER, REGINA	16	F	UNKNOWN		GRAHDPUSA
DIETRICH, LINA	21	F	UNKNOWN		GRZZZZUSA
WARST, AMANDA	17	F	UNKNOWN		GRABVWUSA
GOERGEN, JOHANN	26	M	LABR		GRAIABUSA
GRUENER, ADOLF	48	M	LABR		GRADWFUSA
KROHS, JUSTINE	36	F	UNKNOWN		GRADWFUSA
FREITAG, HERMAN	18	M	LABR		GRADWFUSA
STEICKERT, CHRISTIAN	19	M	FARMER		GRZZZZUSA
STEINER, JOHANN	23	M	LLD		GRAGZDUSA
DIEDRICH, LEONHARD	25	M	LLD		GRZZZZUSA
NEHRING, MARGA.	00	F	UNKNOWN		GRADLDUSA
ALWINE	5	F	CHILD		GRZZZZUSA
PFEIFFER, JOSEF	29	M	LABR		GRZZZZUSA
WOLLPERT, MARGA	28	F	UNKNOWN		GRZZZZUSA
FUNKE, AUGUST	25	M	LABR		GRABAPUSA
DEHERER, MARIANNA	67	F	UNKNOWN		GRZZZZUSA
BRECKLE, WILHELMINE	19	F	UNKNOWN		GRACHSUSA

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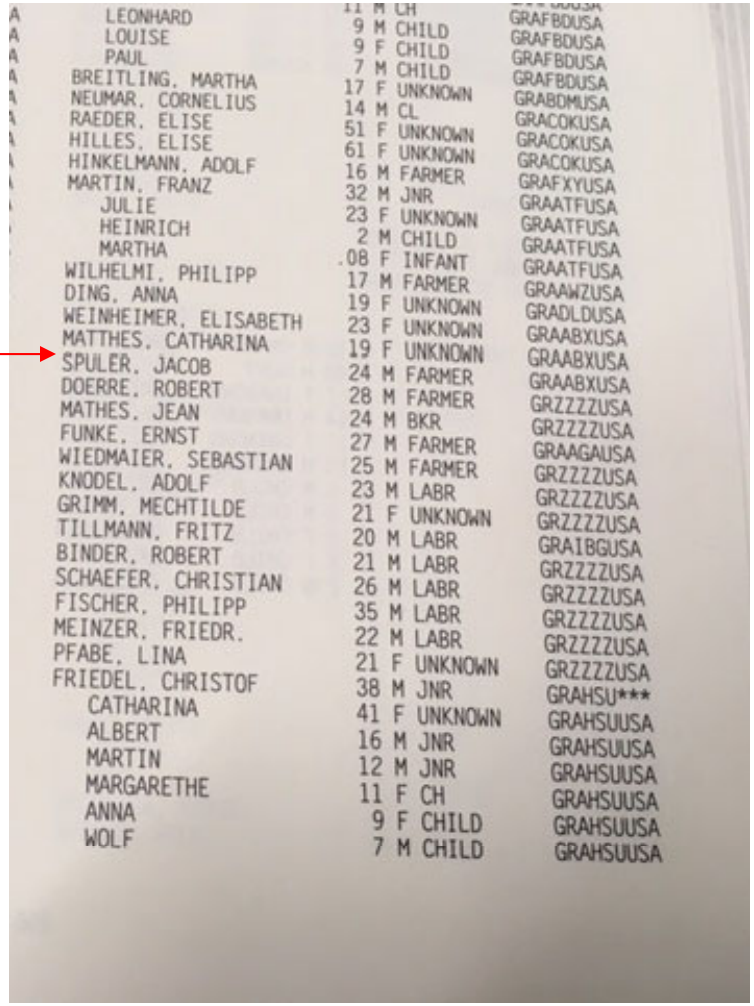

	LEONHARD	9	M	CHILD	GRAFBDUSA
	LOUISE	9	F	CHILD	GRAFBDUSA
	PAUL	7	M	CHILD	GRAFBDUSA
	BREITLING, MARTHA	17	F	UNKNOWN	GRAFBDUSA
	NEUMAR, CORNELIUS	14	M	CL	GRABDMUSA
	RAEDER, ELISE	51	F	UNKNOWN	GRACOKUSA
	HILLES, ELISE	61	F	UNKNOWN	GRACOKUSA
	HINKELMANN, ADOLF	16	M	FARMER	GRACOKUSA
	MARTIN, FRANZ	32	M	JNR	GRAFXYUSA
	JULIE	23	F	UNKNOWN	GRAATFUSA
	HEINRICH	2	M	CHILD	GRAATFUSA
	MARTHA	.08	F	INFANT	GRAATFUSA
	WILHELMI, PHILIPP	17	M	FARMER	GRAATFUSA
	DING, ANNA	19	F	UNKNOWN	GRAAWZUSA
	WEINHEIMER, ELISABETH	23	F	UNKNOWN	GRADLDUSA
	MATTHES, CATHARINA	19	F	UNKNOWN	GRAABXUSA
	SPULER, JACOB	24	M	FARMER	GRAABXUSA
	DOERRE, ROBERT	28	M	FARMER	GRAABXUSA
	MATHES, JEAN	24	M	BKR	GRZZZZUSA
	FUNKE, ERNST	27	M	FARMER	GRZZZZUSA
	WIEDMAIER, SEBASTIAN	25	M	FARMER	GRAAGAUSA
	KNODEL, ADOLF	23	M	LABR	GRZZZZUSA
	GRIMM, MECHTILDE	21	F	UNKNOWN	GRZZZZUSA
	TILLMANN, FRITZ	20	M	LABR	GRZZZZUSA
	BINDER, ROBERT	21	M	LABR	GRAIBGUSA
	SCHAEFER, CHRISTIAN	26	M	LABR	GRZZZZUSA
	FISCHER, PHILIPP	35	M	LABR	GRZZZZUSA
	MEINZER, FRIEDR.	22	M	LABR	GRZZZZUSA
	PFABE, LINA	21	F	UNKNOWN	GRZZZZUSA
	FRIEDEL, CHRISTOF	38	M	JNR	GRZZZZUSA
	CATHARINA	41	F	UNKNOWN	GRAHSU***
	ALBERT	16	M	JNR	GRAHSUUSA
	MARTIN	12	M	JNR	GRAHSUUSA
	MARGARETHE	11	F	CH	GRAHSUUSA
	ANNA	9	F	CHILD	GRAHSUUSA
	WOLF	7	M	CHILD	GRAHSUUSA

Germans to America example

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Searching Passenger Lists

- General rule: to find your ancestor on a passenger list, you need to know their full name, when they immigrated, and how old they were at the time
- Bonus info: where they entered, and where they came from

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U.S. Laws Regarding Passenger Lists

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Port of Philadelphia

- Required to provide Captains' Lists of immigrant passengers beginning in 1727
- Arrivals from Continental Europe, largely German, Dutch, Swiss and French
- Pre-Revolution lists do *not* include those from the British Isles
- Often names of women and children were omitted

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Customs Bureau

- 1789: Customs Bureau tasked with overseeing U.S. ports
- Eventually leads to the “Customs Passenger Lists”

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Steerage Act of 1819

- Required ship captains to report names, ages, sex, and occupations of passengers to U.S. Customs
- Limited the number of passengers per ship tonnage
- Established minimum requirements for provisions
- Effective 1 January 1820
- Created “Customs Passenger Lists”

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Carriage of Passengers Act of 1855

- Repealed the Act of 1819
- Regulated conditions aboard the ship (space, ventilation, cleanliness, provisions) and imposed fines for noncompliance
- Continued the passenger list obligation from 1819, but also required that the part of the vessel in which the passenger traveled be reported

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Passenger Act of 1882

- Repealed the Act of 1855
- Required that captains report to Customs "the name, age, sex, calling, and native country of each emigrant passenger, or passengers other than cabin passengers, and their intended destination or location, and the number of pieces of baggage belonging to each passenger, and also the location of the compartment or space occupied by each of such passengers during the voyage."

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Immigration Act of 1891

- Created the Office of the Superintendent of Immigration and transferred control to the federal government
- Formalized inspection of passengers
- Barred polygamists, persons convicted of "crimes of moral turpitude," and those with contagious diseases
- Required information be collected about overland immigrants from Canada and Mexico (border-crossing records)

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Immigration Act of 1893

- Revised inspection of passengers
- Expanded the passenger information collected by shipmasters

Table 2. Information in the Immigration Passenger Lists Required by the Act of 1893

1. Full name, age, gender, whether married or single
2. Calling or occupation
3. Whether able to read or write
4. Nationality
5. Last residence
6. U.S. port of landing
7. Final destination, if any, beyond port of landing
8. Whether having a ticket to such final destination
9. Whether the immigrant paid for his own passage
10. Whether in possession of more than 30 dollars and the amount if 30 dollars or less
11. Whether going to join a relative. If so, what relative and his name and address
12. Whether ever in the United States before, and if so, when and where
13. Whether ever in a prison or almshouse or supported by a charity
14. Whether a polygamist
15. Whether under an express or implied contract to perform labor in the United States
16. Condition of mental and physical health and whether deformed or crippled, and if so, how

Source: Anne Sibert Buiter, *Tracing Immigrants through the Port of New York: Early National Period to 1924,* (New York City: NYG&B, 2020).

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Immigration Act of 1903

- Also known as the Anarchist Exclusion Act
- Excluded four "inadmissible classes" from entering the country: anarchists, epileptics, beggars, and importers of prostitutes
- Expanded the information collected under the Act of 1893

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Immigration Act of 1924

- Also known as the Johnson-Reed Act or National Origins Act
- Required all noncitizens arriving in the U.S. to present a visa when applying for admission
- Imposed quotas per year
- Visa records: another source in addition to the passenger list

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Other Immigration Acts

- 1875: Banned immigration of felons
- 1882: Chinese Exclusion Act
- 1885: Banned contract laborers
- 1917: Banned people from many parts of Asia and immigrants over 16 who are illiterate
- 1921: Imposed temporary quotas

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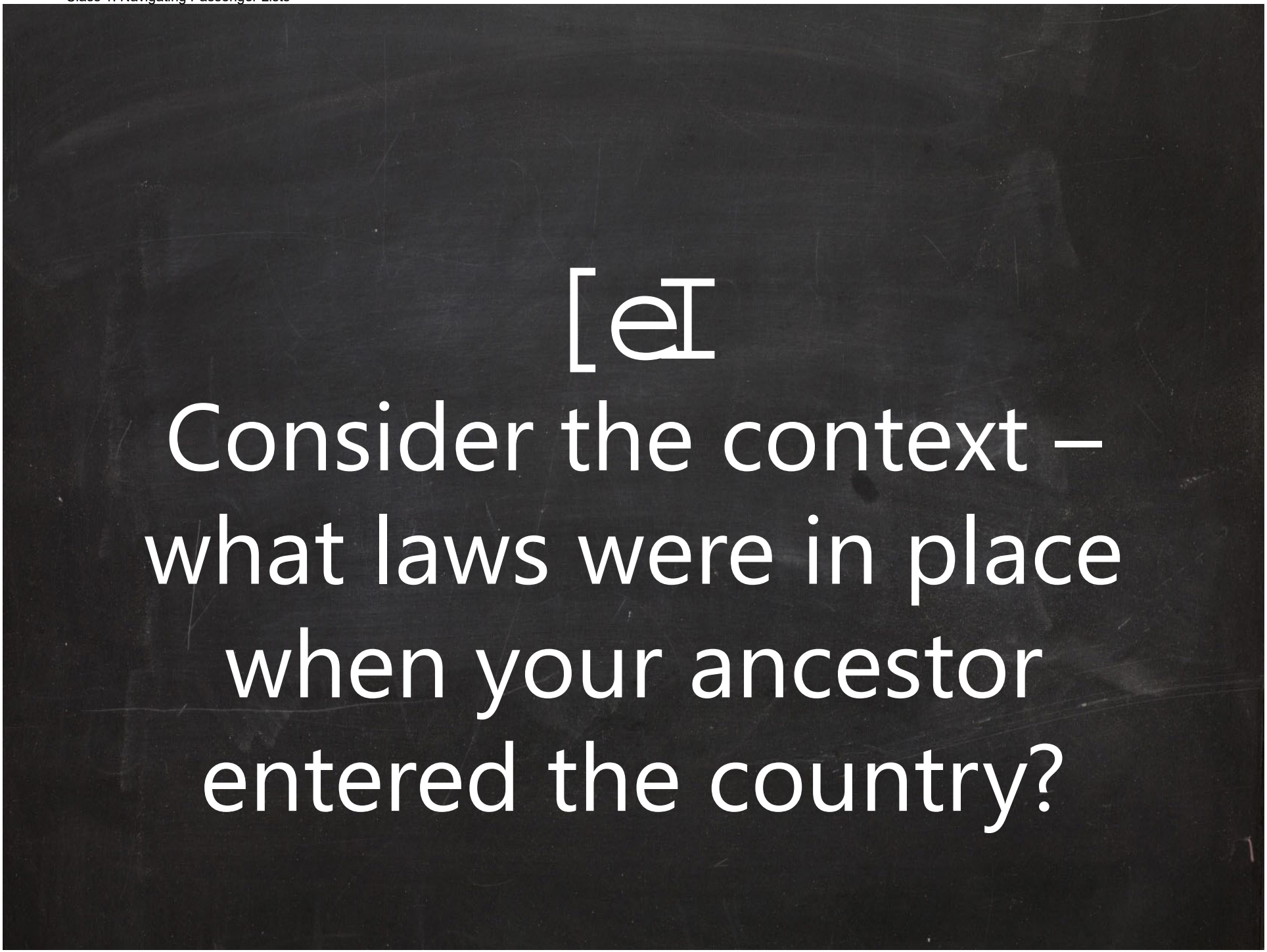

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The Ship Experience

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Ship Technology

- Early immigrants arrived on cargo ships
  - First passenger ships used in the 1830s
- Wind-powered ships dominated to the mid-1860s
- Sail to steam: slow transition
  - First transatlantic steamship arrived in NYC in 1838
  - Hybrid ships first, with both sails and steampower
- Transition from wood-clad ships to iron-clad
- By the end of the 1800s, travel time reduced from 2-3 months to one week

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Steerage Class

- Cabin passengers (first and second class) and steerage (third class)
- Steerage also sometimes called *'tween* because it was the in-between deck
- Typical 19th century steerage experience: "[the steerage deck] was just four or five feet high, perhaps six if the immigrants were fortunate. The only fresh air came from hatches…"

EMIGRATION VESSEL.—BETWEEN DECKS.

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Maritime Terminology

- Sailing ship: ship powered by sails/wind only
- Steamship: ship powered by steam
- Packet: a ship that carried cargo and passengers and had a regular schedule, used 16th-19th century
- Ocean liner: ocean-going vessel designed primarily to transport passengers, but also sometimes mail and cargo, used 19th-20th century
- Shipping line: company that transports passenger or cargo (Cunard, White Star, etc.)

