

Final Research Report: Disembarkation in North Carolina

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Abstract

This report provides both a macroanalysis and microanalysis of disembarkation sites of enslaved African Africans and their experience in North Carolina. This report will use visual aids, such as maps, timelines, and other graphics, to further analyze this subject matter. This report begins in Africa, providing an analysis of the regions from which the enslaved Africans were native and insight into the various ethnic groups they may have originated from. Understanding that due to the nature of the slave trade, there is difficulty finding specifics of the native origins of each person who disembarked. Following the enslaved Africans' trajectory, this report will examine the various facets of the slave trade by analyzing key players such as government officials, corporations, captains and crew of vessels, and African slave traders. Subsequently, this report will review the onboarding process, examining the vessels the enslaved persons were on, and most importantly, the conditions of their voyage. The aftermath of the journey is where North Carolina becomes the most relevant concerning this paper. Many vessels came into North Carolina, carrying enslaved persons who then disembarked in the confirmed ports of entry, Port Bath, Port Roanoke (also known as Port Edenton), Port Brunswick, Port Wilmington, Port of New Bern, and Port Beaufort. However, many ships were carrying enslaved persons both nationally and internationally—this paper mainly focuses on vessels that imported enslaved persons directly from Africa. The following page details specific ships and other statistics attributing to the "cargo" it carried. This table should be used as a reference. After disembarking onto North Carolina soil, these Africans had to embark on a new journey of servitude. This paper will then conclude by detailing the nature of resources.

Importation of Enslaved Persons from Africa to North Carolina

The table below is a consolidated list of vessels imported to North Carolina directly from Africa. This table is to be used as a reference. It is suggested to use the chart for data and read the passages below for a broader framework of the slave trade-related to North Carolina.

Importation of Enslaved Person from Africa to North Carolina

| Date | Vessel | Owner | Captain | Location and Date of Embarkation | Location and Date of Disembarkation | # of persons Embarked | #of persons Disembarked | # of Persons Lost in Transit |
|------|-----------------------------------------------------------------------------|-----------------|-----------------------------|----------------------------------|-----------------------------------------------------------|-----------------------|-------------------------|------------------------------|
| 1759 | Hannah | Edward Prescott | Edward Prescott | Windward Coast | North Carolina Port, unspecified port (December 12, 1759) | 301 | 258 | 43 |
| 1760 | Granville | N/A | John Jones and Jno Trenvell | Saint-Louis, Senegal | North Carolina, unknown port (1760) | 230 | 197 | 33 |
| 1761 | Grenville (possibly this is the same as Granville but different spelling?) | N/A | John Jones | Saint-Louis, Senegal | North Carolina, unspecified port (1761) | 230 | 197 | 33 |
| 1766 | Nancy | E. Jeney | J.H. | The Gambia | North Carolina, unspecified port (1766) | 169 | 150 | 19 |
| 1767 | Squirrel | N/A | Thomas Fisher | Senegambia | North Carolina, unidentified port (1767) | 250 | 208 | 48 |

| | | | | | | | | |
|------|-----------|--------------------------|------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|---------|
| 1768 | Harlequin | Miles Barber | - Thomas Eaton -Salter | Sierra Leone | North Carolina, unspecified port (1768) *Possibly port Beaufort. Minchinton states that in 1768 a twenty-five-ton sloop had entered Beaufort from Africa. Slave voyages say that it weighed approximately 30 tons. | 148 | 131 | 17 |
| 1770 | Harlequin | N/A | Salter | Africa, unspecified | North Carolina, unspecified port (1770) *2nd place of landing | 250 | 208 | 42 |
| 1773 | Newmarket | N/A | Colin Campbell | Africa, unspecified | North Carolina, unspecified | 149 | 126 | 23 |
| 1774 | Hope | Edward Batchelor and Co. | Thomas Foster | Africa, unspecified | New Bern (December 30, 1774) | Unknown | A parcel | Unknown |
| 1786 | Camden | (Master) Richard Grinold | N/A | Africa, unspecified | Roanoke (June 10, 1776) | Unknown | 80 | Unknown |
| 1787 | Camden | N/A | N/A | Africa, unspecified | Edenton (March 12, 1787) | Unknown | 70 | Unknown |
| 1787 | Jennet | James Brattle | N/A | Africa, unspecified | Port Roanoke June 1, 1787 | Unknown | 81 | Unknown |

Timeline of Influential Events

This timeline provides context on effective dates that are important to why there was a lack of evidence of slave importation in North Carolina. This timeline includes essential legislation passed, along with other valuable events such as slave insurrections and boycotts.

| Timeline of Important Events | |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Date | Event |
| 1526 | First Africans disembarked in North Carolina |
| 1712 | North Carolina created the first set of slave codes for the state. |
| 1739 | The Stono Rebellion in South Carolina |
| 1741 | A law was passed that required newly freed slaves to leave North Carolina within six months |
| 1775 | Boycott of the Importation of Slaves and any goods from Britain |
| 1786 | Banned slave importation |
| 1786 | General Assembly of 1786 passed an act imposing a duty on ‘all Slaves Brought Into this State by Land or Water.’ |
| 1790 | 1786 Slave Importation Ban Repealed |
| 1794 | The General Assembly made the importation of slave “by land or water” liable to a fine of 100 pounds |
| 1795 | General Assembly passed another law prohibiting the importation of slaves from the West Indies “or the French, Dutch or Spanish Settlements |
| 1808 | In January 1808, a federal law was passed to establish that the import slaves from Africa into the United States illegally. |
| 1816 | North Carolina passed the Act to Dispose of Illegally Imported Slaves. |

