

REPORT
OF THE
SUPERINTENDENT OF THE NAUTICAL SCHOOL.

NEW YORK NAUTICAL SCHOOL, }
NEW YORK, Dec. 31st, 1877. }

To the Honorable the Board of Education:

GENTLEMEN—I have the honor to submit the Fourth Annual Report of the New York Nautical School.

Upon the return of the pupils from the leave of absence granted during the holidays, their studies were resumed and continued until April 13th, upon which day the school was examined by Mr. Henry Kiddle, City Superintendent, and Mr. Thomas F. Harrison, Assistant Superintendent.

The following is an extract from the report of the City Superintendent for the month of April:

“During the same month the Nautical School was visited and carefully examined. The pupils showed excellent progress in most of the branches of study prescribed for the Grammar School, and gave evidence of faithful instruction.”

After this examination the work of preparing the ship for sea was begun. This consisted of removing the deck and hatch houses, unhauling portions of the standing rigging, reeving off running gear, bending sails, refitting boats, &c., &c. It was performed in part by the boys, and was excellent practice for them.

On May 16th the ship sailed from New York, and after cruising for a week in Long Island Sound, ran into New London, Conn., for the purpose of filling up with water for the foreign cruise.

On May 26th she sailed from New London, bound to Lisbon, Portugal, which port she reached on June 18th.

While in Lisbon the boys were allowed to go ashore twice, remaining all day each time. The ship was visited by Hon. Benjamin Moran, the United States Minister to Portugal, and Mr. Henry W. Diman, the U. S. Consul. Visits of ceremony were also exchanged with the Admiral commanding the Portuguese Naval Forces, and the Superintendent of the Naval Arsenal.

Sailing from Lisbon June 28th, the port of Funchal, in the Island of Madeira, was reached July 2d. Here the boys were again allowed to go ashore for one day.

On July 5th the ship sailed from Funchal homeward-bound, and she anchored in the harbor of New London on Aug. 4th. From this date until Oct. 22d, she cruised between Glen Cove, L. I., and Newport, R. I.

On Oct. 22d, she returned to New York and anchored in East

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During the cruise the boys were instructed and exercised in knotting and splicing, bending, reefing and furling sails, use of the lead, log and compass, steering by the compass and by the wind, reefing and fitting rigging, handling boats under sails and with oars, and in all the evolutions usually performed at sea.

The graduates were taught sailmaking, and each one required to become proficient in sewing and roping a sail, putting on a patch and in working cringles.

They were also instructed and made fair progress in practical navigation.

On Nov. 15th, the ship was carefully inspected and the boys examined by Capt. Jno. S. Barnes and Mr. Thos. P. Ball, members of the Council of the Nautical School, appointed by the Chamber of Commerce.

The greater part of the day was devoted to this examination, and at its close the boys were exercised in the presence of a large and distinguished company of gentlemen invited by the Chamber.

The medals offered by the Chamber of Commerce as prizes to the three pupils having the best records were awarded to Elmer Ellsworth Mattix, James Joseph Keely and Benjamin Franklin Wilson, and were presented to them by Mr. Royal

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Phelps. A detailed report of the day's exercises was made by the Council to the Chamber of Commerce, a copy of which is hereto appended.

On the day following this examination, certificates of graduation were presented by Hon. Wm. Wood, President of the Board of Education, to 41 boys who had completed the prescribed course.

From Nov. 17th until Dec. 10, the pupils were granted the usual annual leave, and during their absence the ship was prepared for winter quarters. On the latter day, the school was reopened and the programme of studies put into operation.

As will be seen by the Surgeon's Report, the health of the school has been excellent. But one accident has occurred. The boy who was injured has entirely recovered, and will go to sea in a few days.

All of the graduates of last year who elected to go to sea were placed in good ships, and the reports of those who have been heard from are favorable. No difficulty is experienced in finding positions for those recently graduated. All will soon be provided for.

The interest manifested in the school by ship owners, masters and others connected with the merchant marine is even greater than it was last year.

The whole number taught during the past year..... 222
Number admitted..... 135

Number discharged.....	128
“ graduated	41
Average attendance	98 $\frac{226}{316}$

Appended to this report are—

Statement of expenses of the school for 1877.

