

REPORT
OF THE
SUPERINTENDENT OF THE NAUTICAL SCHOOL.

NEW YORK NAUTICAL SCHOOLSHIP *St. Mary's*, }
NEW YORK, Dec. 31, 1878. }

To the Honorable Board of Education:

GENTLEMEN—I herewith submit the Fifth Annual Report of the New York Nautical School.

The pupils were instructed, according to the prescribed programme, in the English branches, from January 1st until April 25th. On the latter day an examination was held by Mr. Henry Kiddle, and Mr. Thomas F. Harrison, Assistant Superintendent. A short vacation was then allowed, to enable the boys to visit their homes before leaving on the summer cruise. The work of removing the deck houses and fitting the ship for sea being completed, she sailed May 16th, and after a short cruise in Long Island Sound anchored at New London, May 23d. June 5th she sailed for Lisbon, which port she reached on the 27th of the same month. Sailing thence July 3d, she arrived at Funchal, Maderia, July 7th. While in these ports permission to visit the shore was given to the boys as often as circumstances would allow.

August 3d she anchored in New London, having been absent from the United States sixty days. The remainder of the time allotted to practical exercises, was spent cruising between Glen Cove, L. I., and Newport, R. I.

The ship returned to New York October 21st, and on the 25th the school was examined by the Council of the Chamber of Commerce, and a Board of Experts selected by the Council. On the 29th the certificates were presented to the graduating class by Hon. Wm. Wood, President of the Board of Education. During the vacation which followed, the ship was put in condition for the prosecution of the winter school course. While on the summer cruise the boys were carefully instructed in navigation, sailmaking, knotting and splicing, fitting gear with large and small rope, exercises at sails and spars, steering, use of lead, and handling boats under sail and with oars.

The cruise was, in every respect, a successful one. The reports of the Council of the Chamber of Commerce and of the Board of Experts, showing the results attained, are so comprehensive as to leave nothing to be added here.

It was a part of the original plan of the school to give the graduates who had acquired some practical experience in the Merchant Marine, higher instruction in navigation, handling ship under various circumstances, and other professional subjects, with the view of fitting them for officers' positions.

This plan was put into successful operation during the last cruise, and there are now on board four (4) young men who are fully qualified in every respect to perform the duties of second mates, to whom certificates to that effect will be given.

The following is a statement of the attendance for the year :

On board January 1, 1878.....	53
Admitted	148
Discharged.....	78
Graduated	37
On board December 31, 1878.....	86
Average for the year.....	92 $\frac{3}{4}$

The school enters upon its fifth year with every promise of success. The number of students exceeds that of last year by 33, and applications for admission are still being received.

The graduates find ready employment in the merchant service. The interest manifested in the school is increasing, and the prejudices which at first existed have almost entirely disappeared.

Appended hereto are—

Report of Council of Chamber of Commerce, marked A.

Report of Board of Experts, marked B.

Report of Surgeon, marked C.

Statement of Expenses, marked D.

Respectfully submitted.

R. L. PHYTHIAN,

Supt. N. Y. N. S.

A.

To the Chamber of Commerce:

The Council of the Chamber of Commerce on the Nautical School, respectfully beg to report, that on the morning of Friday, October 26, they visited the Schoolship St. Mary's, which was lying in the East River, near the Wall street Ferry, in company with Captains John H. Mortimer and James Luce, who kindly consented to assist in the examination and whose report is herewith submitted.

A tour of inspection was made of the ship itself, in company with Captain Phythian and Lieuts. Hunker, Osborn and Peck, and your Council were, as in former instances, satisfied with the neatness and regularity which characterized every department. The boys themselves, some 97 in number, seemed in excellent health and spirits, and your Council were much pleased in noting that an affectionate confidence seems to mark their relations with their officers and instructors. None appeared sullen or discontented, but on the contrary, satisfied and happy, and as a general rule their faces were intelligent and bright. The number on board January 1st, 1878, was 53; admitted, 106; discharged, 63; remaining October 25, 1878, 96; average attendance, $96\frac{2}{3}$; number in graduating class, 37; old graduates qualifying for mates, 6.