Back to the Beginning

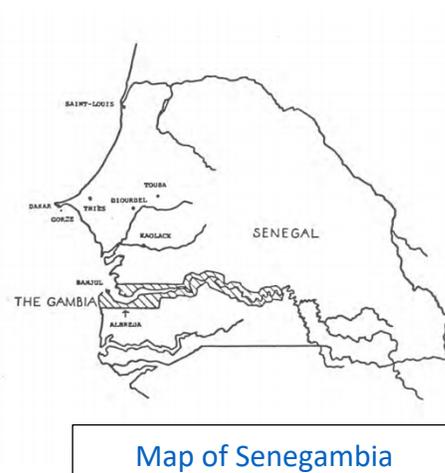
The significant regions that enslaved Africans arrived from in North Carolina are Senegambia, Windward Coast, Senegal, Gambia, and Sierra Leone. These are the principal places of embarkation, but this does not mean all enslaved persons were from these areas. Due to the nature of the slave trade, people were kidnapped from many regions. Unfortunately, due to the erasure of identity through lack of record-keeping, it is impossible to detail where each African originated. Many of the ethnic groups in each country were skilled in agriculture and animal husbandry. The skillsets acquired from their expert knowledge in these areas are thought to be a strategic reason for high activity in the procurement of enslaved Africans in those regions.

Windward Coast

The Windward Coast, also known as the "Rice Coast," stretches from Senegal down to Sierra Leone and Liberia. Many slave traders were interested in this region due to the African native's knowledge of soil and water management and rice cultivation, which were cash crops in North Carolina. The countries mentioned below are a part of the Windward Coast, a significant area for capturing and selling enslaved persons.

Senegambia

Senegambia is located in the area between the Senegal River and the Gambia River. The region is made up of various ethnic groups. The major ethnic groups are Wolof, Tukolor, Serer, Serahule, Mandinka, Jola, Fula, Tukolor, and Aku. There are also smaller groups such as the Mandjak, Mankanya, Mansoaanka, Bambara, Badibunka, Balanta, and Hausa. Individuals from these groups were experts in agriculture and animal husbandry. The Wolof are primarily farmers and grow a variety of produce. This includes sorghum and millet, peanuts (groundnuts), some farmers are also skilled in growing cotton, indigo, and cassava. The Wolof also cultivated crops such as beans, sorrel, bitter tomatoes



Map of Senegambia

(jaxato), okra, red peppers, tomatoes, calabashes, and gourds¹. The Serer were traditionally fisherman and boat builders. The Fulani people (Fulbe, Fula, Peul) are experts in animal husbandry, specifically cattle². Abdul Rahman Ibrahima, named “Prince” by a slaveholder in Mississippi, was Fula (Fulbe). Ibrahima was emancipated in 1828 and returned to Africa. Ibrahima was born around 1762 and, in his mid-twenties, was captured as a prisoner of war and sold to the British³.

The Gambia

¹ Gamble, David P., Linda K. Salmon, and Alhaji Hassan Nile. *Peoples of The Gambia*, n.d, Accessed May 2, 2021, <https://www.smcm.edu/gambia/wp-content/uploads/sites/31/2015/03/gamble-17.pdf>.

² “The Fulani/Fulbe People,” *Metmuseum.org*, Last modified October 2002. Accessed May 3, 2021. https://www.metmuseum.org/toah/hd/fula_2/hd_fula_2.htm.

³ National Humanities Center Resource Toolbox, The African Homeland of Abdul Rahman Ibrahima, Accessed May 2, 2021, <http://nationalhumanitiescenter.org/pds/maai/freedom/text1/ibrahima.pdf>

The Gambia, presently located in West Africa, and it neighbors the country of Senegal. The Gambia is a primarily agricultural society. The ethnic groups in the Gambia are experts in growing crops such as rice, maize, millet, sorghum, cassava and experts in animal husbandry and fishing. The major ethnic groups are the Mandinka, Fula, Wolof, Jola, Manjak, Soninke, Korninka, Jakhanke, Bainuk, Balanta, and Bassari. The Gambia is located near the Gambia River. The largest ethnic group in the Gambia is the Mandinka (Mandingo or Malinke). The Mandinka are skilled in cultivating peanuts, which is their main crop⁴. The Jola people cultivate groundnuts, sweet potatoes, and yams.

Sierra Leone

Sierra Leone is a country in the western region of Africa. Ethnic groups belonging to Sierra Leone include the Mende, Temne, Limba, Kuranko, Fula, Sherbro, Loko, Yalunka, Kissi, Susu, Vai, Kono, Kru, Mandinka, Fulu, Kamajors, Gola, Oku, and other groups. The population mainly sustains itself by farming. One of the largest ethnic groups residing in Sierra Leone is the Mende. The Mende are traditionally rice farmers, but they also cultivate yams, cassava, cocoa, ginger, groundnuts (peanuts), and palm oil. Another ethnic group that primarily populates Sierra Leone is the Temne. The Temne people have traditionally farmed and cultivated rice, cassava, millet, kola nut, groundnuts (peanuts), and tobacco.