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Maritime Terminology

- There are many different classes/types of ships based on size, configuration of masts, etc.
  - You may come across these terms reading shipping registers or shipping news
- Glossary:
  - https://en.wikipedia.org/wiki/Glossary_of_nautical_terms_(A-L)

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Outgoing Passenger Lists

- Lists of passengers leaving on a particular ship
- Different than the lists turned over to U.S. Customs/U.S. Immigration Office
- U.S. did not require departing passenger lists
- Departure lists available for the U.K. (1890-1960), Hamburg (1850-1934), and Bremen (1904-1914, 1920-1939)
- Emigrant indexes available for many parts of Germany (but not passenger lists)

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Outgoing vs. Arrival List

Johann Mertens
in the Hamburg Passenger Lists, 1850-1934

Detail | Source

Name:	Johann Mertens
Gender:	männlich (Male)
Departure Age:	27
Birth Date:	abt 1845
Residence Place:	Seehausen, Brandenburg
Departure Date:	13. Nov 1872 (13 Nov 1872)
Departure Place:	Hamburg, Deutschland (Germany)
Destination:	USA
Arrival Place:	New York
Occupation:	Landmann
Ship Name:	Silesia
Captain:	Hebich
Shipping Clerk:	Aug. Bolten Wm. Miller's Nachfolger
Shipping Line:	Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft
Ship Type:	Dampfschiff
Ship Flag:	Deutschland
Accommodation:	Zwischendeck
Volume:	373-7 I, VIII A 1 Band 027 D

Joh Mertens
U.S., Arriving Passenger and Crew Lists (including Castle

Name:	Joh Mertens
Gender:	Male
Ethnicity/ Nationality:	German
Age:	27
Birth Date:	abt 1845
Place of Origin:	Germany
Departure Port:	Hamburg, Germany and Le Havre, France
Destination:	USA
Arrival Date:	3 Dec 1872
Arrival Port:	New York, New York, USA
Ship Name:	Silesia
Search Ship Database:	Search for the Silesia in the 'Passenger Ships and Images' database

tion

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Researching the Ship

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Beyond the Passenger List

- Research the vessel itself to provide context
- Note details about the ship and its captain given on the passenger list
- Use other primary sources to identify details about the ship's construction, owners, size, and typical travel routes
  - Shipping news
  - Shipping registers

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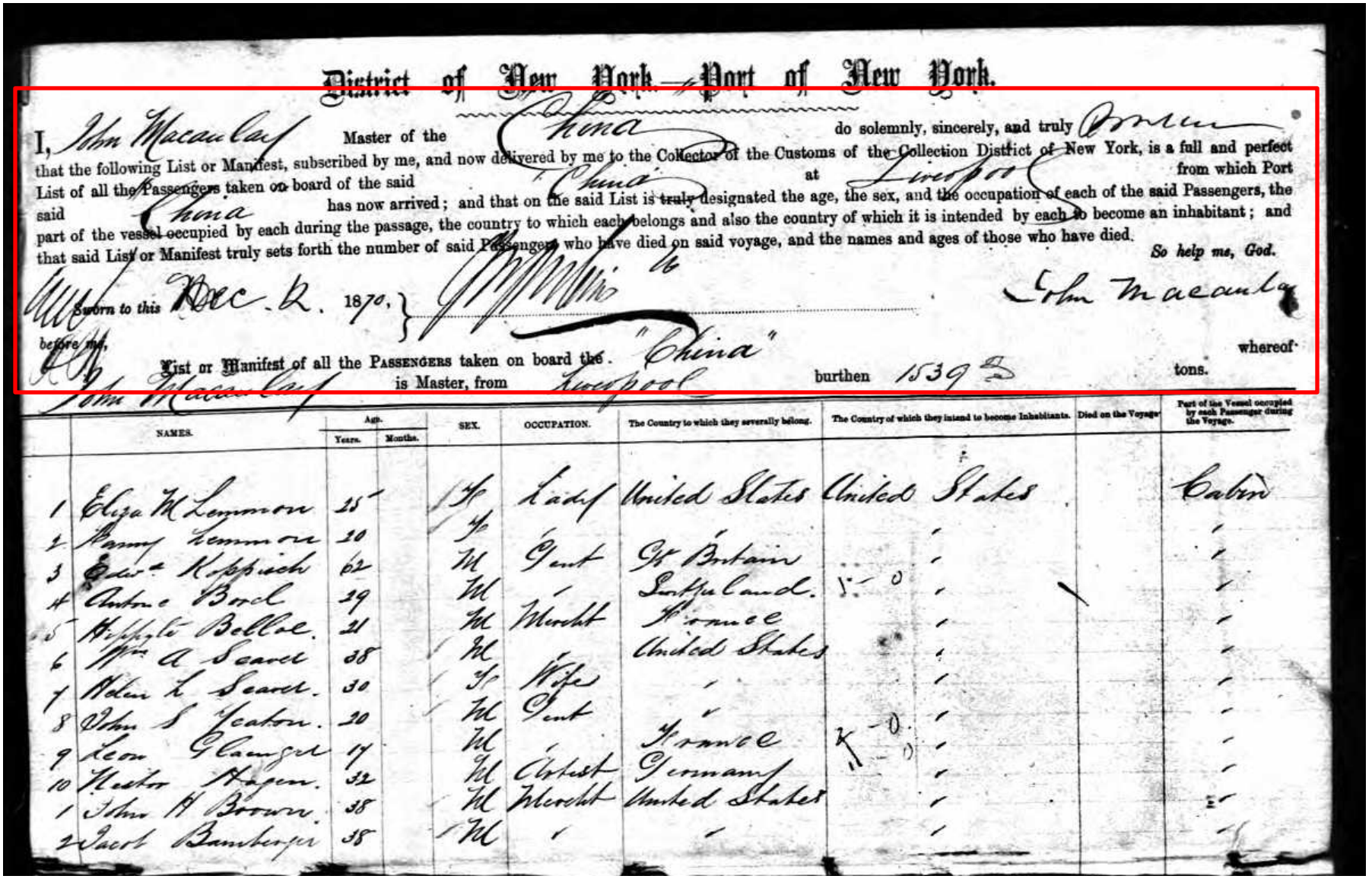


District of New York—Port of New York.

I, John Macaulay Master of the China do solemnly, sincerely, and truly [illegible] that the following List or Manifest, subscribed by me, and now delivered by me to the Collector of the Customs of the Collection District of New York, is a full and perfect List of all the Passengers taken on board of the said "China" at Liverpool from which Port said China has now arrived; and that on the said List is truly designated the age, the sex, and the occupation of each of the said Passengers, the part of the vessel occupied by each during the passage, the country to which each belongs and also the country of which it is intended by each to become an inhabitant; and that said List or Manifest truly sets forth the number of said Passengers who have died on said voyage, and the names and ages of those who have died.

So help me, God.

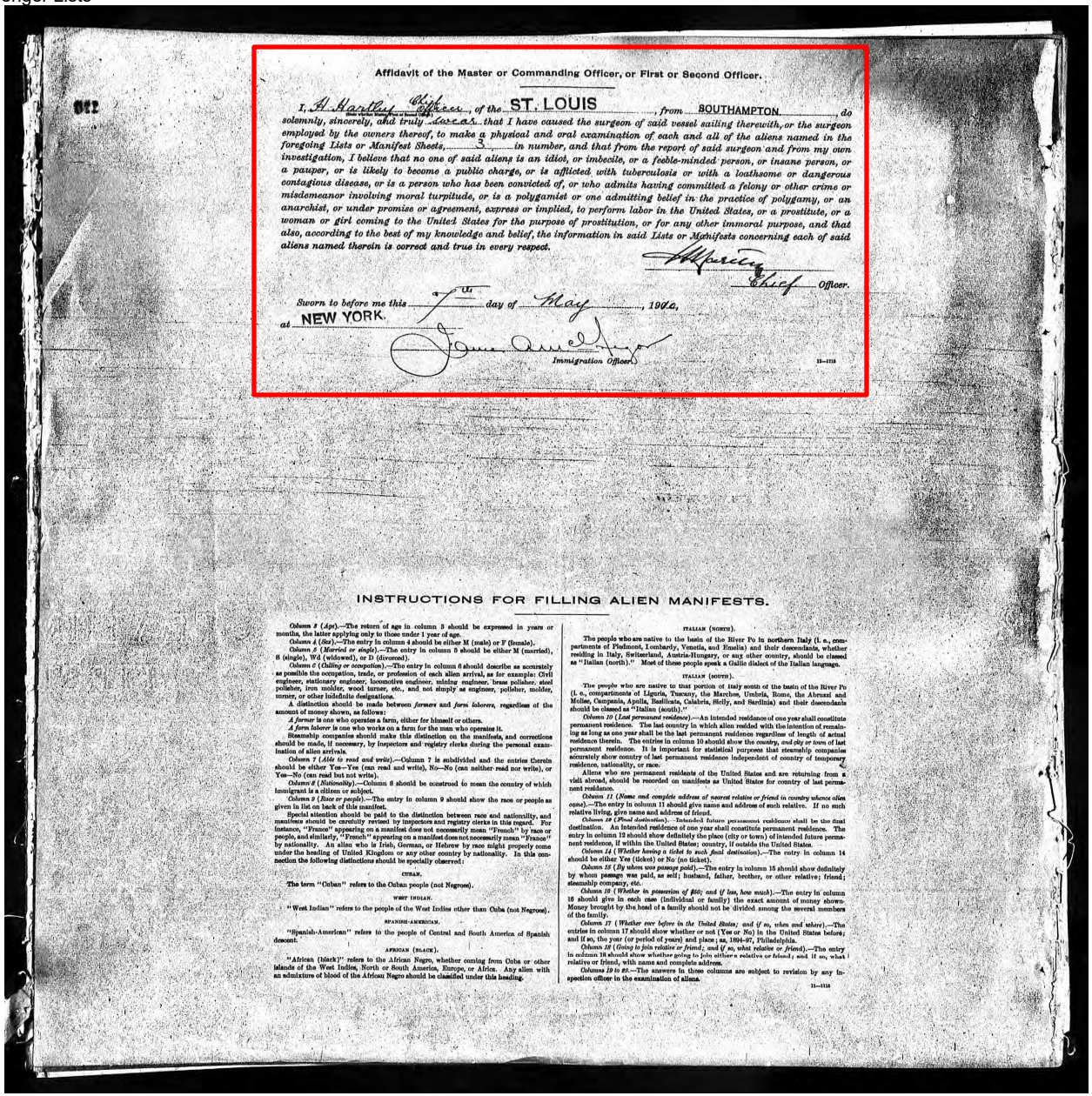
Sworn to this Dec. 12. 1870, [illegible] John Macaulay

before me, [illegible]

List or Manifest of all the Passengers taken on board the "China" whereof John Macaulay is Master, from Liverpool burthen 1539 tons.

	NAMES.	Age. Years.	Age. Months.	SEX.	OCCUPATION.	The Country to which they severally belong.	The Country of which they intend to become Inhabitants.	Died on the Voyage.	Part of the Vessel occupied by each Passenger during the Voyage.
1	Eliza M Lemmon	25		F	Lady	United States	United States		Cabin
2	Fanny Lemmon	20		F	"	"	"		"
3	Edwd Koppisch	62		M	Gent	Gt Britain	"		"
4	Antone Bord	29		M	"	Switzerland	"		"
5	Hippolyte Belloe	21		M	Merchant	France	"		"
6	Wm A Seavel	38		M	"	United States	"		"
7	Helen L Seavel	30		F	Wife	"	"		"
8	John S Yeaton	20		M	Gent	"	"		"
9	Leon Glaenger	17		M	"	France	"		"
10	Nestor Hagen	32		M	Artist	Germany	"		"
1	John H Brown	38		M	Merchant	United States	"		"
2	Jacob Bamberger	38		M	"	"	"		"

Shipmaster affidavit, *China*, 1870



Affidavit of the Master or Commanding Officer, or First or Second Officer.

I, H. Hartley, Officer, of the ST. LOUIS, from SOUTHAMPTON, do solemnly, sincerely, and truly swear, that I have caused the surgeon of said vessel sailing therewith, or the surgeon employed by the owners thereof, to make a physical and oral examination of each and all of the aliens named in the foregoing Lists or Manifest Sheets, 3 in number, and that from the report of said surgeon and from my own investigation, I believe that no one of said aliens is an idiot, or imbecile, or a feeble-minded person, or insane person, or a pauper, or is likely to become a public charge, or is afflicted with tuberculosis or with a loathsome or dangerous contagious disease, or is a person who has been convicted of, or who admits having committed a felony or other crime or misdemeanor involving moral turpitude, or is a polygamist or one admitting belief in the practice of polygamy, or an anarchist, or under promise or agreement, express or implied, to perform labor in the United States, or a prostitute, or a woman or girl coming to the United States for the purpose of prostitution, or for any other immoral purpose, and that also, according to the best of my knowledge and belief, the information in said Lists or Manifests concerning each of said aliens named therein is correct and true in every respect.

H. Hartley, Chief Officer.

Sworn to before me this 7th day of May, 1910, at NEW YORK.

Immigration Officer.

INSTRUCTIONS FOR FILLING ALIEN MANIFESTS.

Column 3 (Age).—The return of age in column 3 should be expressed in years or months, the latter applying only to those under 1 year of age.

Column 4 (Sex).—The entry in column 4 should be either M (male) or F (female).

Column 5 (Married or single).—The entry in column 5 should be either M (married), S (single), Wd (widowed), or D (divorced).

Column 6 (Calling or occupation).—The entry in column 6 should describe as accurately as possible the occupation, trade, or profession of each alien arrival, as for example: Civil engineer, stationary engineer, locomotive engineer, mining engineer, brass polisher, steel polisher, iron molder, wood turner, etc., and not simply as engineer, polisher, molder, turner, or other indefinite designations.

A distinction should be made between *farmers* and *farm laborers*, regardless of the amount of money shown, as follows:

A farmer is one who operates a farm, either for himself or others.

A farm laborer is one who works on a farm for the man who operates it.

Steamship companies should make this distinction on the manifests, and corrections should be made, if necessary, by inspectors and registry clerks during the personal examination of alien arrivals.

Column 7 (Able to read and write).—Column 7 is subdivided and the entries therein should be either Yes—Yes (can read and write), No—No (can neither read nor write), or Yes—No (can read but not write).

Column 8 (Nationality).—Column 8 should be construed to mean the country of which immigrant is a citizen or subject.

Column 9 (Race or people).—The entry in column 9 should show the race or people as given in list on back of this manifest.

Special attention should be paid to the distinction between race and nationality, and manifests should be carefully revised by inspectors and registry clerks in this regard. For instance, "France" appearing on a manifest does not necessarily mean "French" by race or people, and similarly, "French" appearing on a manifest does not necessarily mean "France" by nationality. An alien who is Irish, German, or Hebrew by race might properly come under the heading of United Kingdom or any other country by nationality. In this connection the following distinctions should be specially observed:

CUBAN.

The term "Cuban" refers to the Cuban people (not Negroes).

WEST INDIAN.