The six boys classed as "old graduates," qualifying for mates, graduated from the school at former examinations, have been to sea in merchant ships, and have during the last cruise received special instructions in navigation and handling a ship under various circumstances.

They have had charge of the deck in getting under way, tacking, wearing, and performing other evolutions. It is expected that in six weeks or two months they will be prepared to pass examination in the presence of a Board of Captains, which will entitle them to certificates stating that they are competent to perform the duties of second or third mates. The ages of the graduating class vary from 17 to 21 years, the average age being $19\frac{3}{7}$ years. The report of Dr. J. J. Page is appended herewith, and shows a favorable sanitary condition of the vessel.

The total number of sick days were 388, which, with an average attendance of 97 boys, gives the daily percentage of patients as 1.44. There have been no serious cases of illness during the past year, and the diseases have been those incident to the exposure of a sailor's life, and trifling in their nature.

To Captain Phythian and his officers, Lieuts. Hunker, Osborn, and Peck, and Dr. Page, the Surgeon of the vessel, the Council award the commendation which their intelligent and painstaking supervision merits.

Your Council refer to the report of the Committee of experts for a detailed statement of the examination in the various branches studied in the school, and in the practical work which is a part of seamanship.

The judgment of this Committee is that the boys showed by their answers to the questions put them, which were selected at random from a large number, their appreciation of the underlying principles on which their studies are based, as well as their mastery of the mere mechanical elements of their duties. The examina-

tion comprised the working out of problems in navigation, questions in the same, the knotting, splicing, etc., of a rope, sailmaking, etc., and embraced within its scope the details which enter into the study and practice of a nautical profession. Many questions were asked by your Council, and Captain Phythian has expressed his gratification at the satisfactory and thorough manner in which the examination was made.

The boys were in no respect especially prepared for the occasion, and your Council are of the opinion that the answers to questions propounded them are a good indication of their general knowledge and progress. The time occupied by the examination was over three hours, not including that spent in the exercises which took place on the arrival of the invited guests. The interest shown in the school was apparent by the attendance of a large number of our most distinguished citizens, accompanied in many instances by ladies. A pleasant feature in the day's performances, was the presentation of the three medals, provided by the Chamber, for the three most meritorious scholars in the graduating class.

Your honored President, Mr. S. D. Babcock, made the presentation in an address which was as valuable in its sentiments as it was happy in its delivery.

The names of the recipients of the medals are as follows: First Medal, Charles Augustus Westervelt; Second, Francis William Urquhart; Third, William Yellot Smith. Captain James Parker presented, on behalf of the Maritime Register, a handsome sea glass to Samuel Elmer Whitwell, for proficiency in navigation, and on the part of the officers of the ship, a like gift was made to John Augustus Moye, for his seamanlike qualities and attention to

duty. The exercises closed with an address by President William Wood, of the Board of Education, which was replete with sound sense and genuine feeling, and to which the boys listened with evident interest.

Your Council have no recommendation to make beyond the one alluded to by the Committee, that a too rigid economy should not prevent the furnishing material for the use of the ship, which shall be adapted to all emergencies, even the most unusual. No risk which precautions of this kind will prevent can rightfully be incurred. While congratulating the Chamber upon the success which has thus far attended the institution of the school, your Council cannot refrain from expressing a regret that this success has not induced imitation in other cities. This is the only training school for the merchant marine, of which the United States can boast.