Senegal (St. Louis)

St. Louis, Senegal, was founded in 1659. It is an island and seaport near the mouth of the Senegal River. St. Louis today is a fishing community and has numerous ethnic groups in the

⁴ *Mandinka Tribe, Gambia*. Accessed May 3 2021. <https://www.accessgambia.com/information/mandinka.html>.

region⁵. The most common groups are the Diola, Manding, Sarakole, Serer, Fulani, and Wolof. St. Louis, Senegal, has an agricultural economic foundation. The population there cultivates groundnut and maize. They also have large timber, fishing, textile, mining, and fertilizer production industries.

Many Faces of the “Business”

The Transatlantic Slave Trade was one of the biggest international enterprises in world history. There were many facets and faces of the business; this included government entities and officials, private corporations, captains of the vessels, the seamen on board, African slave traders, and most importantly, the enslaved Africans themselves. Enslaved Africans witnessed various hands and faces while on their journey to their ultimate destination, North Carolina. The method for procuring Africans for enslavement varied. The primary method, however, was kidnapping. There were other instances where individuals were prisoners of war or even had some legal issues within their communities, and punishments would include being sold into slavery. However, cases were exaggerated to obtain large numbers of black bodies for free labor. The Transatlantic Slave Trade was a business and had a business model. Private companies would often send employees, often paid off of commission, to scout and purchase many enslaved persons to sale in the United States.

⁵ “Saint-Louis, Senegal,” *Saint-Louis, Senegal - New World Encyclopedia*, Accessed May 3, 2021, https://www.newworldencyclopedia.org/entry/Saint-Louis,_Senegal.

Constituents of the Transatlantic Slave Trade

10

Large Government Approved Corporations
(Royal African Company)

Company Employees
(ship captains and sailors)

Small Private Companies

Individual Contractors
(Slave Traders)

Royal African Company

The English government, King Charles II, was a significant officiant in the transactional mobility of the slave trade. In 1663 a patent was issued to the Company of Royal Adventurers to participate solely in the slave trade by importing and selling enslaved persons. After the company collapsed in 1672, the Royal African Company was founded⁶. King Charles II and the Duke of York invested private funds but used government influence to grant charters to only the Royal African Company, which created a monopoly amongst slave traders. Their monopoly lasted until 1698⁷, which opened the market to other merchant companies.

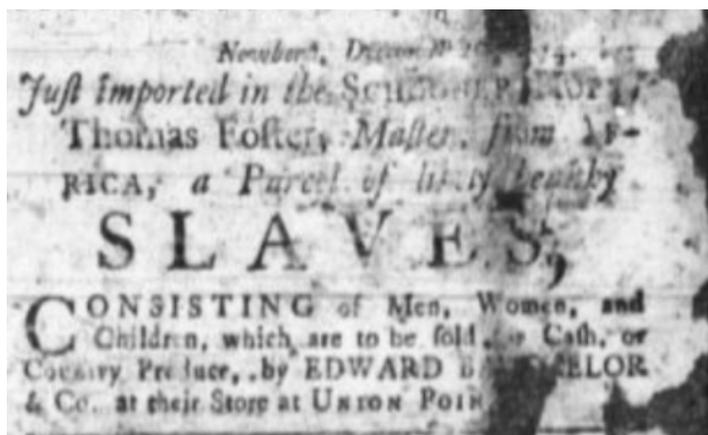
Private Companies



⁶ “Royal Charter Granted to the Royal African Company by King Charles II,” *The National Archives*. Last modified January 1, 1672. Accessed May 3, 2021, https://www.nationalarchives.gov.uk/pathways/blackhistory/africa_caribbean/britain_trade.htm.

⁷ “Africans in America/Part 1/Royal African Company Established,” *PBS*. Public Broadcasting Service, n.d. Accessed May 3, 2021, <https://www.pbs.org/wgbh/aia/part1/1p269.html>.

The Royal African Company monopolized the slave trading industry for the majority of the seventeenth century. As a result of rival merchant complaints, measures were enforced to allow the slave trade market to be open to other companies. Private companies or “privateers” varied in what type of role they played in the slave trade. Some companies were involved in importing and exporting enslaved persons, while others were heavily involved in the sale of enslaved persons. The Edward Batchelor Company in New Bern, North Carolina, on December 30, 1774, brought in on the ship the *Hope* an unknown number of enslaved Africans, only labeling the amount as “a parcel” to sell at their store in Union Point. Many companies, such as the Edward Batchelor and Co, sold other goods and enslaved persons. This company, in particular, is interesting because they sold enslaved persons at their physical storefront location, which says that they not only traded to other stores, like some other merchants who solely just were responsible for the transporting of the goods and then finding a buyer or a third-party seller, they sold their own “merchandise” at their physical property.



Advertisement by Edward Batchelor & Co.
North Carolina Gazette, December 23, 1774

Other private corporations were more lucratively involved in all parts of the slave trade. In Sierra Leone, English merchant Miles Barber⁸ was responsible for importing 131 enslaved persons into North Carolina. Miles Barber held a large enterprise in Sierra Leone. The town that Barber's multiple establishments were located is called Factory Island. His "empire" consisted of two barracoons for marketable slaves, a wharf to facilitate loading and unloading ships, a house for his agents (either shippers or his factories), a shop-house for ship repair and storing shipwright supplies, a blacksmith shop where workers also made harness for horses and cattle, a large trading vessel permanently anchored at the wharf, and a brigantine and a large number of longboats for trading in the neighboring rivers⁹.