"West Indian" refers to the people of the West Indies other than Cuba (not Negroes).

SPANISH-AMERICAN.

"Spanish-American" refers to the people of Central and South America of Spanish descent.

AFRICAN (BLACK).

"African (black)" refers to the African Negro, whether coming from Cuba or other islands of the West Indies, North or South America, Europe, or Africa. Any alien with an admixture of blood of the African Negro should be classified under this heading.

ITALIAN (NORTH).

The people who are native to the basin of the River Po in northern Italy (i. e., compartments of Piedmont, Lombardy, Venetia, and Emelia) and their descendants, whether residing in Italy, Switzerland, Austria-Hungary, or any other country, should be classed as "Italian (north)." Most of these people speak a Gallic dialect of the Italian language.

ITALIAN (SOUTH).

The people who are native to that portion of Italy south of the basin of the River Po (i. e., compartments of Liguria, Tuscany, the Marches, Umbria, Rome, the Abruzzi and Molise, Campania, Apulia, Basilicata, Calabria, Sicily, and Sardinia) and their descendants should be classed as "Italian (south)."

Column 10 (Last permanent residence).—An intended residence of one year shall constitute permanent residence. The last country in which alien resided with the intention of remaining as long as one year shall be the last permanent residence regardless of length of actual residence therein. The entries in column 10 should show the country, *and city or town* of last permanent residence. It is important for statistical purposes that steamship companies accurately show country of last permanent residence independent of country of temporary residence, nationality, or race.

Aliens who are permanent residents of the United States and are returning from a visit abroad, should be recorded on manifests as United States for country of last permanent residence.

Column 11 (Name and complete address of nearest relative or friend in country whence alien came).—The entry in column 11 should give name and address of such relative. If no such relative living, give name and address of friend.

Column 12 (Final destination).—Intended future permanent residence shall be the final destination. An intended residence of one year shall constitute permanent residence. The entry in column 12 should show definitely the place (city or town) of intended future permanent residence, if within the United States; country, if outside the United States.

Column 14 (Whether having a ticket to such final destination).—The entry in column 14 should be either Yes (ticket) or No (no ticket).

Column 15 (By whom was passage paid).—The entry in column 15 should show definitely by whom passage was paid, as self; husband, father, brother, or other relative; friend; steamship company, etc.

Column 16 (Whether in possession of $50; and if less, how much).—The entry in column 16 should give in each case (individual or family) the exact amount of money shown. Money brought by the head of a family should not be divided among the several members of the family.

Column 17 (Whether ever before in the United States; and if so, when and where).—The entries in column 17 should show whether or not (Yes or No) in the United States before; and if so, the year (or period of years) and place; as, 1894–97, Philadelphia.

Column 18 (Going to join relative or friend; and if so, what relative or friend).—The entry in column 18 should show whether going to join either a relative or friend; and if so, what relative or friend, with name and complete address.

Columns 19 to 22.—The answers in these columns are subject to revision by any inspection officer in the examination of aliens.

11—1118

Shipmaster affidavit, *St. Louis*, 1910

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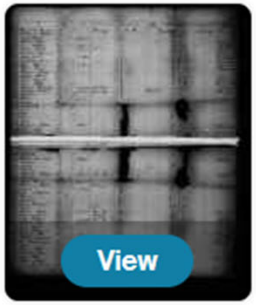
Jacob Spuler

in the New York, U.S., Arriving Passenger and Crew Lists (including Castle Garden and Ellis Island), 1820-1957



View image(s) of the ship

Add or update information

Report a problem

Name:	Jacob Spuler
Gender:	Male
Ethnicity/ Nationality:	German
Age:	29
Birth Date:	abt 1855
Place of Origin:	Germany
Departure Port:	Bremen, Germany
Destination:	USA
Arrival Date:	4 Oct 1884
Arrival Port:	New York, New York, USA
Ship Name:	Fulda
Search Ship Database:	Search for the Fulda in the 'Passenger Ships and Images' database

Save Cancel

NATIONAL ARCHIVES

Provided in association with National Archives and Records Administration

Suggested Records

- 1910 United States Federal Census
  Jake Spe?Er
- Saarland, Germany, Marriages, 1876-1923
  Jacob Spieler
- Saarland, Germany, Births, 1876-1903
  Jacob Spieler
- Iowa, U.S., State Census Collection, 1836-1925

Passenger arrival on Ancestry.com

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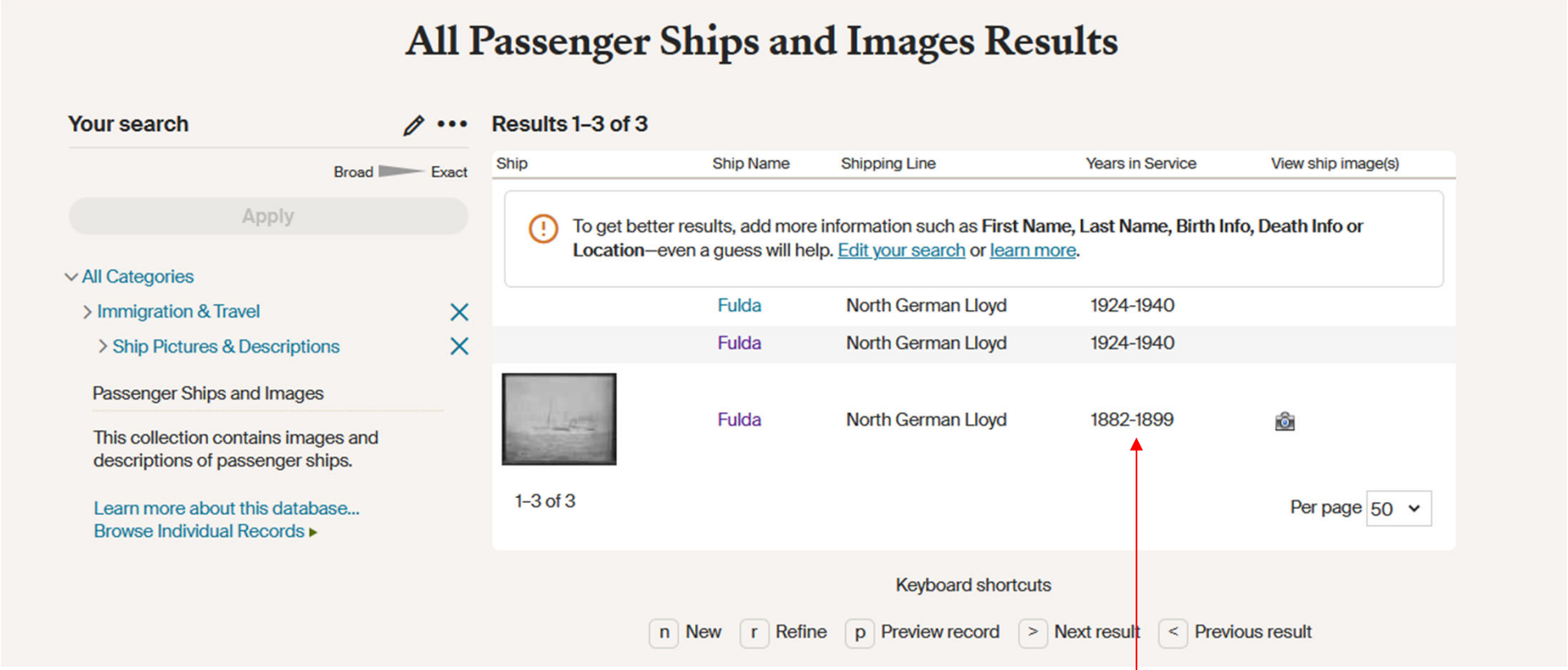

Passenger Ships and Images database on Ancestry.com

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Passenger Ships and Images

Report a problem

Detail Source

Ship Name:	Fulda
Years in service:	1882-1899
Funnels:	2
Masts:	4
Shipping Line:	North German Lloyd
Ship description:	Built by John Elder & Co., Glasgow, Scotland. Tonnage: 4,816. Dimensions: 438' x 46' (455' o.l.). Single-screw, 17 knots. Compound engines. 6,300 I.H.P. Four masts and two funnels. Iron hull.
History:	Passengers: 125 first, 130 second, 1,000 third. Maiden voyage: Bremen-Southampton-New York, March 12, 1883. Transferred to Mediterranean-New York service in 1891. Note: After sustaining serious damage in drydock at Birkenhead in 1899, was broken up for scrap. Sister ship: Werra.

Save

Make a Connection

Find others who are researching in Public Member Trees.

Passenger ship: *Fulda* (1884)

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http://www.norwayheritage.com/

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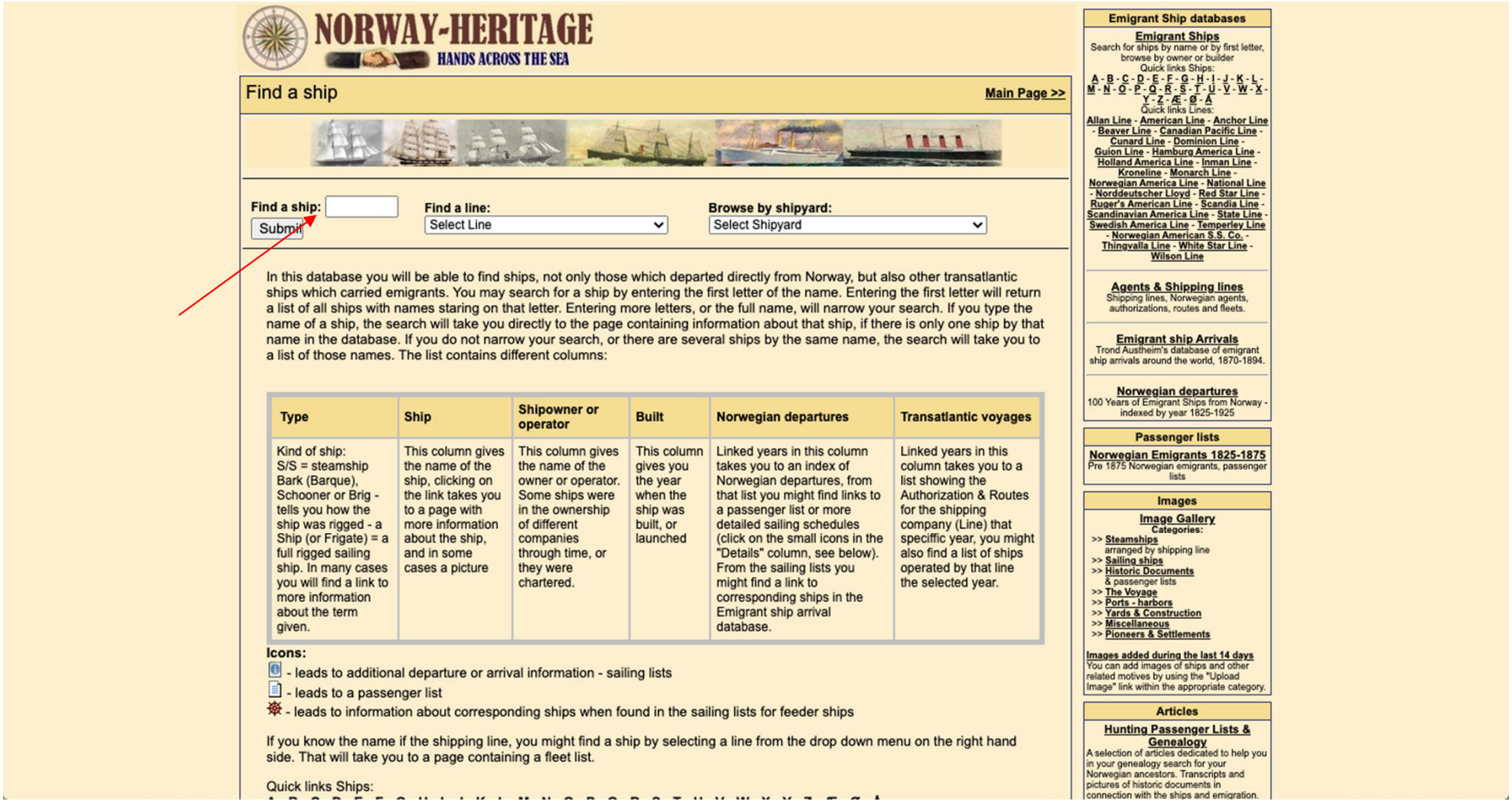

NorwayHeritage: Find A Ship

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NorwayHeritage: Find A Ship

- Stats: tonnage, builder and date, shipowner or operator, dimensions
- Incomplete list of voyages
- Images of the ship or similar ships
  - Images are watermarked, can be purchased

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Shipping News

- Search by ship name in online newspaper articles for additional information on the voyage
  - Tip: can be difficult if the ship name is a common word, so restrict to a time (i.e. arrival month) and location (i.e. NYC or port city)
- Details about when a ship left port or where it was last seen
- Port arrivals might name the cabin passengers, give the total number of passengers on board, list the number of births and deaths at sea, or give the total length of the journey

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Historical Newspaper Databases

- Newspapers.com ($)
- GenealogyBank.com ($)
- NewspaperArchive.com ($)
- ChroniclingAmerica.LOC.gov
- FultonHistory.com
- 19th Century U.S. Newspapers (NEHGS external)
- Early American Newspapers, Series I, 1690-1876 (NEHGS external)

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Ship type, cabin passenger names, # of steerage passengers

PASSENGERS ARRIVED

In packet-ship Queen of the West, from Liverpool—Mrs Targent, 2 children and servant, Mrs Jacobi, Bermann Berend, Miss Burkitt, Geo Elliott, F B Stevens, J V Escott, lady and child, Mrs Haldeman, and 306 in steerage.

In packet-ship St James, from London and Portsmouth—Mrs Ellworth, child and servant, of U S Embassy at Stockholm; Dr Smith, lady and son, Miss E Berg, Miss E Lacf born, U S Embassy at Stockholm; Mr Hammond, lady and child, Mr W Lush and J Lanzade, New-York; G F Orde, lady 4 children and servant, R Granville, Royal Artillery, Canada; Miss Emma Geare, Robt Meddoms, Mrs Meddoms, Mrs Jacques, Miss Jacques, R Lane, London—130 in steerage.

In brig Excel, from Savannah—Mr L Baldwin, lady and 2 children, J Caruthers, C Gilmartin, F Harrison D Arden, E Micheal, James Gordon, F Wass, Mrs Caruthers and child, Mrs Harrison and 2 children, Mrs Gilmartin, Mrs Wise and child.

FOREIGN IMPORTATIONS.