In England there are 45; in France 42; in Germany 21; in Holland 9; in Denmark 1; in Italy 23; in Spain 9; in Portugal 1; and in the United States, to our sorrow be it written, but one. That the manly and honorable career of a seafaring life should be so little encouraged in this country, intended as it plainly is by Providence for commercial greatness, should be to all a subject of profound regret. From the fore-castle of our merchant ships have sprung some of the worthiest examples of the best American character, and whose lives are impressed upon their country's history in letters that will never fade. Shall the influences which created those men become extinct among us—crushed out by unwise, by useless, by ruinous restrictions—or shall our country, freed from the trammels which selfishness and

ignorance have fastened upon her, assume her rightful place among nations? With the advent of that day on which commercial freedom shall be achieved, will come the opportunity for youthful energy and ambition, which are not wanting to the scholars of the St. Mary's, to create for the possessors of these qualities, fields of employment no less honorable than those in which their predecessors strove. To aid in training the mind of youth for a useful career is an exalted task; to remove from its path the obstacles which fetter and impede its progress, is a work in which every lover of his country can take even greater pride.

CHARLES H. MARSHALL,
THOMAS P. BALL,
JOHN S. BARNES.

B.

Report of the Committee of Experts, consisting of Captain JOHN H. MORTIMER and Captain JAMES C. LUCE.

To the Council of the Chamber of Commerce on the Nautical School:

Having been requested by your Council to visit and examine the ship "St. Mary's," we beg to state that on the morning of Friday, the 25th of October, we proceeded on board the vessel and made a careful examination into the method of instruction followed for the purpose of educating young men as seamen.

The vessel appears admirably adapted for the purpose for which she is used, having good accommodations for a limited number of scholars, and roomy decks, which furnish convenience for prac-

tice and for an ordinary elementary school education. In a sanitary point of view everything appears perfect, cleanliness and the ventilation seemingly being all that could be desired. The boys composing the crew were mustered by Captain Phythian and officers, to whom great credit is due for their state of efficiency resulting from the painstaking methods employed in training them for the duties of after life.

The physical condition of the boys seemed particularly good and in accordance with their surroundings, and is evidently a natural result of their cruises, and the exercise attendant thereon; apparently, they seemed happy and contented with the life they had entered upon, evidently showing great respect toward and confidence in the various officers of the ship. The various classes of the scholars were called and examined as to their progress made while on board the ship. In navigation problems were resolved in latitude by the sun and moon, and longitude by time, embracing the methods ordinarily in use, including dead reckoning, or day's work. After this followed a verbal examination, which developed the advantage of their method of instruction, and showing that they had been fully taught the principles of navigation, and had comprehended them instead of depending on the bare mechanical method of determination. A certain number were ordered forward, and a miscellaneous party were examined as to their proficiency in sailmaking. Work was executed showing their ability to do all the ordinary requirements of a vessel. Samples were exhibited of their individual work, which were creditable for their neatness, in cringle working, eyelets, flat and round seaming, and roping. The execution of this was fully

equal to that done by the best of seamen on board our merchant ships. Another class was examined in splicing and forming knots, making long and short splices, lanyard knots, etc. Boys were then selected by us promiscuously from the junior classes, who executed, with facility, the ordinary knots and hitches usual to the necessities of seamen. They were piped to dinner, at which the food seemed excellent and sufficient. Afterward practice was had in making, reefing, and taking in sails, which was done with alacrity, and the performance of which would have been creditable to older seamen.

One matter suggested itself to us from our experience in commanding ships: that in the observance always of proper economy, material should be furnished the ship equal to any emergency that may arise, instead of a presumed need under ordinary circumstances. During the exercise of making and taking in sail a main topsail was partly torn, showing that so important a sail was not capable of withstanding the extreme weather which might have been encountered in her last cruise.

We would suggest that it is unwise to practice economy in the ship's equipment to an extent that would create the slightest risk when at sea to so valuable a crew.

From our observation it was evident to us that the material of the ship was thoroughly utilized, and there is no waste, which is confirmed by the fact that all the practice in knotting and splicing was performed with old rope.

Altogether, considering the moral status and capabilities of the men now employed as seamen on board our merchant vessels

(foreigners for the most part), a great majority of whom are absolutely inefficient, we think the "St. Mary's" cannot fail to supply a want long felt among those who have the welfare of the American Marine at heart. We are sure that this method of educating young men as seamen will lead to the converting of many of them into trained seamen, and their sea life will be for them an actual career instead of an occupation assumed to support actual necessities and as a last resort for employment.

