

Lee, Emma, Branch G. S.	No. 7
McDonough, H., Grammar School	" 8
McBride, John, Primary	" " 12
Müller, Konrad, Grammar	" " 65
Metzgar, John, Primary	" " 10
McKiever, James, Grammar	" " 53
Mackey, Celia, Primary	" " 20 (Real)
Padney, Wm. H., Grammar	" " 41
Roome, Henry H., Primary	" " 18
Robinson, D. G., Grammar	" " 28
Stainbridge, F. W., "	" " 27
Thatcher, Geo. W. "	" " 72
Van Dusen, W. F., "	" " 53
Vosburgh, Chas. L., "	" " 6
Ward, Giles S., Primary	" " 85

One person, appointed by the Trustees to the position of a new school building, was not licensed, the Committee the undersigned being of the opinion that he was not qualified to perform the duties of the position.

Respectfully submitted.

JOHN DUNHAM,

*Engineer*

December 31, 1881.

## REPORT

OF THE

### SUPERINTENDENT OF THE NAUTICAL SCHOOL.

NAUTICAL SCHOOL SHIP "ST. MARY'S," }  
December 1st, 1881.

*To the Hon. Board of Education:*

I respectfully submit the eighth annual report of the Nautical School of the Port of New York.

Since my last report, the school has been in successful operation during the first four months, at her berth, East 23d street, where the school course was conducted. The examination was held by the City Superintendent, Mr. Jasper, on April 7th, a report of which he made to the Board. During the winter, in addition to their studies, the boys were put to work at sailmaking for the ship, also taught the drafting and measuring for rigging and sails, this being knowledge most essential to those going to sea. They made from their own drafting several new sails which were used during the cruise, answering in every particular as well as if made by experienced sailmakers on shore, and at a great reduction in cost.

The ship made the usual summer's cruise across the Atlantic, visiting ports on the coast of Spain and Portugal, and after her

return along the coast of the United States, sailing nearly 9,000 miles. The boys were given every opportunity of working ship in every way, the graduating class showing a very marked proficiency in the work. They took the necessary observations for navigating a vessel at sea, and in this connection I would state, that a new and better set of instruments are sadly needed, and, in view of the good the Nautical School is doing to our mercantile marine, and indirectly to the naval service, think that, upon proper representation being made to the Navy Department, a number of sextants, now on hand, and not in use in the navy, would be furnished the school. The instruments furnished by the Navy Department, when the ship was turned over to the State, were a number of old quadrants, now unfit for either use or repair.

On the 17th of October, the annual technical examination before the Committee of the Chamber of Commerce took place. I append their report, marked A. The graduating class numbered 45; they were presented with their certificates on October 22d, when 38 of the number put their names down for places on board sea-going vessels. We have no difficulty in finding places on board merchant vessels for these lads. Of those that have graduated since the commencement of the school, we know of over 60 that have reached officers' positions; and of the whole number that have been attached to the school, 80 per cent have gone to sea. I think the school should be congratulated upon the report made by the Experts selected by the Chamber of Commerce, these gentlemen having been selected from among our very best ship captains.

The average monthly attendance for the year has been 107. This might be much greater were we less particular in our ex-

amination of boys presenting themselves for entry on board, to see that they were desirous of adopting a sea life.

There appears to be a greater interest taken in the school by our shipping merchants than formerly; whatever prejudices may have told against it in its infancy, are fast disappearing.

Very respectfully,

HENRY ERBEN,

*Superintendent.*

## A.

*To the Chamber of Commerce :*

The Council of the Nautical School of the Port of New York respectfully beg to submit the following report :

The Sixth Annual Examination was held on board the "St. Mary's" on Thursday, the 13th of October, and your Council was assisted in the work by Captains G. D. S. Trask, R. W. Wheeler and William B. Ostrom, who consented to serve as the Committee of Experts.

There were also some fifteen shipmasters specially invited to witness the examination, who have fully concurred in the report (annexed) of the experts, and which so fully explains all the details, to which we refer you with pleasure and satisfaction.

The exercises, and the reception of the guests in the afternoon, were, as usual, as in former years, and as much approved. Mr. Seth Low presented, in behalf of the Chamber of Commerce, the three prizes, which are awarded by the Chamber annually, as follows :

ROBERT BIENN ..... Silver Medal.

PETER JAMES ..... Bronze Medal.

JULES SPADONE ..... Second Bronze Medal.

There were also presented by Mr. Low other prizes, books on navigation, etc., which were awarded by the officers of the ship and Mr. G. W. Blunt, respectively, as follows :

John Henry Haagen, Ludwig Hanser, Robert Weld and W. L. Graves.