Ultimately many private corporations were involved in importing and exporting enslaved persons into North Carolina. Another company was Alexander Hostler and Co., who imported slaves to the Wilmington area. These companies are just one piece of the giant puzzle of the slave trade. The next piece of the puzzle are individuals responsible for capturing and providing the enslaved persons for these companies.

African Merchants (Black Traders)

In the book, *An Account of the Slave Trade on the Coast of Africa*¹⁰, Alexander Falconbridge detailed how African people are procured for a lifetime of servitude. This would not be possible if it were not for the heavy involvement of African merchants. Falconbridge detailed an account of a conversation he had with a black merchant. Falconbridge and the

⁸ Refer to chart

⁹ Mouser Bruce J. Iles de Los as bulking center in the slave trade, 1750-1800. In: *Revue française d'histoire d'outre-mer*, tome 83, n°313, 4e trimestre 1996. pp. 77
91; <https://doi.org/10.3406/outre.1996.3483>

¹⁰ Falconbridge, Alexander. *An Account of the Slave Trade on the Coast of Africa*. London: J. Phillips Publishers, 1788.

merchant discussed the hypothetical effects of abolishing the slave trade at the time.

Falconbridge stated that merchant thought this would be “a very bad thing, as they should be then reduced to the same state they were in during the war when in poverty, they were obliged to dig the ground and plant the yams.” Due to poverty, many Africans would enslave fellow Africans for survival and others who were just like all the other key players to gain wealth.

All Aboard!

The Middle Passage was one of the most horrendous experiences that an individual could imagine. The Middle Passage was when enslaved persons would be transported to the United States or the Caribbean. Many lives were lost during this stage due to the poor conditions kept on ships. Alexander Falconbridge, a surgeon upon these vessels, describes some of the horrors that the enslaved persons endured while en route to a life filled with more hardships. Here is an excerpt of Falconbridge describing the treatment of the enslaved persons while onboard:

“Once the fever and dysentery get to any height at sea, a cure is scarcely ever effective. Almost the only means by which the surgeon can render himself useful to the slaves is by seeing that their food is properly cooked and distributed among them.”

Often riddled with disease and poor diet and exercise, enslaved persons were often left to sit in their filth. Along with brutality of the captain and crewmembers onboard, these are the reasons for such a high number of deaths, which included suicide, during the Middle Passage

Captains and Crewmen

The ship captain was likely hired by a company or they were part shareholders of the vessel themselves, such as Edward Prescott, the owner and captain of the vessel *Hannah*. *Hannah*

imported 250 enslaved persons into North Carolina. Many captains of slave vessels were ex-naval officers or had some form of military training. Many voyages lasted approximately six months, so these captains required crew members. Working on a slave ship was not glamorous, and many individuals did not want to participate in the slave trade if it meant being a sailor on the ship. Many sailors were often coerced, tricked, and scammed into working on these vessels. These sailors were often met with brutality from the captain and other seamen.

The owner of the *Hannah*, Edward Prescott, had been involved in a couple of lawsuits due to his mistreatment of staff. The Maryland Court of Vice-Admiralty Minutes¹¹ shows that Edward Prescott was being sued in 1763, four years after the disembarkation of said Africans from the ship *Hannah* in North Carolina by his crew for the brutal treatment onboard the voyage, as well as unpaid wages. This court document gives insight and can describe the mistreatment of the enslaved Africans on board and the mistreatment of sailors during the slave trade. Another lawsuit filed against Edward Prescott was one from George Washington's ancestor, John Washington. Washington expounded in a letter of the brutality against passengers among the Prescott's vessels.

First Steps in North Carolina

Lucas Vasquez de Ayllon arrived on the coast of Cape Fear in 1526 to colonize the land and brought onboard the vessel 500 men and women. Ayllon, a Spanish official and a slave trader, also brought on the ship several "negro slaves." The exact amount of those enslaved persons is unknown. Due to a lack of knowledge of the land, Ayllon's settlement was overcome

¹¹ *The Maryland Court of Vice Admiralty - Minutes 1774-1775*, Accessed May 3, 2021, <https://msa.maryland.gov/msa/speccol/sc4600/sc4646/html/transcri.html>.

with famine and disease. Ayllon decided to return to the West Indies with 150 survivors. There is uncertainty about the status of the enslaved Africans who were with Ayllon. It is unknown whether these individuals escaped, died, or returned to the West Indies. These were undoubtedly the first Africans to disembark here in North Carolina. Approximately fourteen years later, Hernando de Soto, in 1540, was accompanied by enslaved persons while exploring North Carolina. It is uncertain if those enslaved persons stayed or still accompanied Soto during the remainder of the expedition.