LIVERPOOL—*Ship Queen of the West*—250 sacks salt Whodbull & Minturn—100 tons coal 2 cases 2 cks hardware Boyd & Wickens—39 cs chains 2 cks hardware Merritt & Co—2 cs do Sam F Ibbotson—20 cs do Riggs, Jenkins & Co—18 do Watt & Sherman—10 do George Pearce & Co—5 do W R Bird—2 casks hardware 3 do grindstones Bradshaw & Perlee—1 cs mdse Allen, Hager & Co—8 cks hardware Wolf & Bishop—7 cs mdse John Nicholson—1 do L & B Curtis & Co—1 bale woolens Jackson & Underhill—1 case hardware, Draper & Richards—1 cask do, Blunt & Syms—2 cases do Harmer, Hays, & Co—2 do mdse W H Horseman & Sons—2 casks hardware Roosevelt Steel—2 bale mdse Smith Knapp—4 casks hardware Folger, Alford & Co—1 do do Irvin Van Wort—1 cak 1 bale mdse C W & & J P Moore & Co—11 cases do Russell & Marsh—2 do Halstead, Haynes & Co—3 do Capp & Rent—1 do Chas H

Also carrying cargo

"Passengers Arrived" and "Foreign Importations," *New York Tribune,* 16 Aug 1847, 2.

Via FultonHistory.com

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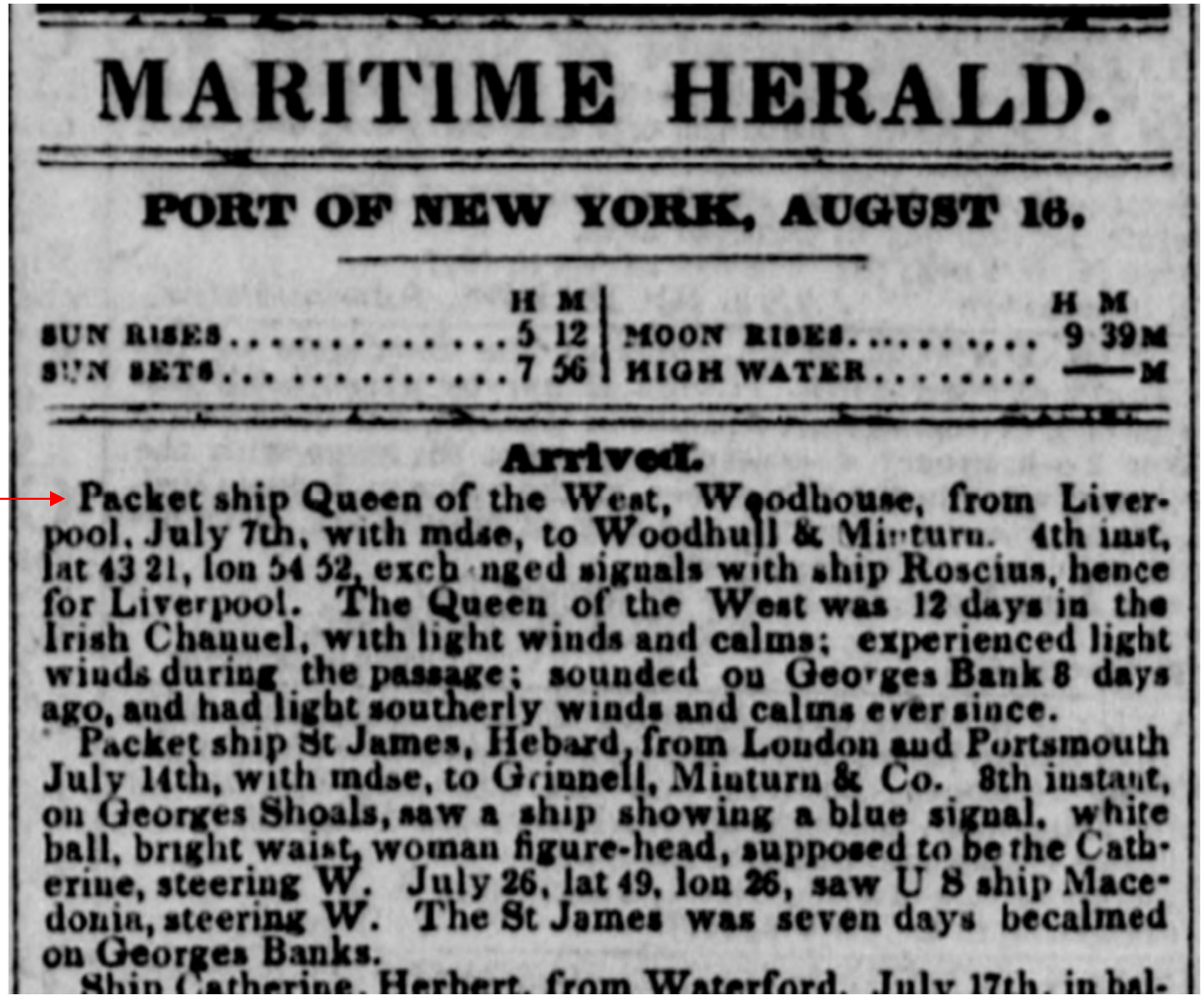

MARITIME HERALD.

PORT OF NEW YORK, AUGUST 16.

	H M		H M
SUN RISES	5 12	MOON RISES	9 39 M
SUN SETS	7 56	HIGH WATER	—— M

Arrived.

Packet ship Queen of the West, Woodhouse, from Liverpool, July 7th, with mdse, to Woodhull & Minturn. 4th inst, lat 43 21, lon 54 52, exchanged signals with ship Roscius, hence for Liverpool. The Queen of the West was 12 days in the Irish Channel, with light winds and calms; experienced light winds during the passage; sounded on Georges Bank 8 days ago, and had light southerly winds and calms ever since.

Packet ship St James, Hebard, from London and Portsmouth July 14th, with mdse, to Grinnell, Minturn & Co. 8th instant, on Georges Shoals, saw a ship showing a blue signal, white ball, bright waist, woman figure-head, supposed to be the Catherine, steering W. July 26, lat 49, lon 26, saw U S ship Macedonia, steering W. The St James was seven days becalmed on Georges Banks.

Ship Catherine, Herbert, from Waterford, July 17th, in bal-

Ship type, captain's name, departure date, company, sightings, weather aboard

"Arrived," *New York Tribune,* 16 Aug 1847, 4.

Via ChroniclingAmerica

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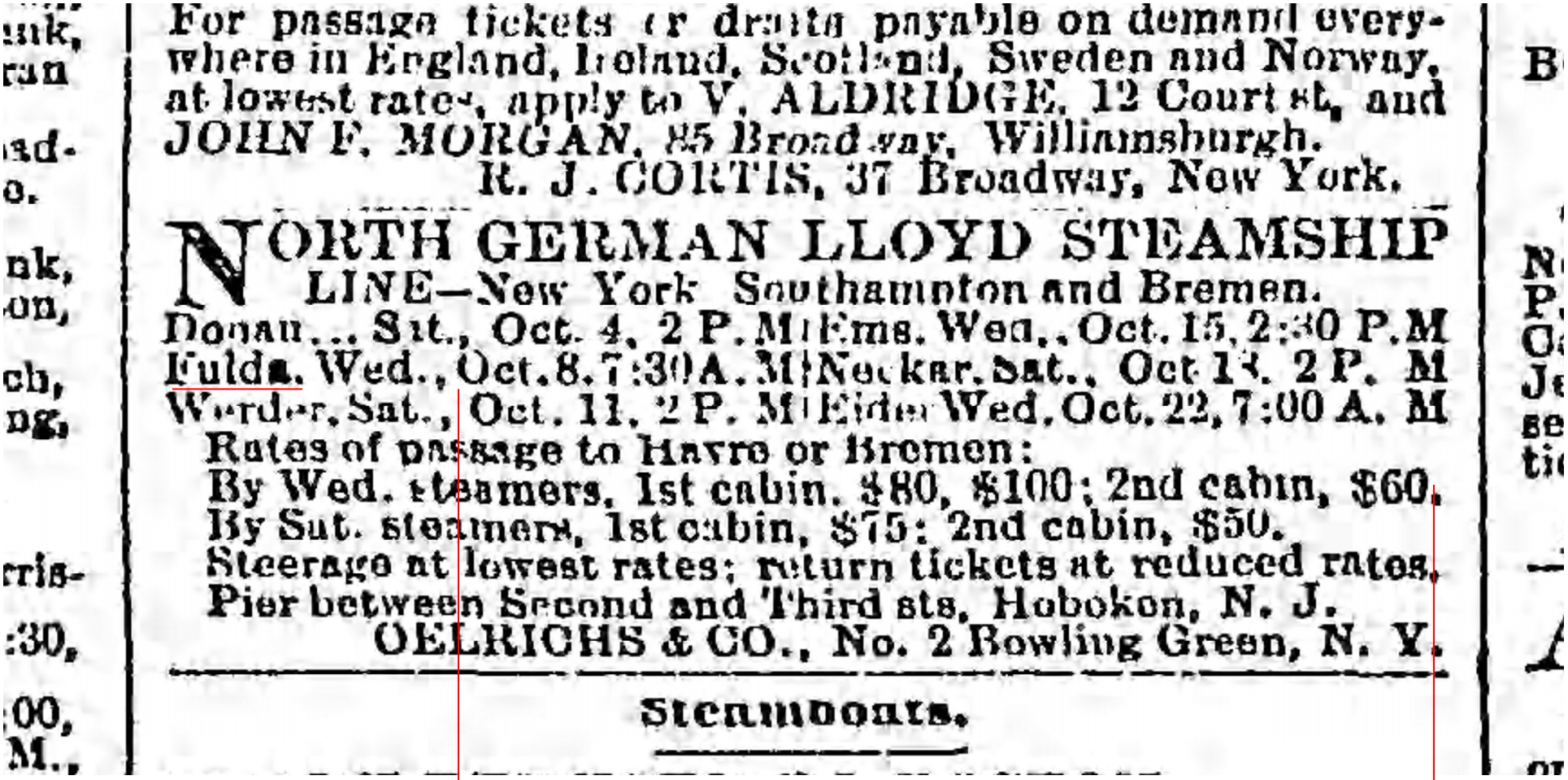

For passage tickets or drafts payable on demand everywhere in England, Ireland, Scotland, Sweden and Norway, at lowest rates, apply to V. ALDRIDGE, 12 Court st, and JOHN F. MORGAN, 85 Broadway, Williamsburgh.
R. J. CORTIS, 37 Broadway, New York.

NORTH GERMAN LLOYD STEAMSHIP LINE—New York Southampton and Bremen.
Donau... Sat., Oct. 4, 2 P. M | Ems. Wed., Oct. 15, 2:30 P. M
Fulda, Wed., Oct. 8, 7:30 A. M | Neckar, Sat., Oct 18, 2 P. M
Werder, Sat., Oct. 11, 2 P. M | Eider Wed. Oct. 22, 7:00 A. M
Rates of passage to Havre or Bremen:
By Wed. steamers, 1st cabin, $80, $100; 2nd cabin, $60.
By Sat. steamers, 1st cabin, $75; 2nd cabin, $50.
Steerage at lowest rates; return tickets at reduced rates.
Pier between Second and Third sts, Hoboken, N. J.
OELRICHS & CO., No. 2 Bowling Green, N. Y.

Steamboats.

Departure date

Ticket cost

Brooklyn Daily Eagle, 2 Oct 1884, 1.

Via Newspapers.com

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Maritime Disasters

- Passenger lists, though created at the port of departure, were turned in at the port of arrival so NARA will not have a record of a ship that was destined for a U.S. port but never arrived
- May find newspaper accounts with names of passengers (or descriptions of unclaimed persons)
- May find an outgoing passenger list, depending on origins

PASSENGERS AND CREW OF THE WILLIAM NELSON SAVED.

Our correspondent incloses the following list of the passengers and crew of the *William Nelson*, who were saved by the *Lafayette*:

PASSENGERS.

First Cabin—Mrs. G. H. Smith, of New-York; Miss Georgia Smith, (daughter;) Miss Emilie Alden, New York.

Second Cabin—William Rothstein and wife; Mary Klinck and four children, New-York; William Eccard, brewer, Baden; Hugo Frinks, brewer, Prussia; Leons Egli, farmer, Switzerland; George Kretz, fireman, Baden; Johann Moosbrugger, farmer, Baden; Matthus Moosbrugger, farmer, Baden; Theodor Moll, trader, Switzerland; Sebastian Gottstein, farmer, Baden; Christian Muller, farmer, Wurtemberg; Stephen Sanguinetti, farmer, Italy; Theodorine Gintzberger, France; Mina Gambs, Holland.

CREW.

Capt. L. Smith, New-York.
James H. Copeland, first officer.
S. J. Peterson, second officer, New-York.
John W. Hadley, carpenter.
Charles Rondaft, steward.
Thomas Warren, storekeeper.
John H. Brown, (colored,) cook.

Seamen—John Mageme, Thos. Larcom, Albert Cushman, H. W. White, Henry Johnson, David Richard, Andrew Nelson, Jas. Miller, Peter Muller, Fred. Grenberg, Archibald Silart, Jas. McDonald, Stephen P. Hadley, August Flamaud, passenger cook; Mary Warren, stewardess.

Source: "The Late Disaster at Sea," *The New York Times,* 23 July 1865, 1.