Report of Surgeon.

Report of Council of Nautical School to Chamber of Commerce.

Respectfully submitted,

R. L. PHYTHIAN,
Supt. of N. Y. Nautical School.

Statement showing expenses of N. Y. Nautical School Ship
“St. Mark,” for the year 1877.

Salaries of officers and crew.....	\$13,012 12
Provisions and mess expenses	8,095 23
Fuel and light.....	828 02
Ship chandlers' stores.....	2,300 82
Towing and pilotage	92 70
Drugs	106 68
Repairs and furniture	268 35
Books and stationery.....	37 75
Sundries during the summer cruise.....	1,564 98
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R. L. PHYTHIAN,
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Statement showing expenses of N. Y. Nautical School Ship
“St. Mary” for the year 1877.

Salaries of officers and crew	\$13,012 12
Provisions and mess expenses	8,095 23
Fuel and light	828 02
Ship chandlers' stores	2,300 82
Towing and pilotage	92 70
Drugs	106 68
Repairs and furniture	268 35
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N. Y. NAUTICAL SCHOOL-SHIP, *St. Marys*, }
NEW YORK, Dec. 31st, 1877. }

SIR—I have the honor to make the following report of the Medical Department of this ship for the year ending December 31st, 1877:

As may be seen by the tabulated statement accompanying this report, the distressing disease, Tonsillitis, has been of frequent occurrence.

Many persons appear to have, by nature, a strong predisposition to this affection, and, in them, its attacks are more or less frequent; occurring at particular seasons, and commonly during the variable weather of spring and autumn.

Boys, being naturally careless and susceptible to climatic influences, are, on shipboard, in spite of the safeguards thrown around them, constantly exposing themselves, and hence so large a number of cases of throat affection.

The general health of the boys has been good, and it is with pleasure that I report neither death nor epidemic to have occurred during the year.

No boy has been discharged for physical disability.

The dislocation, at Lisbon, of the ankle of our Executive Officer, Lieutenant DeLong, was of a serious nature, but from the injury he has entirely recovered.

Upon arriving at Lisbon, the very feeble condition of Dr.

Burleigh, Senior Medical Officer of the ship, rendered his transfer to a hospital necessary. For him to have attempted to return with us would have been extremely hazardous, and he was permitted to remain until such time as the Surgeon in charge of the hospital should deem it prudent for him to undertake the journey home. He recovered sufficiently to rejoin the ship, where he remained until November 6th, when another attack necessitated rest.

He is now at his home somewhat improved.

The several fractures noted in the tabulated statement very readily united, and the perfect use and freedom of the limbs have been recovered.

The most serious accident happening to us during the year, and one threatening, for some days, the life of the boy, occurred shortly after the ship anchored in New London harbor, upon her return from abroad. W. W. Howd, the unfortunate lad, fell from the main topgallant yard, a distance of 65 feet, dislocating his right shoulder, bruising his face and limbs, severely injuring one knee, and receiving a concussion of the spine, producing paralysis of the lower extremities. From this complication of troubles he has entirely recovered.

To prevent disease has been the aim of the medical officer.

To this end none but those boys of sound bodies have been admitted; cleanliness of body, clothing and bedding is enjoined; wholesome food is furnished, and their meals carefully examined; the decks kept scrupulously clean; disinfectants

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used when needed; proper ventilation is not neglected, and a qualitative analysis of a specimen of all water introduced into the ship is made.

The accompanying table will exhibit the classes and number of diseases of the past year.

Very respectfully,

J. JOHN PAGE,
Asst. Surgeon, N. Y. N. School,

To Commander R. L. PYTHIAN, U. S. N.,
Superintendent N. Y. N. School.

NAUTICAL SCHOOL "ST. MARY'S."

Report of sick, from January 1st, to December 31st, 1877.