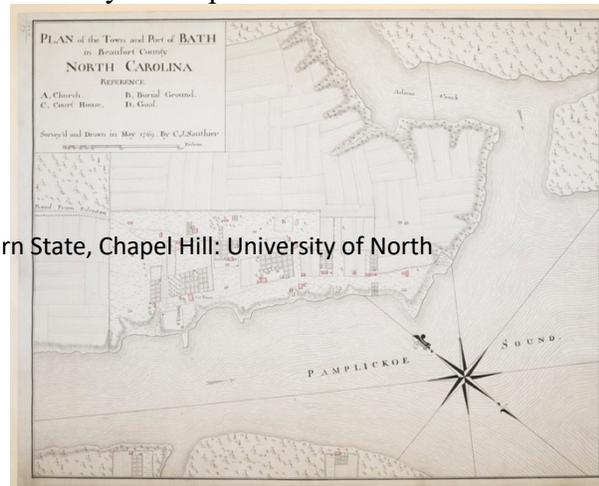
The importations and transactional sales of Africans and African descendants for free labor began as early as the 1600s. In September 1663, Phillip Evans obtained 300 under the Lord Proprietors. In addition, six persons were listed to be transported to the colony of Carolina, and amongst those persons was a Black man listed as “Tony Negro.” Beginning in 1562 until after Congress abolished the importation of enslaved persons on January 1, 1801, through the *Act Prohibiting Importation of Slaves*, the trade of enslaved persons in the state of North Carolina was prevalent.

History of Ports of North Carolina

Bath

The city of Bath is the first town that was developed in North Carolina. On March 8, 1705, the Assembly incorporated the city of Bath. Although it was the first town in North Carolina, it never had a significant population increase, and it developed slowly, keeping true to its rural roots. In 1715 Port Bath was created. It was the first official port of entry in the province of North Carolina¹².

¹² Lefler, Hugh and Albert Newsome, *North Carolina: The History of Southern State*, Chapel Hill: University of North Carolina Press, 1963.



New Bern

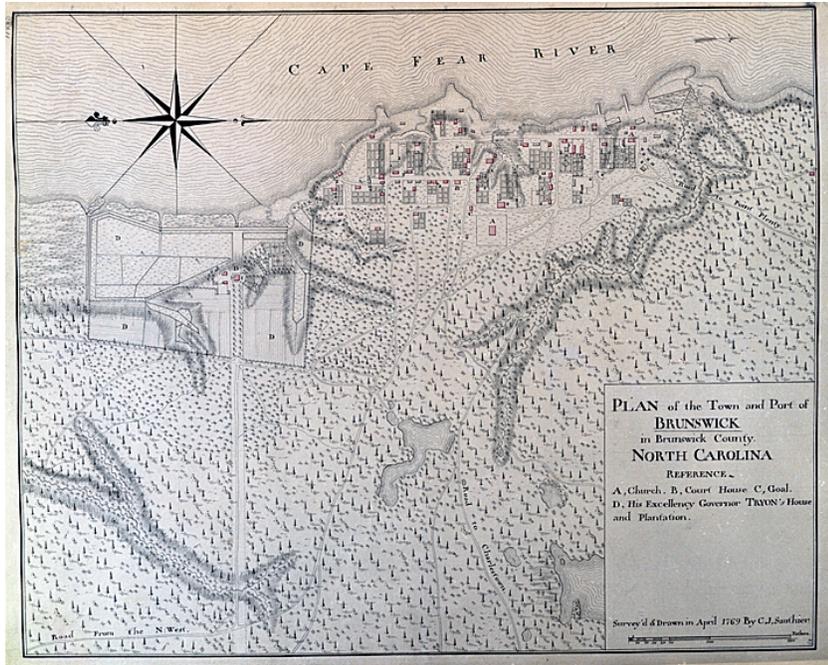
New Bern was founded in 1710 by German Palatines. The settlement was located in the Neuse-Trent Area and considered the largest and most significant settlement in North Carolina.

Eventually, Swiss settlers from Bern decided to settle there as well. The town was named after the region where the Swiss settlers originated.

Brunswick and Wilmington

The city of Brunswick was settled in 1725 by Colonel Maurice Moore, the town officially formed in 1727. In 1731, Brunswick was made the official “Port of Entry” or all shipping in the Lower Cape Fear region. Due to monopolization by the Moore family, who controlled the sale of land, the government of the town, and the seat of power in the region, a confrontation ensued amongst residents. In 1734 Gabriel Johnston was elected governor, and the Moore family adamantly disagreed with this appointment¹³. Due to this conflict, Governor Johnston decided to encourage the formation of another town. Through shady tactics and slanderous propaganda about Brunswick, Johnston was successful in creating the new colonial town of Wilmington, which was officially named in 1740. In the same year, Johnston was also successful in having the courts moved from Brunswick to Wilmington. Although, Brunswick still controlled the exports and imports of both Brunswick and Wilmington. In 1776, after the destruction of the town of Brunswick, the customs collector for the Port of Brunswick had to relocate the headquarters to Wilmington.

¹³ “Building a Colonial Port,” *Historic Sites*. Accessed May 3, 2021, <https://historicsites.nc.gov/all-sites/brunswick-town-and-fort-anderson/history/building-colonial-port>.