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Registers of Ships

- Lloyd's Register, Germanisches Lloyds Register, American Lloyd's, etc
- Created to classify ships and determine their condition for insurance purchases
  - Tonnage, materials, type of ship
- Earliest registers (Lloyd's) date to 1764

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Lloyd's Register

- First published in 1764 in England
- Published yearly since 1778 with a few exceptions
- Beginning in 1776, all ships received a grade, with A1 being the highest
  - Purpose: provide information about risks to insurance underwriters
- After 1870s, supposed to include all sea-going merchant ships of 100 tons or greater, whether or not they were surveyed by Lloyd's

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https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online

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- 1764
- 1768-71
- 1776
- 1778
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- 1820

Lloyd's Register Archive

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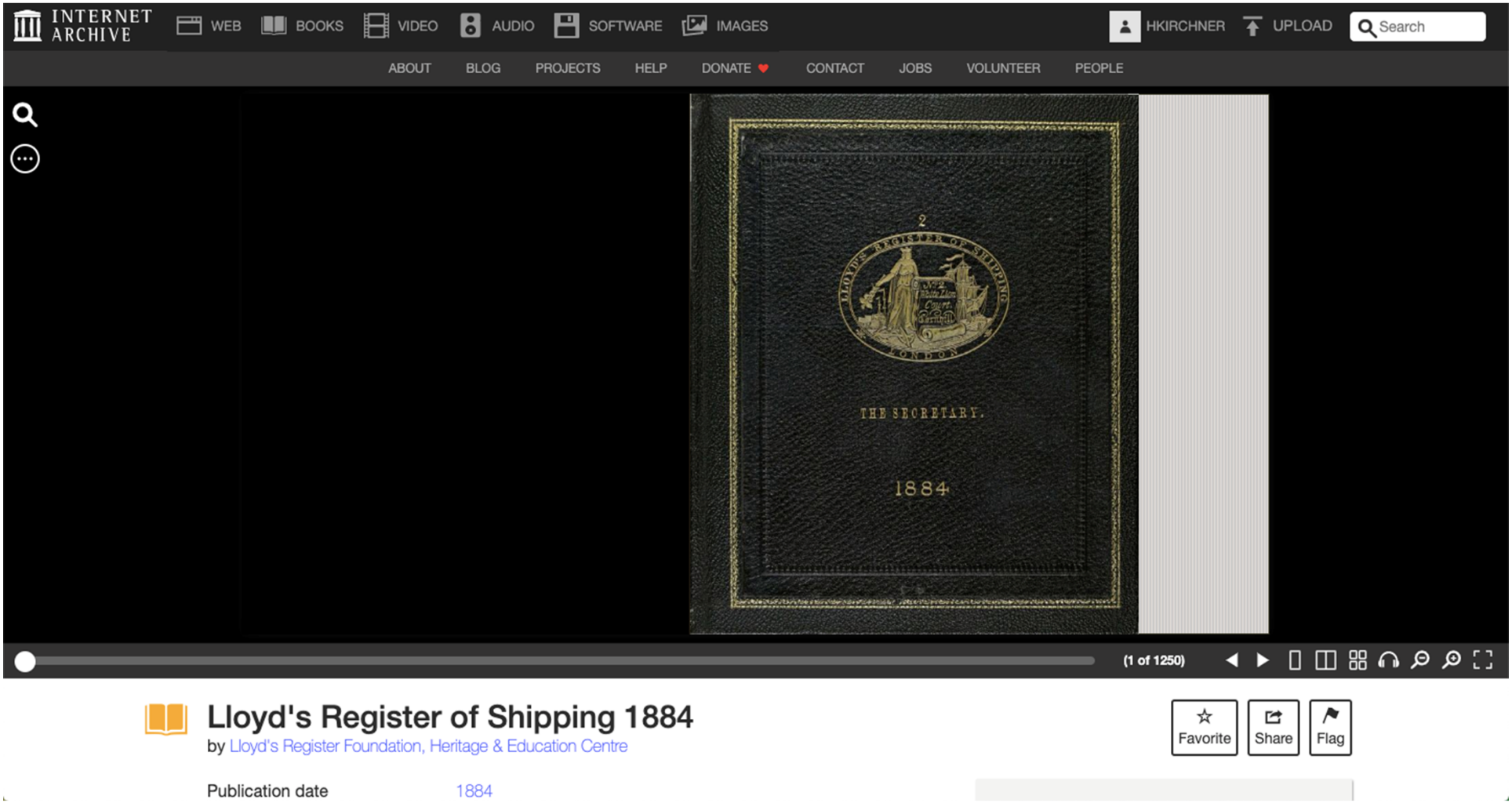

Lloyd's Register Archive: 1884

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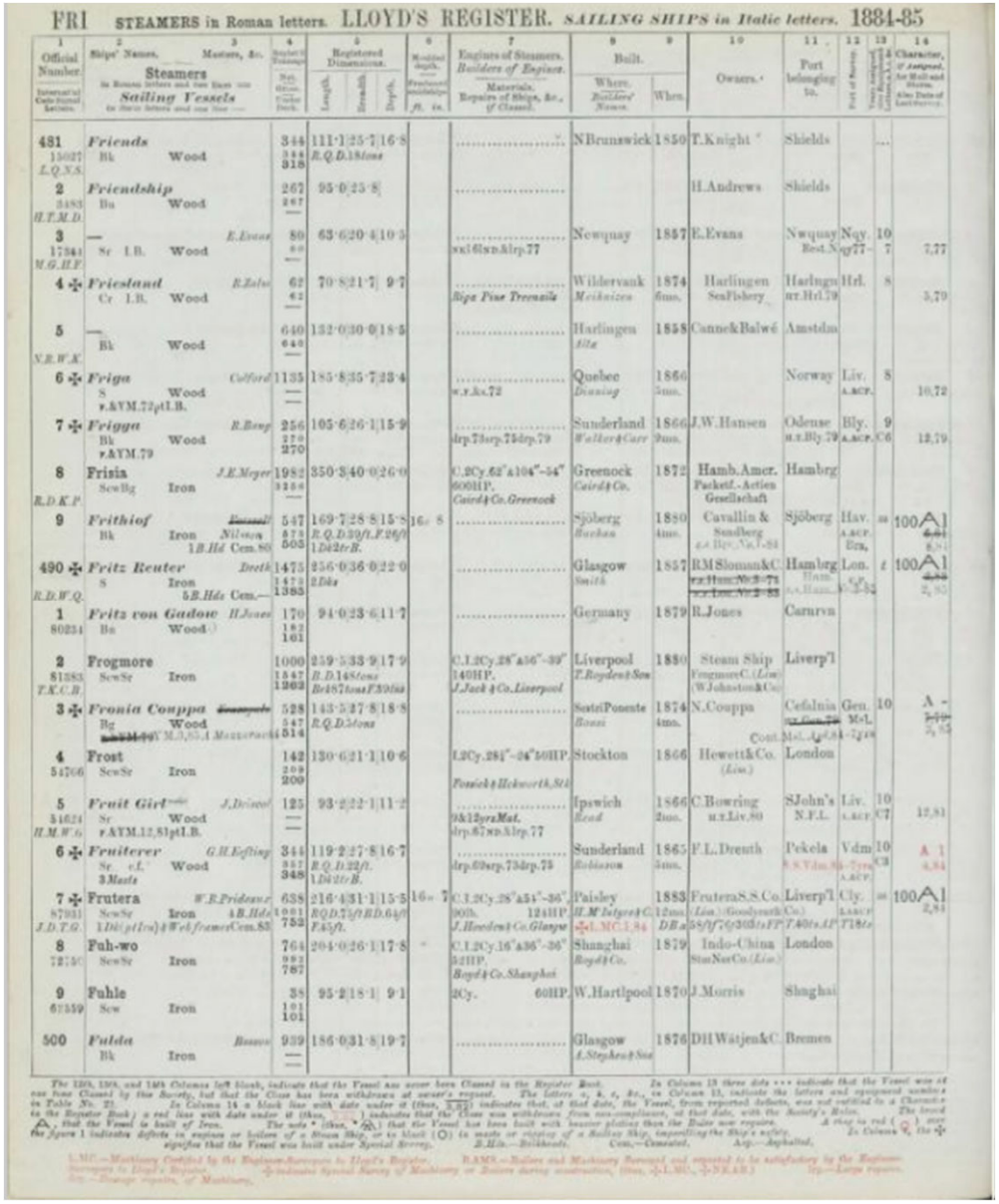


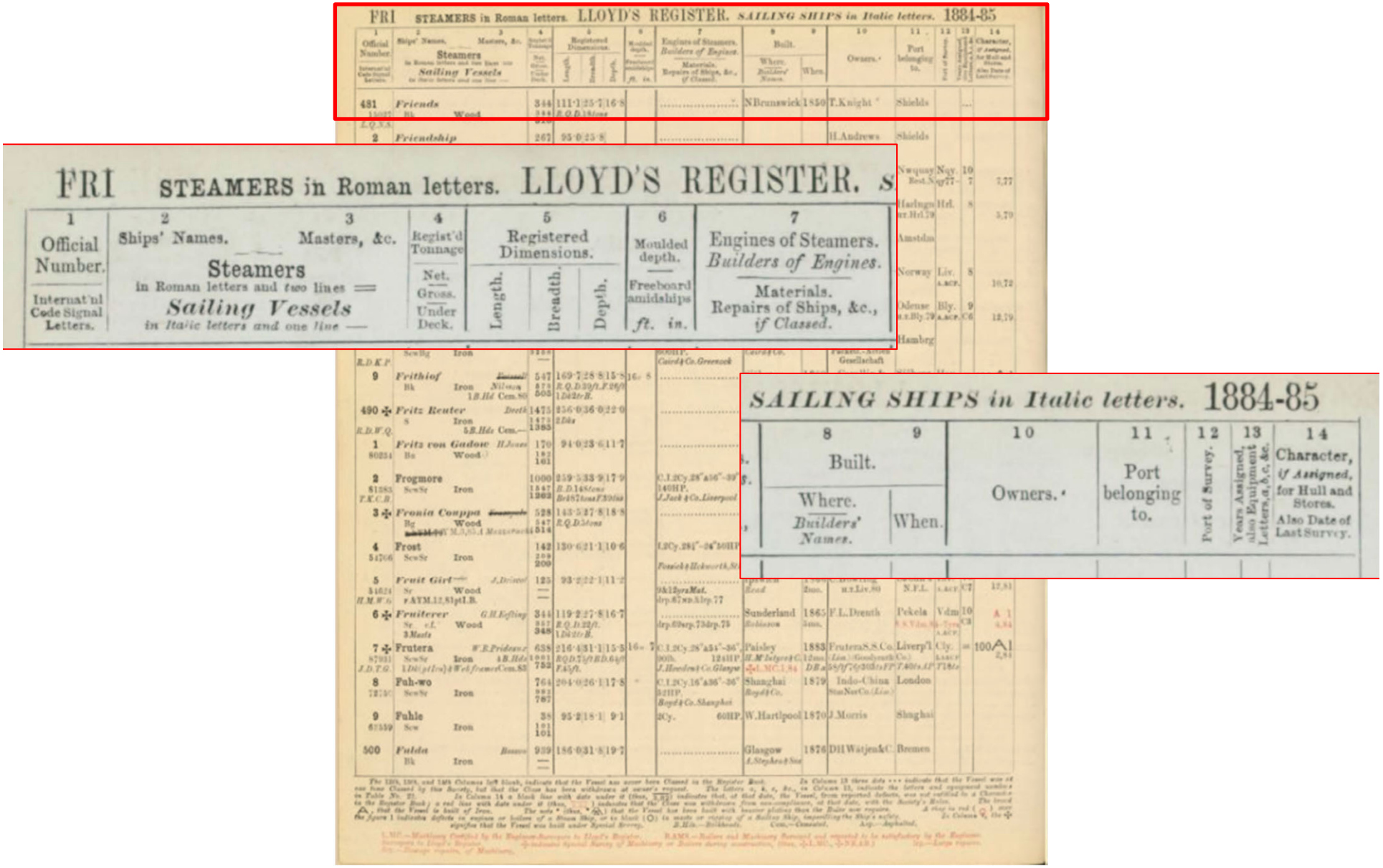
FRI STEAMERS in Roman letters. LLOYD'S REGISTER. SAILING SHIPS in Italic letters. 1884-85

1 Official Number	2 Ships' Names.	3 Masters, &c.	4 Registered Tonnage	5 Registered Dimensions. Length.	Breadth.	Depth.	6 Moulded Depth.	7 Engines of Steamers. Builders of Engines. Materials. Repairs of Ships, &c., if Classed.	8 Built. Where.	9 When.	10 Owners.	11 Port belonging to.	12	13	14 Character, if Assigned.
481	*Friends*		344	111·1	25·7	16·8			N.Brunswick	1850	T.Knight	Shields			
13027	Bk	Wood	344	*R.Q.D.18tons*											
L.Q.N.S.			318												
2	*Friendship*		267	95·0	25·8						H.Andrews	Shields			
5483	Bu	Wood	267												
H.T.M.D.			—												
3	—	*E.Evans*	80	63·6	20·4	10·3			Newquay	1857	E.Evans	Nwquay	Nqy.	10	
17841	Sr	I.B. Wood	80					8x16in.Strp.77				Best.N.	77	7	7,77
M.G.H.F.			—												
4 ✠	*Friesland*	*R.Zalsi*	62	70·8	21·7	9·7			Wildervank	1874	Harlingen	Harlngn	Hrl.	8	
	Cr	I.B. Wood	62					*Riga Pine Treenails*	*Meinszen*	6mo.	SeaFishery	mt.Hrl.79			3,79
			—												
5	—		640	132·0	30·0	18·5			Harlingen	1858	CanneckBalwé	Amstdm			
	Bk	Wood	640						*Alta*						
N.B.W.K.			—												
6 ✠	*Friga*	*Clifford*	1135	185·8	35·7	23·4			Quebec	1856		Norway	Liv.	8	
	S	Wood	—						*Deaning*	5mo.			A.ACP.		10,72
	✠AYM.72pt.I.B.		—					*w.r.&c.72*							
7 ✠	*Frigga*	*R.Berg*	256	105·6	26·1	15·9			Sunderland	1866	J.W.Hansen	Odense	Bly.	9	
	Bk	Wood	270					*drp.73strp.75drp.79*	*Walker&Carr*	9mo.		H.S.Bly.79	A.ACP.	C6	12,79
	✠AYM.79		270												
8	Frisia	*J.E.Meyer*	1982	350·3	40·0	26·0		C.2Cy.62"a104"–54"	Greenock	1872	Hamb.Amer.	Hamburg			
	ScwBg	Iron	1986					600IHP.	*Caird&Co.*		Packet.-Actien				
R.D.K.P.			—					*Caird&Co.Greenock*			Gesellschaft				
9	*Frithiof*	~~*Hansell*~~	547	169·7	28·8	15·8	16·8		Sjoberg	1880	Cavallin &	Sjöberg	Hav.	10	100 A1
	Bk	Iron *Nilsson*	573	*R.Q.D.39/1.F.26/9*					*Buchan*	4mo.	Sundberg		A.ACP.		
		1.B.Hd Cem.80	503	1.D42trB.									Ems.		
490 ✠	*Fritz Reuter*	*Breth*	1475	256·0	36·0	22·0			Glasgow	1857	RM.Sloman&C.	Hamburg	Lon.	ℓ	100 A1
	S	Iron	1473	2.Masts					*Smith*			Ham.			
R.D.W.Q.		5B.Hds Cem.—	1385												
1	*Fritz von Gadow*	*H.Jones*	170	94·0	23·6	11·7			Germany	1879	R.Jones	Carnrvn			
80234	Bu	Wood	182												
			161												
2	Frogmore		1000	259·5	33·9	17·9		C.1.2Cy.28"a36"–39"	Liverpool	1880	Steam Ship	Liverp'l			
81383	ScwSr	Iron	1847	*B.D.148tons*				140HP.	*T.Royden&Son*		FrogmoreC.(Lim.				
T.K.C.B.			1262	*Br487tonsF.759tons*				*J.Jack&Co.Liverpool*			(W.Johnston&Co)				
3 ✠	*Fronia Coappa*	~~*Bennyworth*~~	528	143·5	27·8	18·8			Sestri Ponente	1874	N.Coappa	Cefalnia	Gen.	10	A -
	Bg	Wood	547	*R.Q.D.3tons*					*Rossi*	4mo.		~~Gen.Trd~~	M-L		
	~~1884.90~~	M.D.55.1 *Mezzerschmitt*	514								Cont.	Mcl.	A.ACP.	84-7	
4	Frost		142	130·6	21·1	10·6		L.2Cy.28"–34"50HP.	Stockton	1866	Hewett&Co.	London			
54706	ScwSr	Iron	209								(Lim.)				
			209					*Fossick&Hickworth,Stk*							
5	*Fruit Girl*	*J.Driscoll*	125	93·2	22·1	11·2			Ipswich	1866	C.Bowring	SJohn's	Liv.	10	
54624	Sr	Wood	—					9&12yrsMat.	*Read*	2mo.	M.T.Liv.80	N.F.L.	A.ACP.	C7	12,81
H.M.W.G.	✠AYM.12,81pt.I.B.		—					drp.67strp.77							
6 ✠	*Fruiterer*	*G.H.Lofting*	344	119·2	27·8	16·7			Sunderland	1865	F.L.Dreuth	Pekela	Vdm	10	A 1
	Sr	cf. Wood	337	*R.Q.D.22/1.*				drp.69strp.73drp.75	*Robinson*	5mo.		~~S.S.Vdm.80~~	A.ACP.	C3	4,84
	3 *Masts*		348	1.D42trB.											
7 ✠	Frutera	*W.E.Prideaux*	638	216·4	31·1	15·5	16·7	C.1.2Cy.28"a54"–36"	Paisley	1883	Frutera S.S.Co.	Liverp'l	Cly.	∞	100 A1
87931	ScwSr	Iron 4B.Hds	1001	*R.Q.D.75/9.B.D.64/9*				90lb. 124IHP.	*H.M.Tetley&C.*	12mo.	(Lim.) Goodyear&Co.)		A.ACP.		2,83
J.D.T.G.	1.Dbl.pt.Iron) 4 *Web frames* Cem.83		752	*F.45/9.*				*J.Hoedemaker&Co.Glasgow*	✠L.MC.1.84	*D.B.a*	58/9/7	60/10/81	*F.7.80*	*A.P.7.*	7.84
8	Fuh-wo		764	204·0	26·1	17·8	—	C.1.2Cy.16"a36"–36"	Shanghai	1879	Indo-China	London			
72750	ScwSr	Iron	982					32IHP.	*Boyd&Co.*		SteamNavCo.(Lim.)				
			787					*Boyd&Co.Shanghai*							
9	Fuhle		35	95·2	18·1	9·1		2Cy. 60IHP.	W.Hartlpool	1870	J.Morris	Shanghai			
67559	Scw	Iron	101												
			101												
500	*Fulda*	*Bauer*	939	186·0	31·8	19·7			Glasgow	1876	DH.Wätjen&C.	Bremen			
	Bk	Iron	—						*A.Stephen&Sns*						
			—												