Diseases.	Admitted.	Discharged to Duty.	Remarks.	Diseases.	Admitted.	Discharged to Duty.	Remarks.
Ambustio.....	1	1	.....	Hyperarmia hepa- tis chronica....	1	1	{ At his home.
Abscessus	9	9	.....	Neuralgia	1	1	.....
Balanitis.....	1	1	.....	Nephralgia.....	1	1	.....
Bronchitis	3	3	.....	Necrosis	1	1	Finger.
Catarrhus	3	3	.....	Otitis.....	1	1	.....
Conjunctivitis.....	3	3	.....	Otalgia	1	1	.....
Constipatio	4	4	.....	Pneumonitis	1	1	.....
Colica.....	1	1	.....	Paronychia.....	2	2	.....
Choler morbus.....	2	2	.....	Pleuritis.....	2	2	.....
Cholaemia	1	1	.....	Palpitatio	1	1	.....
Chaneroid.....	3	3	.....	Synovitis.....	1	1	Knee.
Diarrhoea	10	10	.....	Stemma	8	8	.....
Dislocatio	2	2	Shoulder Ankle.	Tonsillitis.....	27	27	.....
Febris intermittens	4	4	.....	Vulnus incisum....	5	5	.....
Fractura	4	4	Fibula Humerus Radius Ulna.	Vulnus contusum ..	6	6	.....
Furnunculus.....	6	6	.....	Vulnus venenatum.	3	3	.....
Gastric catarrh....	1	1	.....	Vulnus punctatum.	3	3	.....
Gonorrhoea	10	10	.....			
Hernia.....	1	1	Inguinal				
Total number sick days.....					481		
Daily average number of patients					1.31		

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Bronchitis	3	3	Necrosis	1	1	Finger.
Catarrhus	3	3	Otitis.....	1	1
Conjunctivitis.....	3	3	Otalgia	1	1
Constipatio	4	4	Pneumonitis	1	1
Colica.....	1	1	Paronychia.....	2	2
Choler morbus.....	2	2	Pleuritis.....	2	2
Cholaemia	1	1	Palpitatio	1	1
Chancroid.....	3	3	Synovitis.....	1	1	Knee.
Diarrhoea	10	10	Stremma	8	8
Dislocatio	2	2	Shoulder Ankle.	Tonsillitis.....	27	27
Febris intermittens	4	4	Vulnus incisum....	5	5
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To the Chamber of Commerce:

The Committee composing the Council of the Nautical School of the City of New York beg leave to report that in accordance with the laws and rules establishing and governing this school, the regular Annual Examination was held on board the school-ship "St. Mary's," then lying in the East River, on the 15th of November, 1877.

The examination was conducted in the presence of this Committee by the officers of the ship, who have been the instructors of the pupils, and its general result was very satisfactory, the young men exhibiting every evidence of careful systematic instruction in the ordinary duties of seamen, while the first or graduating class, now about to leave the school and enter upon their profession, showed a very fair knowledge of the science of navigation and of the higher branches of studies adapted more particularly to the practice of their future vocation.

The form of the inspection of the ship and the examination adopted by the Council at the last examination was observed, and consisted in mustering the pupils for inspection upon the spar deck, and addressing a few questions of a general character to them.

The total number of pupils present for examination was ninety-two, of which forty-one have completed the course of instruction allotted by the Board of Education, and were prepared for graduation. Of the first or graduating class the average age is eighteen years, all of them fine-looking, neat lads, in sound phys-

ical condition, sufficiently proving the satisfactory discipline and training of the school.

The ship was then subjected to a careful inspection, and found to be clean and orderly in every part, with excellent arrangement for berthing and messing the pupils, every attention being paid to their comfort and convenience that is possible under the circumstances.

The forms and internal rules and regulations of a man-of-war are closely followed so far as is possible, and the vessel in her appointments, equipments, and arrangements, for the comfort of the scholars, bears a very favorable comparison with the schoolships of the Navy.

The food furnished the school by the Board of Education is plain but substantial, and the surgeon's report shows that the general health of the pupils is excellent, and that no serious illness or accident has occurred during the year.

Following the inspection of the scholars and ship, the boys were dismissed to the lower deck, arranged in classes as for instruction, and your Committee attended each class in turn, questioning the individuals and listening to their recitations as conducted by their instructors. To the members of the graduating class were given examples in navigation, comprising the problems of finding the latitude and longitude of a ship by dead reckoning, latitude by meridian altitudes of the sun and polar star, and the longitude by time sights. They answered with readiness questions upon the variation of the compass, the use of

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charts and nautical instruments, showing throughout very careful instruction and fair proficiency.