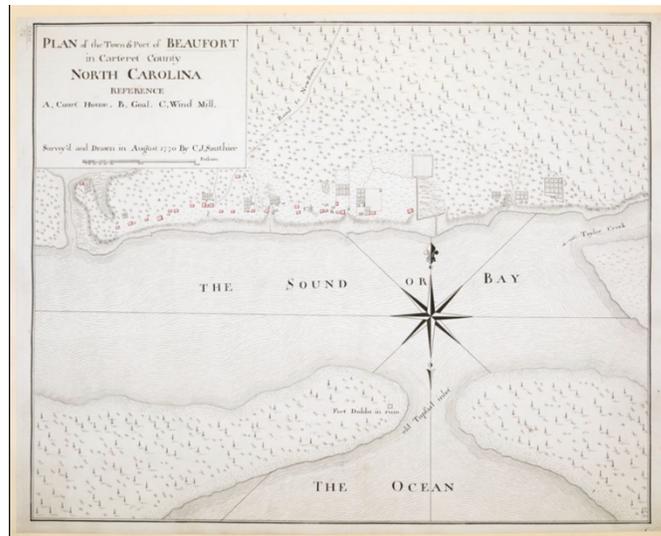


[Plan of the Town of Brunswick \(1769\)](#)

Port Beaufort (New Bern and Beaufort)

The Port of Beaufort was located in both the towns of New Berna and Beaufort. The town of Beaufort was settled in 1709. It is the third oldest town in the state. Although the plans were laid out in 1713, it was not officially incorporated until 1722. It was also established as a seaport in 1722. The town of New Bern was settled in 1710. It is the second-oldest colonial town in North Carolina. As a result of New Bern being located near the Trent and Neuse rivers it became a major point of trade. Beaufort, due to it's remoteness it was decided by officials to build a canal between the two towns to open water-borne commerce between New Bern and Beaufort¹⁴.

¹⁴ "A History of Beaufort, North Carolina," Carolana, <https://www.carolana.com/Carolina/home.html>.

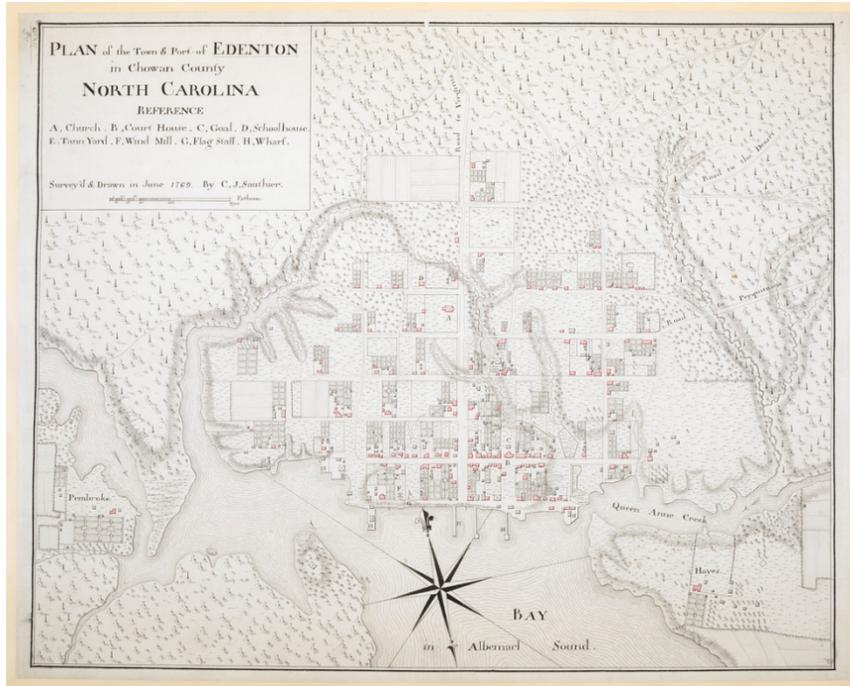


[“Plan of the Town and Port of Beaufort in Carteret County North Carolina” \(1770\)](#)
Boston Public Library

Edenton and Port Roanoke

The town of Edenton was established in 1712. It was known as “the Towne of Queen Anne’s Creek.” It was later known as “Ye Towne on Mattercommack Creek¹⁵.” The last of its name is “Port Roanoke.” It was renamed Edenton and incorporated in 1722 in honor of Governor Charles Eden. Many ships passed through the Roanoke Inlet, which opposite Roanoke Island. In 1676 the Lords Proprietors established three towns, which were deemed the port towns in Albemarle. The first of towns was Roanoke Island, which was the “the chief town.” Roanoke Inlet closed in the early nineteenth century, but that did not mean that ships were not arriving; they were coming at Port Roanoke in Edenton.

¹⁵ Stick, David, and John Hairr . “Ports and Harbors.” *NCpedia*. Accessed May 3, 2021, <https://www.ncpedia.org/ports-and-harbors>.



[Plan of the Town and Port of Edenton in Chowan County North Carolina \(1769\)](#)

British Library

Importation of Enslaved Africans In North Carolina

According to Walter Minchinton's *The Seaborne Slave Trade in North Carolina*, the earliest date of importing slaves to North Carolina is unknown. Minchinton states that sometime in the mid-1680s, a vessel delivered about ninety slaves from Calabar to North Carolina and Virginia. It is unknown how many disembarked at that time. The first documented import of an enslaved person was a "negro woman" who arrived through Port Roanoke on June 6, 1702, on the sloop Ann¹⁶.