The 12th, 13th, and 14th Columns left blank, indicate that the Vessel has never been Classed in the Register Book. In Column 13 three dots ... indicate that the Vessel was at one time Classed by the Society, but that the Class has been withdrawn at owner's request. The letters a, b, c, &c., in Column 13, indicate the letters and equipment numbers in Table No. 23. In Column 14 a black line with date under it (thus, ~~1.83~~) indicates that, at that date, the Vessel, from reported defects, was not entitled to a Character in the Register Book) a red line with date under it (thus, ~~1.83~~) indicates that the Class was withdrawn from non-compliance, at that date, with the Society's Rules. The letter A, that the Vessel is built of Iron. The mark * (thus, *) that the Vessel has been built with heavier plating than the Rules now require. A ring in red (Q), over the figure 1 indicates defects in engines or boilers of a Steam Ship, or in black (○) in masts or rigging of a Sailing Ship, impairing the Ship's safety. In Column 9, the letters A.ACP. signify that the Vessel was built under Special Survey. B.Hds.—Bulkheads. Cem.—Cemented. Asp.—Asphalted. Wp.—Large repairs.

L.MC.—Machinery Certified by the Engineer Surveyors to Lloyd's Register. B.MC.—Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register. ✠ indicates Special Survey of Machinery or Boilers during construction. Thus, ✠L.MC., ✠B.MC.) Mp.—Minor repairs, of Machinery.

Lloyd's Register, 1884



Lloyd's Register, 1884

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KEY TO THE REGISTER.

THE Equipment of vessels is designated by the Figure 1, and by a line thus —

The figure 1, signifying that the vessel is well and sufficiently found.

The line — that she is deficient in either quantity or quality.

Defects or inefficiency in engines or boilers of a Steam Ship sufficient to imperil the vessel's safety are indicated by a *red* ring over the figure 1.

Defects or inefficiency in masts or rigging of a Sailing Ship sufficient to imperil the vessel's safety are indicated by a *black* ring over the figure 1.

Vessels RESTORED to, or CONTINUED on, the Character A, will have the number of years for which they are Restored or Continued, with the name of the Port of Survey, inserted separately under the number originally assigned, in the twelfth column; thus—Rest.Lon.80-5yrs, or Cont.Liv.80-3yrs. Where the term in the case of Continuation has expired, the letter "C" only will be placed before the figure denoting the number of Years for which Continuation had been allowed; thus—C3.

Vessels opened as required by the Rules, will be marked in the Register "S.S." with the number of years that may elapse before they are again opened, and the year of survey; thus—"S.S.Cly.80-4yrs." (*See* Section 61.)

Vessels marked "S.S." with a date, *in red*, denote that they have been surveyed at that time in accordance with the Rules, Section 60; thus—"S.S.Sld.80-5yrs" (in red ink).

The mark [*B.S.*] denotes that the vessel is classed subject to *Biennial Survey*. The mark [*Expl. B.S.*] denotes that the vessel is built *Experimentally*, and classed subject to *Biennial Survey*. (*See* Section 31.)

The mark *t.s.* with a date, denotes that the vessel has been submitted to Triennial Survey as prescribed by Rules for Iron Ships; thus, *t.s.* 80.

The marks *s.s.*Nwe.*No.*1-80 — *s.s.*Hul.*No.*2-80 — *s.s.*Lon.*No.*3-80 denote that the vessels have been submitted to periodical surveys, as prescribed in the Rules for Iron Ships.

The initials H.T. (*Half-time*) with the date of Survey prefixed, thus—H.T.Lon.80, denote that the Half-time or intermediate Survey required by the Rule, Section 34, has been held.

The figures in the thirteenth column, to vessels in the classes A in red, Æ or E class, imply that they were originally classed A, for that number of years. The cipher 0 in this column indicates that (from inferior construction) there were NO "number of Years first assigned."

The Italic letters in the thirteenth column refer to similar letters corresponding with the numbers for equipment in Table No. 22 for chains and anchors.

The broad ⩓ signifies that the vessel is built of Iron.

The note * prefixed to ⩓, thus—*⩓, signifies that the vessel has been built with heavier plating than the Rules now require.

Ships built under Special Survey as per Section 35 of the Society's Rules will be shown by a cross; thus, ✠. (*See* Section 28.)

KEY TO THE REGISTER — *continued.*

In the Second Column.

Bk	Barque	G	Galliot	Scw	Screw	Sr	Schooner
Bkn	Barquentine	H	Hoy	Sk	Smack	St	Schoot
Bg	Brig	K	Ketch	Sp	Sloop	Stm	Steamer
Bn	Brigantine	Lr	Lugger	Sq	Square / Rigged	Sw	Snow
Cr	Cutter	Pol	Polacre			Yt	Yacht
Dr	Dogger	S	Ship				

pt.—Part. s.—*Sheathed.* d.—*Doubled.* C.—*Coppered.* Y.M.—*Yellow Metalled.* U.M.—*Sheathed with Union Metal.* Z.—*Sheathed with Zinc.* f.—*Felt.* lm.—*Light water-mark.* I.B.—*Iron Bolts.* G.I.B.—*Galvanized Iron Bolts.* c.f.—*Copper or Yellow Metal fastenes in accordance with paragraph No.* 1 *in Section* 46 *of the Rules.* C.F.—*Copper or Yellow Metal fastened in accordance with paragraph No.* 2 *in Section* 46 *of the Rules. Also for Copper or Yellow Metal fastenings of Composite Ships, in accordance with paragraph No.* 1, *see page* 129. **C.F.**—*Copper or Yellow Metal fastenings of Composite Ships in accordance with paragraph No.* 2, *page* 129. C.T.—*Copper or Yellow Metal fastened in accordance with paragraph No.* 3 *in Section* 46 *of the Rules.* Com.—*Cemented.* Asp.—*Asphalted.* B.Hds.—*Bulkheads.*

In the Third Column.

The note † after the word *Salted* (thus—*Salted*†) signifies that the vessel's beams are not salted.

In the Fifth Column.

2 or 3 Dks.—*Two, or three Decks laid.* 2 or 3 Tr B.—*Two, or three tiers of Beams with or without Decks on them.* S *decked-rule.*—*According to the Rules for three decks, Section* 41. *Spar dk.*—*According to the Rules for Spar decks, Section* 42. *Awning dk.*—*According to the Rules for Awning decks, Section* 43. *F.D.*—*Flush deck.* R.Q.D.30 *ft.*—*Raised quarter deck* 30 *feet long.* R.D.30 *ft.*—*Bridge deck* 30 *feet long.* P.30 *ft.*—*Poop* 30 *feet long.* F30 *ft.*—*Forecastle* 30 *feet long.* Brk.—*Break.*

In the Seventh Column.

The Timber of which vessels are built is marked by the following Italic Letters:—

A	Ash	*G*	Gum	*LO*	Live Oak	*S*	Spruce
BB	Black Birch	*Ght*	Greenheart	*M*	Mahogany	*Sb*	Sabicu
Bk	Beech	*Hk*	Hackmatack	*O*	Oak	*Sl*	Saul
C	Cedar	*Hm*	Hemlock	*P*	Pine	*T*	Teak
Ch	Chestnut	*J*	Juniper	*PP*	Pitch Pine	*Tam*	Tamarac
E	Elm	*L*	Locust	*RP*	Red Pine	*WH*	Witch Hazel
F	Fir	*Lh*	Larch	*YP*	Yellow Pine	*WO*	White Oak

For Steam Ships, HP. with figures prefixed—*the Horse Power,* when stated, is taken from the Ship's Register, but is of course no indication of the real power. *The figures after* Cy. *represent Diameter of Cylinders and length of stroke in inches. Figures before* lb. *the Boiler Pressure in pounds per square inch.* C.—*Compound.* I.—*Inverted.* H.—*Horizontal.* O.—*Oscillating.* D.—*Diagonal.* L.—*Lever.* NE.&B.—*New Engines and Boilers.* MC.—*Machinery Certified by Makers.* L.MC. (*in red*)—*Machinery Certified by the Engineer-Surveyors to Lloyd's Register* (*see the Rules for Machinery of Steam Ships*). B.&M.S. (*in red*)—*Boiler and Machinery Surveyed and Reported to be satisfactory by the Engineer-Surveyors to Lloyd's Register.* ✠ (*in red*) *indicates Special Survey of Machinery during construction, thus* ✠L.MC.; *or Special Survey of Engines and Boilers, during construction, thus* ✠NE.&B. lrg. (*in red*)—*Large repairs.* dmg. (*in red*)—*Damage repairs, of Machinery.*

Cl.—*Clincher.* len.—*Lengthened.* lrp.—*Large repairs.* srp.—*Some repairs.* dmg.—*Damage repaired.* ND.—*New Deck.* NSides.—*New Top-Sides.* W.S.—*Wales sheathed.* NW.—*New Wales.* NB.—*New Bottom.* NKl.—*New Keel.* retrld.—*Retrennailed.* plk.—*Planks.* NKelsn.—*New Keelson.* almrb.—*Almost rebuilt.* ptOM.—*part Old Materials.* Mat.—*Materials.*

Lloyd's Register, Key

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Other Registers

- Internationales Register, Germanischer Lloyd Aktiengesellschaft
  - 1870, 1872, 1874 on Google Books
- Original American Lloyd's: https://onlinebooks.library.upenn.edu/webbin/serial?id=amlloyds
- Danish shipping registers: https://mfs.dk/ms-videnscenter/arkiv/registre/danmarks-skibsliste/
- Swedish ship database: http://ddss.nu/ships/shipsSearch
- Roundup shipping registers for the Commonwealth: https://www.maritimearchives.co.uk/ships.html

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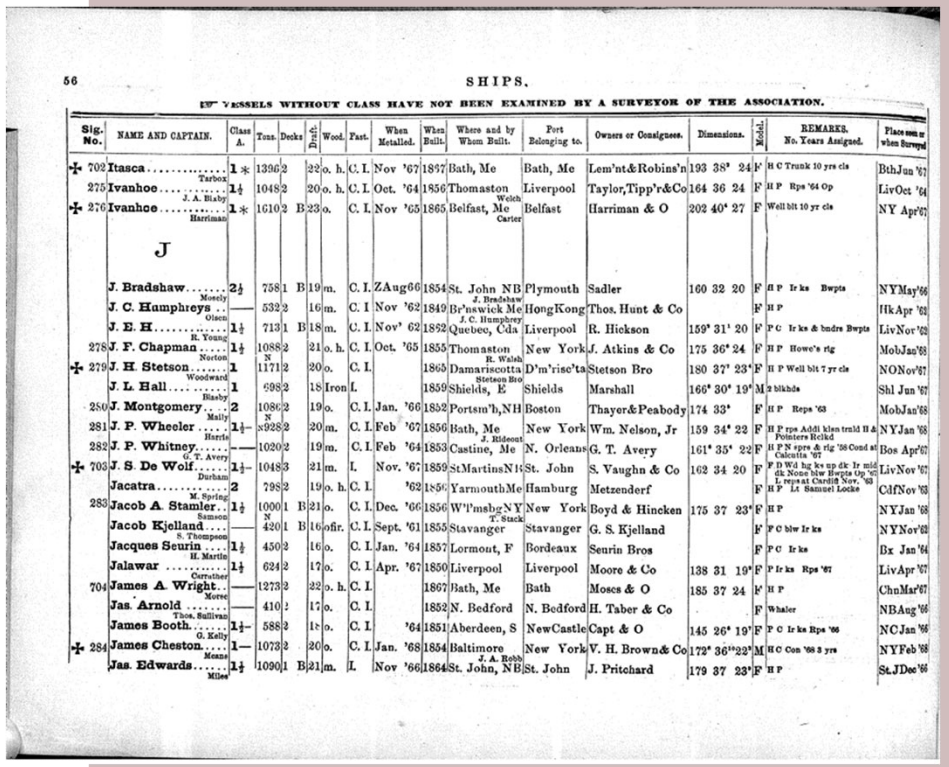
Tips for Using Shipping Registers



56 SHIPS.

VESSELS WITHOUT CLASS HAVE NOT BEEN EXAMINED BY A SURVEYOR OF THE ASSOCIATION.