This class was further examined upon the ordinary work of seamen, in which they showed very considerable practical knowledge in handling sails, knotting, splicing, marking the lead and log lines, mending and fitting sails, boxing the compass, steering and handling a ship, reeving, running, and fitting the standing rigging. Some of this class showed very marked proficiency, and with the experience which will come to them by observation, will soon be competent to perform the duties of officers. The examination of this class was conducted with the purpose of carrying out the directions of this Chamber, which, at the monthly meeting of December of last year, voted an annual appropriation of \$150, to be expended in prizes to be presented to the three boys of the graduating class, who should show the highest degree of excellence for the entire year. At the request of the Committee, the officers exhibited to them a merit-roll, containing a list of the graduates and showing the average merit of each individual, as determined by the records of the school. From this merit-roll it appears that the following named young men are entitled to the honor of preference as being distinguished in the order named, for general attention to their duties and studies, and marked proficiency and activity as seamen :

No. 1, Elmer Ellsworth Mattix, 18 years 9 months.

No. 2, James Joseph Keeley, 19 years.

No. 3, William Franklin Wilson, 19 years 3 months.

The justice of the record was fully established by their appearance, and the results of our examination.

Your Committee had previously caused to be prepared a die, from which three medals had been struck, one of silver and two of bronze, with appropriate devices and inscriptions.

Later in the day and in presence of a numerous assemblage comprising a large number of members of this Chamber, the above-named boys were formally presented with the medals by our distinguished associate, Royal Phelps, Esq., who accompanied the presentation with fitting words of encouragement and advice.

From the record, the statements of the officers, and from the examination, it appeared that great emulation had been excited amongst the boys for the possession of these marks of distinction, and, at the instance of the Board of Education, the following named boys were also awarded by a book as a token of appreciation of their general good conduct, and excellence in their studies and duties.

Elbert W. Baker,
Jacob C. Hitzel,
John McCune,

William J. Bryant,
John H. Cassidy,
Clarence M. Grodevant,

John Cqerny,
Charles P. Kelly,

Succeeding the examination of the graduating class, the Council attended the examination of the Junior Class, comprising boys who have been in attendance upon the school for one year or less. The examination was confined to ascertaining their

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Succeeding the examination of the graduating class, the Council attended the examination of the Junior Class, comprising boys who have been in attendance upon the school for one year or less. The examination was confined to ascertaining their

knowledge of the general duties of an ordinary seaman, including practical exhibitions in knotting, splicing, reeving, running and fitting standing rigging, boxing the compass, handling sails, in effect ascertaining their proficiency in such work as is of ordinary daily occurrence on shipboard.

In regard to this class, they exhibited evidence of very fair average ability, some of them showing very marked aptitude for the life and work of a sailor.

These examinations occupied the entire forenoon of the day. At the invitation of the Chamber, a large number of visitors assembled on board of the ship in the afternoon, and under the directions of the officers various evolutions were performed aloft, including loosing and turling sails, reefing topsails, making sail to topgallant sails and royals, trimming sails to the wind, etc., which were all performed with celerity and regularity. The boys were also exercised at firequarters, and in manning and rowing the ship's boats. Owing to the spars and rigging of the "St. Marys" being very heavy, being precisely like those in use on regular sea-going ships of our navy, the sails upon the foremast alone were handled.

Your Committee renew the recommendation in the last Annual Report, that, if practicable, the school-ship should be rigged like a merchantman, as better adapted to the strength and numbers of the scholars.

The total number of boys present at the examination was ninety-two, of whom forty-one were in the graduating class, and for whom places are to be found in ships sailing from this port.

The assistance of shipowners and members of this Chamber is desired in placing the graduates in vessels bound upon long voyages, which are preferable to short ones, for obvious reasons.

At the last annual examination, fifty-eight boys were graduated, of which number forty-one went to sea before the mast, in ships, mostly bound upon voyages to China and San Francisco. Reports from these boys, so far as received, are encouraging; a few of them are already serving as third mates, and several are promised mates' positions at the termination of their present voyages.