¹⁶ Minchinton, Walter "The Seaborne Slave Trade of North Carolina." *The North Carolina Historical Review* 71, no. 1 (January 1994): 10. <https://www.jstor.org/stable/23521322>, 5.

According to research, an estimated eleven ships from 1759-1787 imported enslaved persons to North Carolina directly from Africa. This does not negate the possibility of more, but there 12 confirmed vessels¹⁷. North Carolina had a high importation rate of enslaved persons from the West Indies who likely came from Africa. However, the enslaved persons brought from the West Indies were considered more ‘seasoned’ , which symbolized that these persons were had prior experience in enslavement than those directly imported from Africa.

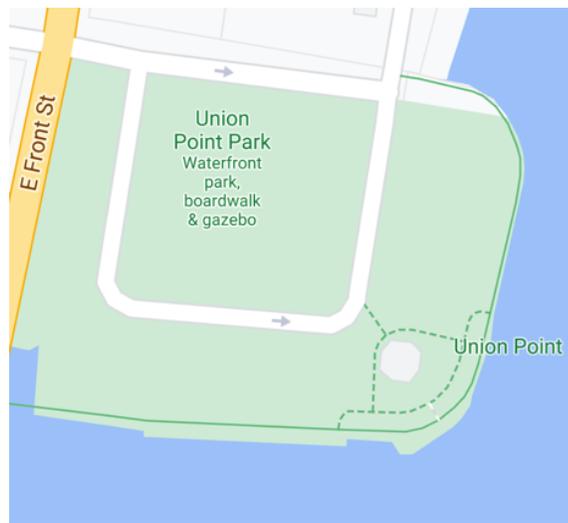
In North Carolina, Beaufort, Roanoke, Edenton, New Bern, Brunswick, and Bath are ports confirmed as sites of importation of enslaved persons directly from Africa. Governor Arthur Dobbs stated that in 1754 “19 negroes arrived in Port Bath,” but there is no evidence that they were directly imported from Africa. It does state in the Account of the Shipping and Slave Trade in North Carolina from 1748 to 1754 that 19 Negroes entered into the Bath Town. The term “negroes” do not ensure that they were imported directly from Africa. In *the Historical Report of Port Bath*, it says the following year in 1755, specifically May 16, 1755, on the brig, Campbell arrived from Kingston, Jamaica with a cargo of 16 negroes wound for North Carolina. In September 1767, on the sloop, Virgin Catrene arrived from Kingston, Jamaica, and was carrying three negroes and was Bound for North Carolina.

Places of Sale

¹⁷ For information on the vessels and imports please see table on pg. 2

Many enslaved persons came through the various ports of entry to be sold. These places of sale could be at multiple locations, and due to lack of documentation, it is hard to pinpoint them.

Although, some areas were identified in local newspapers as advertisements. On Union Point, now Union Point Park in New Bern is where Edward Batchelor and Company held an auction to purchase “a parcel of Africans.¹⁸” Taverns are also a place where enslaved persons were sold. In Wilmington, “twenty seasoned slaves¹⁹” were to be sold at Mr. Dekeyler’s Tavern. The current location of this tavern is unknown. Places of sale would often be close to the port of entry, so the process of debarking and the enslaved Africans at the site of purchase would prove less difficult.