Sig. No.	NAME AND CAPTAIN.	Class A.	Tons.	Decks	Draft.	Wood.	Fast.	When Metalled.	When Built.	Where and by Whom Built.	Port Belonging to.	Owners or Consignees.	Dimensions.	Model.	REMARKS. No. Years Assigned.	Place seen or when Surveyed
✠ 702	Itasca ..... Tarbox	1 *	1396	2	22	o. h.	C. I.	Nov '67	1867	Bath, Me	Bath, Me	Lem'nt&Robins'n	193 38' 24	F	H C Trunk 10 yrs cls	BthJun '67
275	Ivanhoe ..... J. A. Bixby	1½	1048	2	20	o. h.	C. I.	Oct. '64	1856	Thomaston Welch	Liverpool	Taylor,Tipp'r&Co	164 36 24	F	H P Rps '64 Op	LivOct '64
✠ 276	Ivanhoe ..... Harriman	1 *	1610	2	B 23	o.	C. I.	Nov '65	1865	Belfast, Me Carter	Belfast	Harriman & O	202 40' 27	F	Well blt 10 yr cls	NY Apr'67
	J															
	J. Bradshaw ..... Mosely	2½	758	1	B 19	m.	C. I.	ZAug66	1854	St. John NB J. Bradshaw	Plymouth	Sadler	160 32 20	F	H P Ir ks Bwpts	NYMay'66
	J. C. Humphreys .. Olsen	—	532	2	16	m.	C. I.	Nov '62	1849	Br'nswick Me J.C. Humphrey	HongKong	Thos. Hunt & Co		F	H P	HkApr '62
	J. E. H. ..... R. Young	1½	713	1	B 18	m.	C. I.	Nov' 62	1862	Quebec, Cda	Liverpool	R. Hickson	159' 31' 20	F	P C Ir ks & bndrs Bwpts	LivNov '62
278	J. F. Chapman ..... Norton	1½	1088	2	21	o. h.	C. I.	Oct. '65	1855	Thomaston R. Walsh	New York	J. Atkins & Co	175 36' 24	F	H P Howe's rig	MobJan'68
✠ 279	J. H. Stetson ..... Woodward	1	1171	2	20	o.	C. I.		1865	Damariscotta Stetson Bro	D'm'rise'ta	Stetson Bro	180 37' 23'	F	H P Well blt 7 yr cls	NONov'67
	J. L. Hall ..... Hinsby	1	698	2	18	Iron	I.		1859	Shields, E	Shields	Marshall	166' 30' 19'	M	2 blkhds	Shl Jun '67
280	J. Montgomery .... Mally	2	1086	2 N	19	o.	C. I.	Jan. '66	1852	Portsm'h,NH	Boston	Thayer&Peabody	174 33'	F	H P Reps '63	MobJan'68
281	J. P. Wheeler ..... Hortis	1½	928	2	20	m.	C. I.	Feb '67	1856	Bath, Me J. Rideout	New York	Wm. Nelson, Jr	159 34' 22	F	H P rps Addl kiss trnld H A Pointers Rckd	NYJan '68
282	J. P. Whitney ..... C. T. Avery	—	1020	2	19	m.	C. I.	Feb '64	1853	Castine, Me	N. Orleans	G. T. Avery	161' 35' 22	F	H P N rprs & rig '66 Cond at Calcutta '67	Bos Apr'67
✠ 703	J. S. De Wolf ..... Durham	1½	1048	3	21	m.	I.	Nov. '67	1859	StMartinsN B	St. John	S. Vaughn & Co	162 34 20	F	F D Wd hg ks up dk Ir mld dk None blw Hwpts Up '67 L reps at Cardiff Nov. '68	LivNov '67
	Jacatra ..... M. Spring	2	798	2	19	o. h.	C. I.		'62	1856 YarmouthMe	Hamburg	Metzenderf		F	H P Lt Samuel Locke	CdfNov '63
283	Jacob A. Stamler .. Samson	1½	1000	1 N	B 21	o.	C. I.	Dec. '66	1856	W'l'msbg N Y T. Stack	New York	Boyd & Hincken	175 37 23'	F	H P	NYJan '68
	Jacob Kjelland .... S. Thompson	—	420	1	B 16	o fir.	C. I.	Sept. '61	1855	Stavanger	Stavanger	G. S. Kjelland		F	F C blw Ir ks	NYNov'68
	Jacques Seurin .... H. Martin	1½	450	2	16	o.	C. I.	Jan. '64	1857	Lormont, F	Bordeaux	Seurin Bros		F	P C Ir ks	Bx Jan'64
	Jalawar ..... Carruther	1½	624	2	17	o.	C. I.	Apr. '67	1850	Liverpool	Liverpool	Moore & Co	138 31 19'	F	F Ir ks Rps '67	LivApr '67
704	James A. Wright .. Morse	—	1273	2	22	o. h.	C. I.		1867	Bath, Me	Bath	Moses & O	185 37 24	F	H P	ChnMar'67
	Jas. Arnold ..... Thos. Sullivan	—	410	2	17	o.	C. I.		1852	N. Bedford	N. Bedford	H. Taber & Co		F	Whaler	NBAug'66
	James Booth ..... G. Kelly	1½	588	2	18	o.	C. I.		'64	1851 Aberdeen, S	NewCastle	Capt & O	145 26' 19'	F	P C Ir ks Rps '66	NCJan '66
✠ 284	James Cheston ..... Means	1	1073	2	20	o.	C. I.	Jan. '68	1854	Baltimore J. A. Robb	New York	V. H. Brown& Co	172' 36'' 22'	M	H C Con '68 3 yrs	NYFeb '68
	Jas. Edwards ..... Miller	1½	1090	1	B 21	m.	I.	Nov '66	1864	St. John, NB	St. John	J. Pritchard	179 37 23'	F	H P	St.JDec'66

Original American Lloyd's Register, 1868

- Information collected changed over the years
- May be multiple ships of the same name
  - Match the year and/or shipmaster's name
- Ship names can change
  - Sometimes noted in the register

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Ship Images

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Locating Images of Ships

- Ancestry.com
  - New York Port, Ship Images, 1851-1891
  - Passenger Ships and Images
- NorwayHeritage
- TheShipsList
- Library of Congress
- Mystic Seaport Museum
- EllisIsland.org
- Books

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Passenger Ships and Images

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Detail Source

Ship Name:	Fulda
Years in service:	1882-1899
Funnels:	2
Masts:	4
Shipping Line:	North German Lloyd
Ship description:	Built by John Elder & Co., Glasgow, Scotland. Tonnage: 4,816. Dimensions: 438' x 46' (455' o.l.). Single-screw, 17 knots. Compound engines. 6,300 I.H.P. Four masts and two funnels. Iron hull.
History:	Passengers: 125 first, 130 second, 1,000 third. Maiden voyage: Bremen-Southampton-New York, March 12, 1883. Transferred to Mediterranean-New York service in 1891. Note: After sustaining serious damage in drydock at Birkenhead in 1899, was broken up for scrap. Sister ship: Werra.

Save

Make a Connection

Find others who are researching in Public Member Trees.

Passenger ship: *Fulda* (1884)

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NorwayHeritage: Find A Ship

- Stats: tonnage, builder and date, shipowner or operator, dimensions
- Incomplete list of voyages
- Images of the ship or similar ships
  - Images are watermarked, can be purchased

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Immigration & Steamships

Tap or click on a column heading to sort by that column. Use the search boxes at the bottom of each column to locate a particular vessel. Tap or click on a vessel to view images.

Showing 65 to 75 of 320 records

Vessel	Year built	Line	Builder & location
Chicago	1908	French Line	Ateliers et Chantiers d'Atlantique, S
China	1889	Pacific Mail Steamship Co.	Fairfield Shipbuilding & Engineerin
City of Antwerp	1867	Inman Line	Tod & McGregor, Glasgow, Scotlar
City of Berlin	1875	Inman Line	Caird & Co., Greenock, Scotland
City of Brussels	1869	Inman Line	
City of Chester	1873	Inman Line	Caird & Co., Greenock, Scotland
City of Chicago	1883	Inman Line	Charles Connell & Co., Scotstoun,
City of London	1844	Aberdeen Steam Navigation Company	

The collections at Mystic Seaport, the Museum of America and the Sea, include images of many ships that brought immigrants to the United States in the nineteenth and twentieth centuries.

City of Antwerp (1867)

Some images link to more information in the museum catalog. Tap or click to view their catalog records.

https://research.mysticseaport.org/exhibits/immigration

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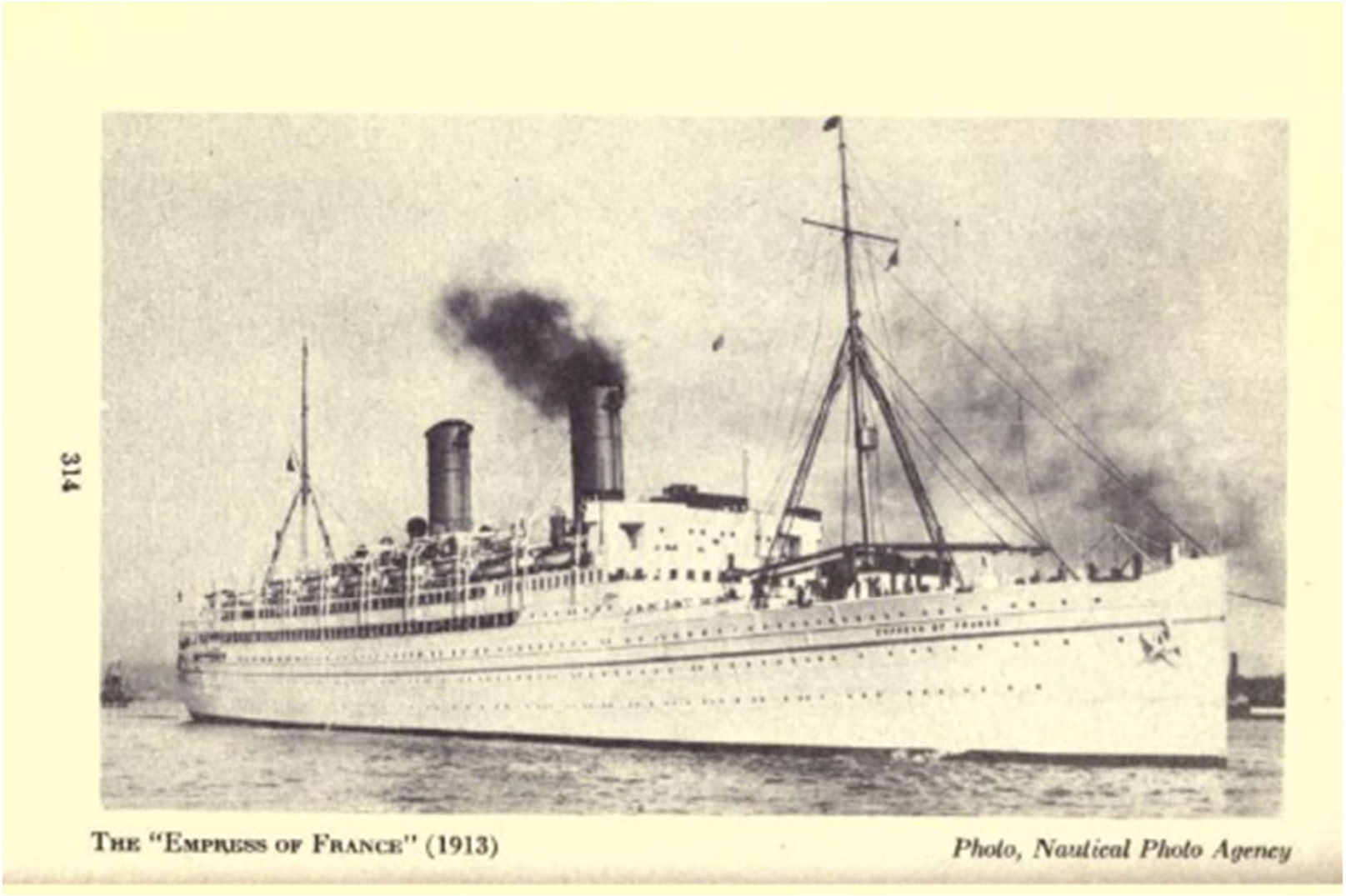

Eugene W. Smith, *Trans-Atlantic Passenger Ships, Past and Present,* (Boston: George H. Dean Company, 1947), 314-315.

and two funnels. Ex-**Omar, ex-Koningin Luise.** Broken up by shipbreakers after being sold to Italy in 1935.

Egypt (1871) National Line.
Built by Liverpool Shipbuilding Co. Tonnage: 4,670. Dimensions: 440′ x 43′. Single-screw, 12 knots. Four masts and two funnels. She frequently made voyage from Queenstown to Sandy Hook in nine days. Later listed as of 5,089 tons gross. Burnt at sea on July 19, 1890 with no loss of life. Note: Her running mate was the **Spain.**

Eider (1884) North German Lloyd.
Built by John Elder & Co., Glasgow. Tonnage: 4,719. Dimensions: 430′ x 47′. Single-screw, 17 knots. Four masts and two funnels. Lost by stranding on the Isle of Wight on January 31, 1892 with no loss of life. Sister ship: **Ems.**

Eisenach (1908) North German Lloyd.
Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 6,757. Dimensions: 419′ x 54′. Single-screw, 12 knots. Two masts and one funnel. Renamed: **Santarem.** Sister ship: **Coburg.**

Elbe (1881) North German Lloyd.
Built by John Elder & Co., Glasgow. Tonnage: 4,897. Dimensions: 418′ x 44′. Single screw, 17 knots. Four masts and two funnels. Note: She was the first ship built of a new class of express liners for the North German Lloyd. Sunk by collision with the British steamer **Crathie** in the North Sea on January 30, 1895, with the loss of 335 lives. The ship went down a few minutes after being struck.

***Empress of Australia** (1914) Canadian Pacific Line.
Built by Vulcan Co., Stettin, Germany. Tonnage: 21,833. Dimensions: 588′ x 75′. Twin-screw, 19 knots. Two masts and three funnels. Ex-**Tirpitz.** Note: Construction work on this ship was held up during the first part of World War I, but in 1916 the Kaiser ordered her to be completed as a royal yacht in which to receive the Allied naval fleets in the event the Germans were victorious. However, such not being the case, she was ceded to Great Britain in 1919, and in 1922 sold to the Canadian Pacific Line and refitted by John Brown & Company at Clydebank. In 1925 her original quadruple expansion engines were replaced by steam turbines at the Fairfield Shipbuilding Company.

Empress of Britain (1906) Canadian Pacific Line.
Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 14,189. Dimensions: 548′ x 65′. Twin-

* Denotes ship still in service under same name.

screw, 20 knots. Two masts and two funnels. Note: Has made the Liverpool-Halifax run in 5 days, 18 hours and 18 minutes. After being used for war service by the British Admiralty she was reconditioned in 1919 and converted to oil burning fuel. In 1923 was changed from a first-class liner into cabin-class. Renamed: **Montroyal.** Sister ship: **Empress of Ireland.**

Empress of Britain (1931) Canadian Pacific Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 42,348. Dimensions: 733′ x 97′. Quadruple-screw, 24 knots. Two masts and three funnels. Note: Launched on June 11, 1930. Cost about $15,000,000 to build. From her water line to top of masts measured 208 feet. Made her first World cruise in 1933. Has made the run between Southampton and Canada at the average speed of 25.08 knots. She had accommodations for 423 first-class, 260 tourist-class and 470 third-class passengers. Largest ship built for the Canadian service. Sunk off Ireland by German aircraft in October, 1940, and was the largest Allied liner lost in World War II.

Empress of Canada (1922) Canadian Pacific Line.
Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 21,517. Dimensions: 627′ x 77′. Twin-screw, 20 knots. Two masts and three funnels. Note: Used for only a short time on the Atlantic, as she was built for the trans-pacific service, between Vancouver and Hong Kong. She was torpedoed and sunk in 1943.