During the past summer the school-ship has made a voyage to Europe, touching at Lisbon and Madeira. She sailed from New York on the 15th of May last, and returned to the waters of the United States on the 4th of August, having been fifty-six days actually at sea, and underway.

The number of boys on board during this voyage was one hundred and twenty-eight, constituting the working crew of the vessel. From the 4th of August to the 25th of October, when the ship resumed her station in the East River, she was cruising in Long Island Sound. During the winter months the ship lies moored to the dock in the East River, where the officers receive applications for admission to the school, and are employed in instructing the boys in the elementary branches of a common school education, as well as in their duties as seamen. About twenty per cent. of the boys applying for admission fail in passing the physical examination required.

Since the establishment of the school, three hundred and nine-four boys have been admitted under the rules, and received instruction. The course of instruction contemplates two years' residence on board. About one hundred and fifty boys can be comfortably provided for and instructed at one time; but this number has never yet been reached, and the attendance constantly varies; many finding, on trial, that the life is unsuited or disagreeable to them; some proving idle and indifferent, and a few being dismissed for bad conduct and disregard of the rules.

By special provisions of the law establishing this school, no boy can be received on board as a punishment, or as a commutation of punishment for crime; but it is not easy to divest the minds of the public of the idea that the school is in some measure a reformatory, and this misconception undoubtedly deters many from entering. When this shall be overcome, and it becomes generally known that the Nautical School is a part of the general system of public instruction, governed in the same manner as the other public schools of the city, and its expenses defrayed out of the common school fund, it is hoped and believed that it will draw to it young men in sufficient numbers of proper character and qualifications.

It should be borne in mind that as yet the school is an experiment. This being but the third year of its existence, many important changes may be made to increase the scope of its usefulness. But it is an experiment which this city can well afford to make. It raises, by taxation, immense sums annually for educational purposes, and distributes yearly, all over the country, at the cost of its citizens, recruits to every other field of private and public

usefulness; but until the establishment of this school, no effort has been made, and hardly a dollar of public money has been expended to encourage or educate its youth in the exercise of a profession so closely connected with its prosperity and influence.

American ships, with American officers and American crews, are, as we all know, among the memories of the past; but it can not be believed that this nation will remain contented to be waited upon, like the effeminate and helpless, by the ships and people of other nations.

There must be American ships for American sailors; laws and restrictions which have driven our vessels from the ocean must be swept aside, and a full and free scope given to that enterprise which once gave the American flag so respectable a position among the commercial nations of the world.

This school-ship, with the very moderate results as yet developed from it, is the small beginning of a movement in the right direction. It is not pretended that it is a perfected system; such as it is, it has been established in the face of many difficulties and general apathy, and at a period of great commercial depression. It is in some measure placed under the care of this association. Much is expected at your hands, individually and collectively, to further its objects, and promote its usefulness. Its future development will largely depend upon the active interest and personal exertions of the merchants and ship-owners of the city of New York.

Your Committee beg to refer the members of the Chamber to the previous reports of the Council for the laws establishing the

Nautical School, and under which it is maintained, and for information regarding its progress.

We beg, in closing this report, to refer to the officers of the United States Navy who have acted as Superintendent and instructors, and to whom the city is indebted for whatever of success has been attained by it.

Commander Robert L. Phythian, and Lieutenants George W. DeLong and J. J. Hunker, Master Robert G. Peck, Passed Assistant Surgeon D. C. Burleigh, and Assistant Surgeon J. J. Peck, have been earnestly and zealously engaged in performing really laborious work in the face of many discouragements, and for their disinterested and watchful care of the institution confided to them this association and community owe their grateful acknowledgments.

Your Committee regret that the absence of its Chairman, Mr. Charles H. Marshall, now abroad, has deprived them of his assistance in conducting this examination, and prevented his joining in this report.

Very respectfully,

Your obedient servants,

JOHN S. BARNES, } *Council Nautical School,*
THOMAS P. BALL, } *Chamber of Commerce.*

NEW YORK, December 15, 1877.