Google Map Image of Union Point Park

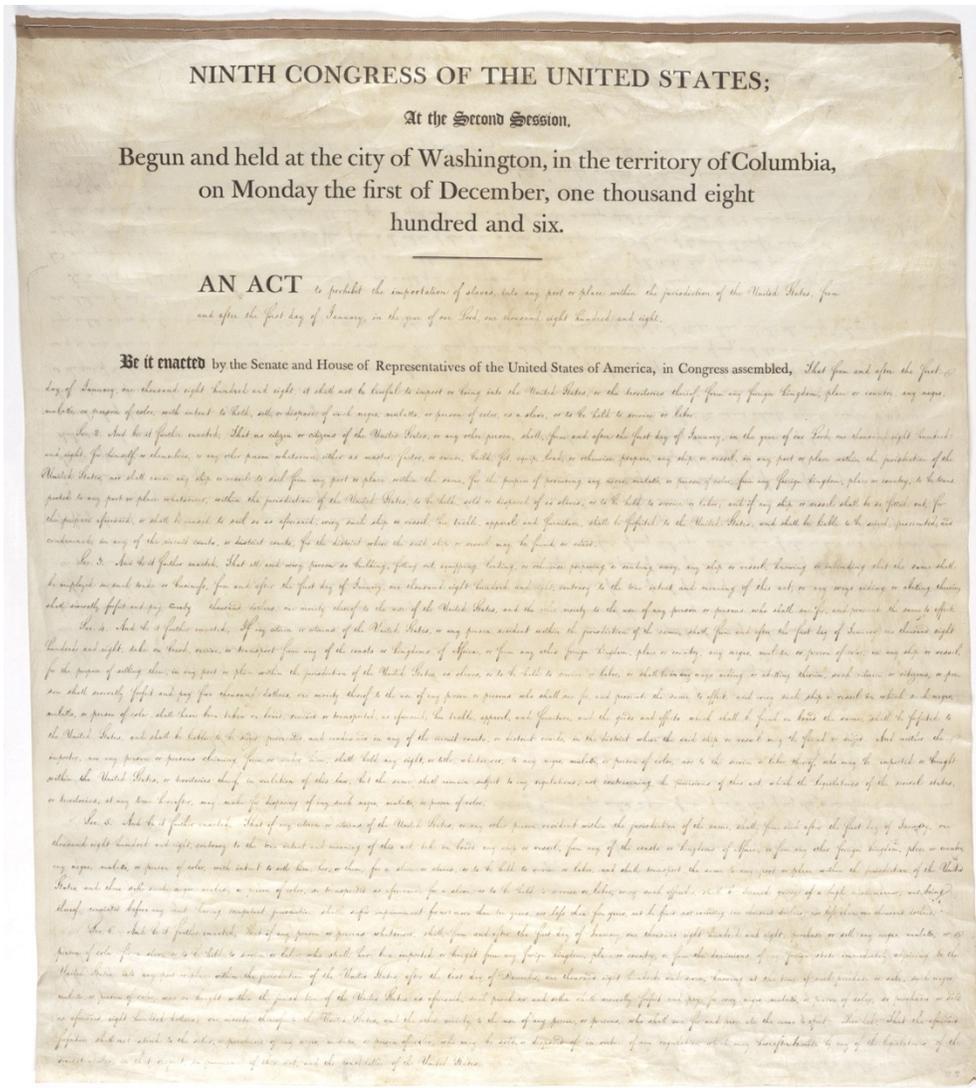
The End of Importing Enslaved Africans

In January of 1808, the federal government passed the Act Prohibiting Importation of Slaves, making the importation of slaves illegal. Unfortunately, this did not stop the import of Africans. North Carolina, following the ban, enacted a law in 1816 to combat this problem. If the government caught the illegal import of enslaved persons, the law permitted local government officials to sell these individuals. In hindsight, this was not helpful to the enslaved Africans

¹⁸ See image of advertisement in section, “Private Companies.”

¹⁹ When a slave is seasoned, they have undergone the process called ‘seasoning.’ This process is when a newly enslaved African goes through the stripping of their identity and are “broken,” so the owner or overseer has complete control. This would include stripping persons of their native language and force them to adopt Eurocentric language and customs.

because they were still being sold into slavery. This ensured monetary circulation for the government through the taxation of merchants involved in the slave trade.



[Act Prohibiting the Importation of Slaves](#)
 Monday, December 1, 1806

Research Gaps

Due to the nature of this period and certain events pivotal to the slave trade in North Carolina, there is a lack of documentation and many ports of disembarkation are not specified. This could be due to several reasons including war, legislation, and slave rebellions. North Carolina imposed many laws that affected the importation of enslaved persons.

Slave Insurrection

On September 9, 1739, in South Carolina, approximately twenty Africans, led by an Angolan named Jemmy, raided a store near Wallace Creek and stole guns and knives. On their march, the group gained 40 to 60 more individuals and proceeded to murder an estimated twenty white people. Proceeding the rebellion, North Carolina enacted stricter laws and even went so far as to slow down the importation of slaves²⁰. In 1741, North Carolina created a law that forced newly free slaves to leave the colony. As a result of fear, legislation was put in place to protect white colonists. Still, truthfully the need for slave labor overrode the legislation, and there were many illegal importations of slaves, but because of its illegitimate nature, there was no evidence of this documented.

Boycott Against the Slave Trade

On November 1, 1765, North Carolinian colonists decided to boycott slave imports. This was when tensions were running high between patriots and loyalists. The idea of war was not yet in sight, but at the time, colonists were beginning to question their mother country's motives. Although this import had little effect on the trade, it did affect the record-keeping involving slave

²⁰ Minchinton, The Seaborne Slave Trade, pg.7

imports. The image below is an excerpt of the Journal of Sessions and Votes of North Carolina's Provincial Congress. Both images express that North Carolina had decided to boycott the imports of any kind from Britain; this also included slaves during the Revolutionary War. Stopping imports during wartime is nothing new for North Carolina. During the French and Indian War of the Seven Years War (1757-1761), North Carolina cut off imports from the West Indies²¹. The only exception was in 1759, onboard the ship Hannah, 258 negroes disembarked in an unspecified port in North Carolina.

Resolved, That we will Neither import any Slaves
nor Slaves nor purchase any Slave or Slaves
Imported or brought into this Province by others
from any part of the world after the first Day of
November next.

[Journal of Sessions and Votes \(November 1775\)](#)
[Newbern, NC \(1774\)](#)

Resolved, That we will not directly or indirectly after
the first day of January 1775. Import from great
Britain any East India Goods or any Merchandise
whatever (Medicines excepted) nor will we
after that day import from the West Indies or
elsewhere any East India or British Goods or
Manufactures, nor will we purchase any such
Articles so imported of any Person or persons
whatever except such as are now in the Country
or may arrive on or before the said first Day of
January 1775.

[Journal of Sessions and Votes \(Resolved January 1775\)](#)
[New Bern, N.C \(1774\)](#)

²¹ Minchinton, The Seaborne Slave Trade, pg. 7

Due to the many bans and boycotts, the slave trade was kept secretive, and many merchants began to venture out to illegal practices which were not marked on the books by the customs officials. As a result, it is difficult to provide concrete evidence of specific ports of entry where enslaved Africans disembarked. This proves how complex the slave trade was and the lengths are taken to sustain a free labor system in North Carolina.

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