***Empress of Canada** (1928) Canadian Pacific Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,022. Dimensions: 581′ x 75′. Twin-screw, 18 knots. Two masts and two funnels. Ex-**Duchess of Richmond.**

Empress of France (1913) Canadian Pacific Line.
Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 18,357. Dimensions: 571′ x 72′. Quadruple-screw, 19½ knots. Two masts and two funnels. Ex-**Alsatian.** Scrapped in 1935.

Empress of India (1908) Canadian Pacific Line.
Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 16,992. Dimensions: 590′ x 68′. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Prinz Friedrich Wilhelm.** Renamed: (a) **Montlaurier,** (b) **Montnairn.**

* Denotes ship still in service under same name.

Eugene W. Smith, *Trans-Atlantic Passenger Ships, Past and Present,* (Boston: George H. Dean Company, 1947), 82-83.

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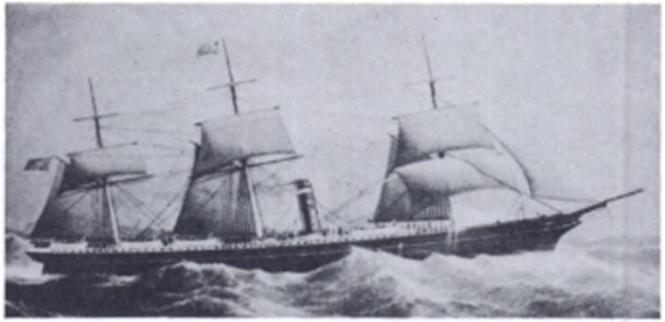
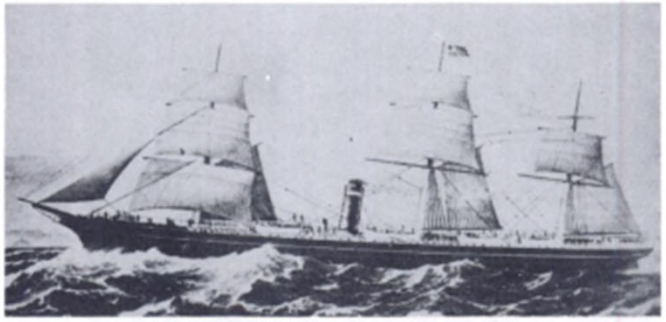


S.S. CITY OF BALTIMORE, 1854 Inman Line
Courtesy The Peabody Museum of Salem

S.S. CITY OF BERLIN, 1875 Inman Line
Courtesy of Mystic Seaport Museum, Inc., Mystic, CT



S.S. CITY OF BROOKLYN, 1869 Inman Line
Courtesy Steamship Historical Society Collection, Univ. of Baltimore Library

58

Michael J. Anuta, *Ships of Our Ancestors,* reprint, (Baltimore, Md.: Genealogical Publishing Co., 1993)

Tips for Searching Ship Images

- Keep in mind that there were often multiple ships of the same name--–corroborate with what you know, such as the date of the photo vs. dates of service
- Check multiple sources
- Try a Google search
- Try international resources – consider museums and archives abroad

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General Resources

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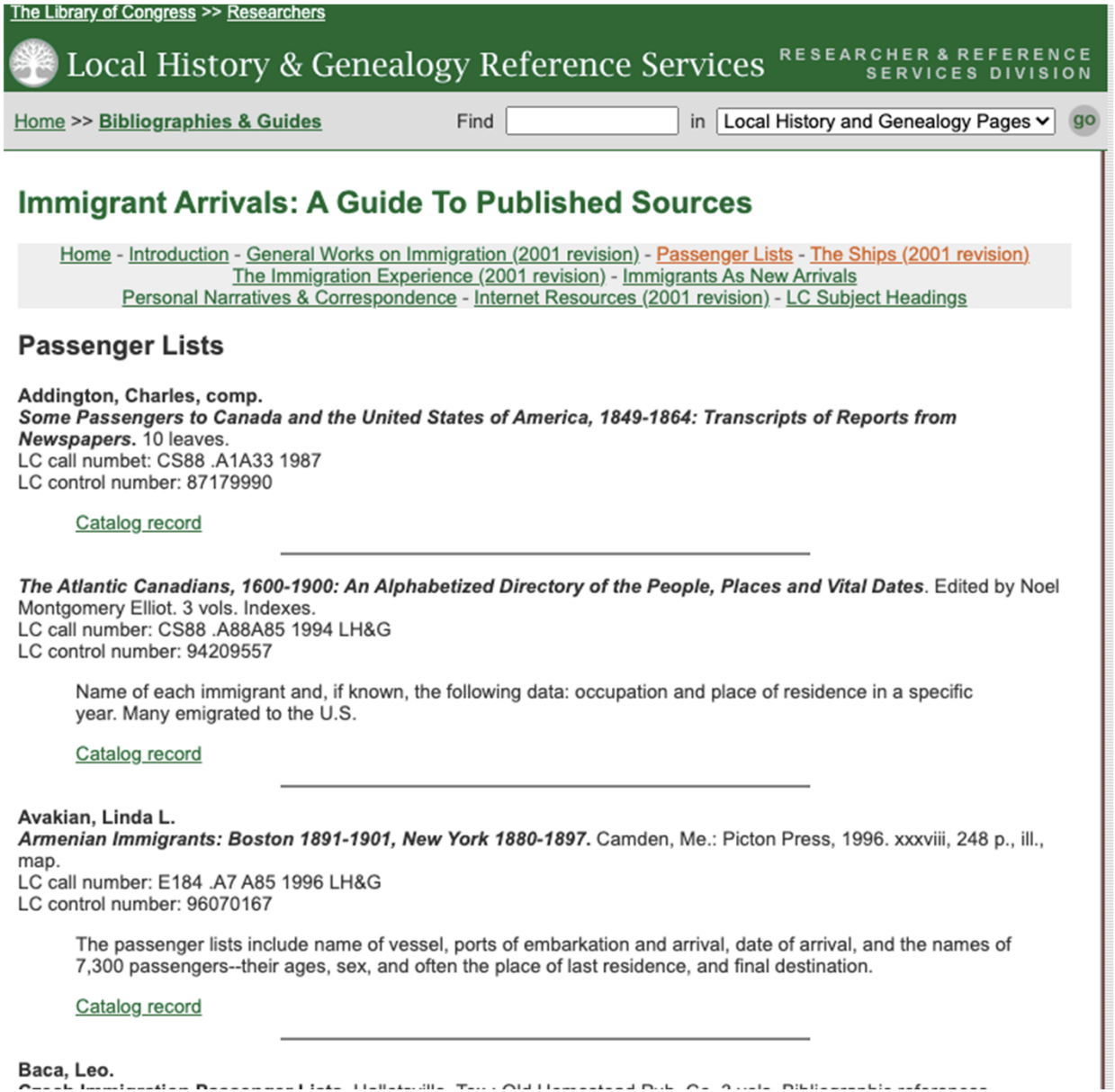

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Immigrant Arrivals: A Guide To Published Sources

Home - Introduction - General Works on Immigration (2001 revision) - Passenger Lists - The Ships (2001 revision)
The Immigration Experience (2001 revision) - Immigrants As New Arrivals
Personal Narratives & Correspondence - Internet Resources (2001 revision) - LC Subject Headings

Passenger Lists

Addington, Charles, comp.
Some Passengers to Canada and the United States of America, 1849-1864: Transcripts of Reports from Newspapers. 10 leaves.
LC call numbet: CS88 .A1A33 1987
LC control number: 87179990

Catalog record

The Atlantic Canadians, 1600-1900: An Alphabetized Directory of the People, Places and Vital Dates. Edited by Noel Montgomery Elliot. 3 vols. Indexes.
LC call number: CS88 .A88A85 1994 LH&G
LC control number: 94209557

Name of each immigrant and, if known, the following data: occupation and place of residence in a specific year. Many emigrated to the U.S.

Catalog record

Avakian, Linda L.
Armenian Immigrants: Boston 1891-1901, New York 1880-1897. Camden, Me.: Picton Press, 1996. xxxviii, 248 p., ill., map.
LC call number: E184 .A7 A85 1996 LH&G
LC control number: 96070167

The passenger lists include name of vessel, ports of embarkation and arrival, date of arrival, and the names of 7,300 passengers--their ages, sex, and often the place of last residence, and final destination.

Catalog record

Baca, Leo.

https://www.loc.gov/rr/genealogy/bib_guid/immigrant/lists.html

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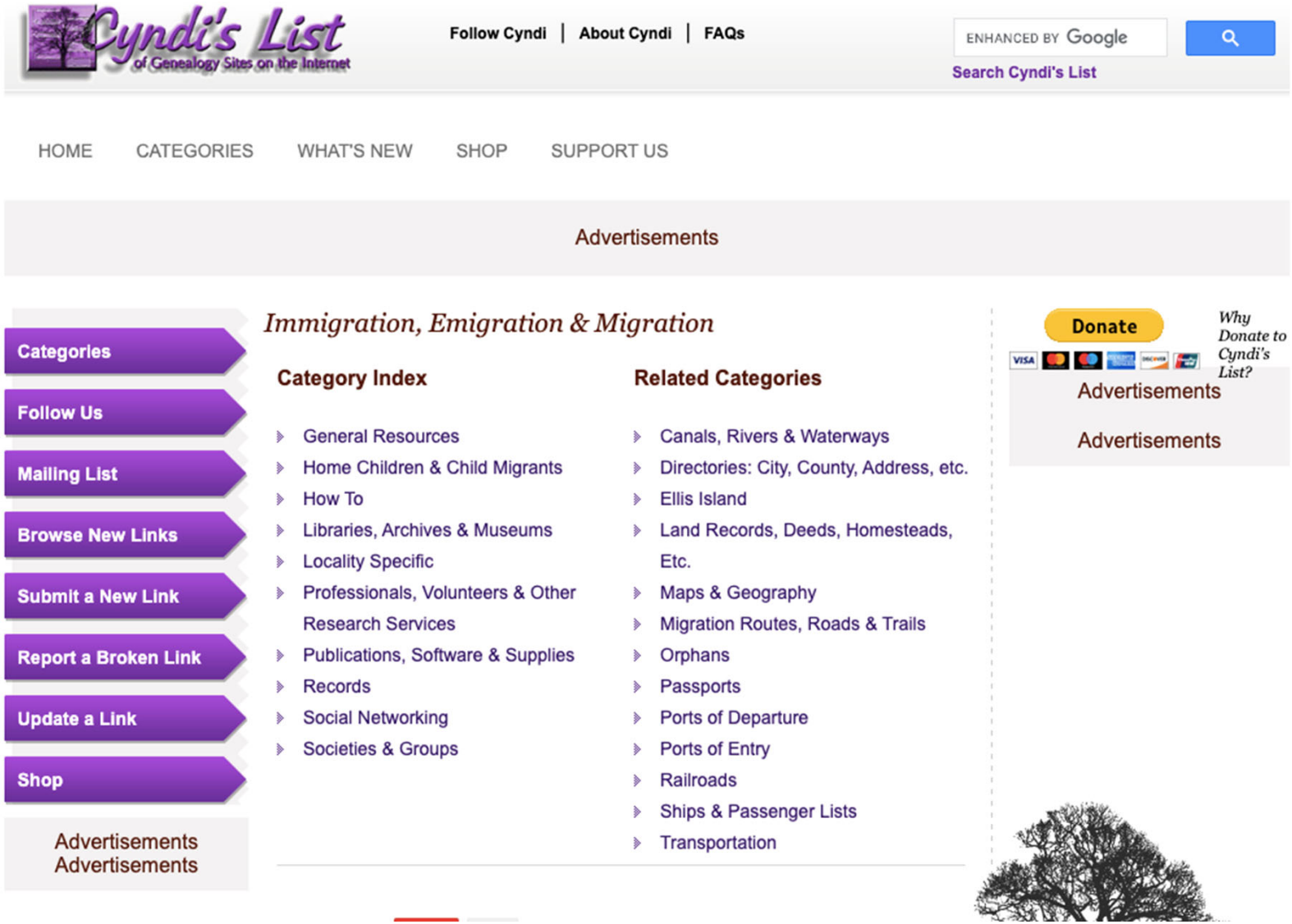

https://www.cyndislist.com/immigration/

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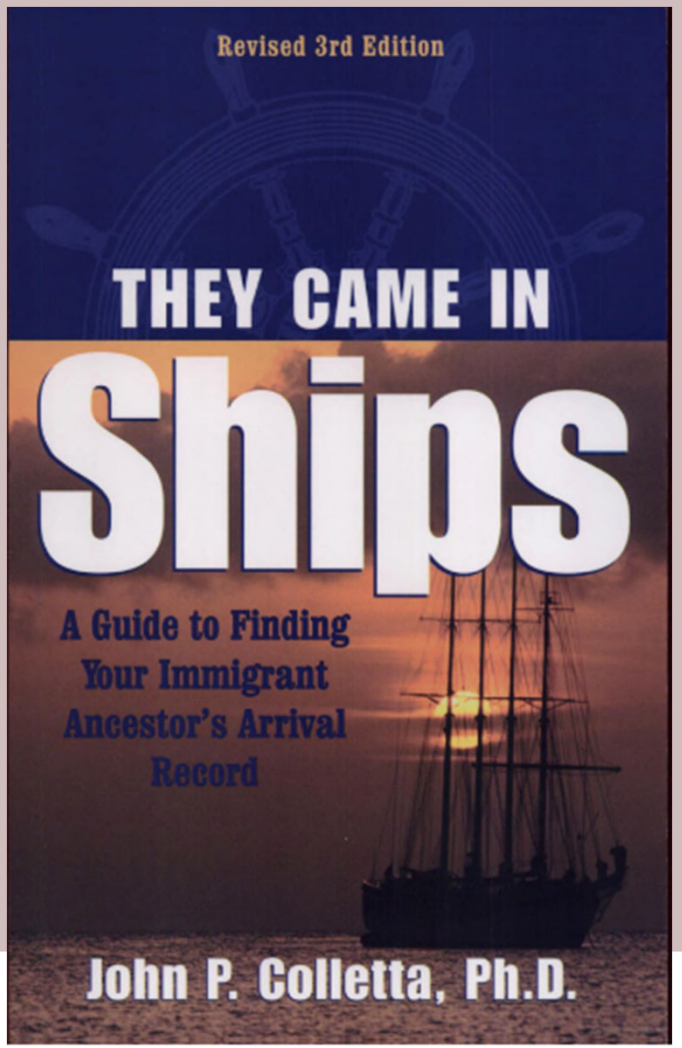
They Came in Ships

- John Philip Coletta, *They Came in Ships: A Guide to Finding Your Immigrant Ancestor's Arrival Record*, 3rd ed., (Orem, Utah: Ancestry, 2002)



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Tracing Immigrants Through the Port of New York

- Anne C. Sibert, *Tracing immigrants through the Port of New York: early national period to 1924*, (New York: New York Genealogical & Biographical Society, 2020)

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