JOHN H. MORTIMER,
JAMES C. LUCE.

C.

N. Y. NAUTICAL SCHOOL, *St. Mary's*, }
December 31, 1878. }

Commander R. L. PHYTHIAN, U. S. N.,
Sup't N. Y. Nautical School:

SIR—Herewith I submit Report of Sick for the year ending December 31st, 1878, for the Nautical School, "St. Mary's:"

Total number of sick days, 417. Average number of boys, 92. Daily average number of patients, 1.14. The crew of the ship is included. Last year the total number of sick days, crew excluded, was 481.

The general health of the boys during the past year has been good; and with the exception of the cases of epilepsy and hemoptysis, no serious sickness has afflicted us.

As will be seen from the accompanying table, the voluntary

diseases, gonorrhoea and chancroid, assist very considerably in swelling the list.

The prognosis, in cases of epilepsy, as regards the immediate danger of the paroxysms, is always favorable; yet called, as a sailor frequently is, to exposed places, in which a fit might occasion serious results, we felt justified in advising the discharge of the boy in whom a disposition to the disease had become manifest.

One of the graduates inherited a constitution involving a tendency to pulmonary disease, the development of which might be greatly promoted by unfavorable hygienic circumstances, inadequate alimentation, deficient ventilation, etc., such as a sailor is expected to find on merchant ships, and it was therefore deemed proper to urge the boy to surrender his desire for the sea, and to remove to a region entirely exempt from the co-operating causes of phthisis.

To eradicate, as far as possible, all unfavorable hygienic influences, has been the constant aim of the Medical officer.

In the accompanying tabulated statement may be found the different cases treated during the past year.

Very respectfully, your obedient servant,

J. JOHN PAGE,
Surgeon, N. Y. N. S.

LIST OF DISEASES.

Abscessus	11	Febris remittens.....	1
Adenitus	3	Furunculus	3
Alcoholism	1	Gonorrhœa	6
Ambustio.....	2	Hemoptysis	1
Anæmia	1	Hæmorrhoids.....	2
Balanitis	5	Herpes	1
Catarrhus	8	Influenza.....	2
Cellulitis	1	Neuralgia	2
Chancroid	2	Odontalgia	2
Cholera Morbus.....	11	Orchitis.....	2
Colica.....	5	Otalgia.....	1
Concussion	1	Paronychia.....	2
Conjunctivitis	5	Spermatorrhœa	1
Constipatis.....	3	Stremma	6
Diarrhœa.....	5	Tonsillitis	30
Epilepsy	2	Varicocele	5
Eczema	1	Vulnus contusum.....	10
Epistaxis.....	1	“ incisum	5
Febris intermittens.....	5	“ venatum	1

D.

SUPPORT OF NAUTICAL SCHOOL IN DETAIL.

Salaries.....	\$12,989 44
Provisions.....	6,013 35
Ship Chandlery.....	2,074 19
Towing and Pilotage.....	64 75
Drugs.....	173 07
Repairs.....	94 46
Diplomas.....	29 14
Oil.....	239 48
Fuel.....	449 98
Summer Cruise.....	1,322 91
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Total.....	\$23,450 77
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Liabilities Account of 1878.....	\$1,200 00

N. Y., Dec. 31, 1878.

REPORT

OF THE

SUPERINTENDENT OF TRUANCY.

OFFICE OF THE SUPERINTENDENT OF TRUANCY, }
 NEW YORK, December 31, 1878. }

To the Honorable the Board of Education:

GENTLEMEN—I beg leave to submit the report of what has been accomplished by this Department for the year ending this date.

The statistics up to the 1st of November have already been submitted to the Board, to which is added what has been done since then, up to this date, 1878, as follows:

SCHEDULE

*Showing a summary of the work done by the Agents of Truan-
 cy during the year.*

Total number of cases investigated.....	11,400
Children kept home by parents.....	2,864
“ “ “ sickness.....	1,815
“ “ “ poverty.....	468
“ transferred from one school to another...	436
“ under eight and over fourteen years of age.	376