The officers of the ship, to whom no little praise is due in carrying out the general work, are as follows :

Captain Henry Erben, Superintendent ; Lieutenant G. A. Norris, Executive Officer ; Lieutenant J. W. Hagenman, Senior Instructor ; Lieutenant C. A. Bradbury, Instructor ; J. W. Ross, Surgeon.

The sea service of the scholars is about six months for the nautical education in each year, and the remaining six months are occupied on board in port, at foot of Twenty-third street, East River, for the common school education.

The graduates this year number forty-seven, and we think the standard of the school fully up to and may surpass former years ; reports of the progress of graduates continue favorable, and we have every reason to believe in their continuance.

While the purpose of the school is admirable, the development has been rapid, the present condition is thoroughly satisfactory, and the prospects for the future are flattering, the question naturally arises, as we look upon the accomplishments of hand and mind of these young sailors, what is to become of them ?

They have learned a profession ; are they to have the chance of practicing it under the flag of their country ?

It is with sincere regret that we see our merchant marine being fast swept from the high seas by our foreign rivals. The following statistics show at a glance the deplorable condition of our merchant marine :

<i>Tonnage engaged in Foreign Carrying Trade of the United States.</i>	<i>Foreign and Domestic Exports of the United States.</i>
<i>Tons.</i>	<i>Dollars.</i>
1860..... 2,379,396	1860..... 400,122,296
1870..... 1,448,846	1870..... 529,519,302
1880..... 1,314,402	1880..... 852,781,577

## IMPORTS AND EXPORTS.

The proportion carried in American vessels :

1825.....	$92\frac{3}{10}$ per cent.	1860.....	$66\frac{5}{10}$ per cent.
1830.....	$89\frac{9}{10}$ "	1870. ....	$35\frac{9}{10}$ "
1840.....	$82\frac{9}{10}$ "	1880.....	$17\frac{4}{10}$ "
1850.....	$72\frac{5}{10}$ "		

It is estimated at this time it is not more than 15 per cent.

It is also estimated that we pay into the hands of the foreign shipowners as freight money (this includes passenger money), \$100,000,000 to \$125,000,000 annually, and it must be borne in mind that this great sum is realized on our own productions shipped from this country in vessels belonging to other nations.

Is it not time that the Chamber of Commerce should propose something to relieve our merchant marine? It must either make some exertions in that direction, or else appear inconsistent toward the School. For, while we have not experienced, as yet, any special difficulty in securing for the graduates positions on American vessels, yet, if the present rapid decline of our shipping continues, there soon will not be an American vessel left in the foreign trade; and it must be remembered that, while our shipping is diminishing, the School is growing larger; and there is something incongruous in the idea of encouraging a Nautical School, while we allow our Merchant Marine to run to waste.

We, ask, therefore, that this Chamber take up the question of the revival of our shipping. Let it continue the work begun by the Boston Ship Convention; but, unlike that body, let it not touch controverted issues, but press for those things upon which all classes are agreed, leaving out the question of free ships, upon

which subject there is such a division of opinion. For, whether the free ship is permitted or not, none will oppose revising our laws, that bear so heavily on our shipping to-day,\* and which must be revised in either event; then, if success does not attend the revival of American shipping, those who are to-day opposed to free ships may not so seriously oppose in the future. An energetic action by this Chamber, we think, would secure remedial measures by National and State Legislatures. We therefore suggest that the Chamber appoint a special committee of five (5), to take these matters in charge, and strive, at the coming session of Congress, to obtain some advantages for the National Merchant Marine.

Respectfully submitted.

THOMAS P. BALL, } *Of Council.*  
E. SPICER, JR., }

NEW YORK, *November 1, 1881.*

\* As follows :

Consular system.

The three months' advance pay.

The \$10.00 head money. (Wrecked sailors.)

Duty on bonded material and stores for ships' use.

Tonnage tax, and restrictive laws compelling our vessels, and not foreign; besides other unjust harbor dues, etc.

## REPORT OF EXPERTS.

MESSRS. J. SANFORD BARNES, THOMAS P. BALL, ELIHU SPICER,  
JR., *Council of the N. Y. Nautical School:*

GENTLEMEN—Having, pursuant to your request, been present, on the 13th inst., to witness the Annual Examination of the Nautical School of the Port of New York on board School Ship "St. Mary's," then at anchor off the Battery, and, agreeably to your wishes, having participated in the conduct of the Examination to such extent as would enable us properly to judge of the character of the scholars' attainments, and the value of the system of education pursued by them, we beg to submit as follows:

That the School numbered one hundred and thirty lads, from fifteen to nineteen years of age, who, upon inspection, were in appearance healthy, tidy and intelligent, and whose spare clothing, upon examination, was found in a condition to indicate that neatness and order were habits which had been inculcated.

Their quarters were cleanly, and, for heating and ventilation, well arranged. The sanitary conditions throughout were excellent, and afforded a degree of comfort adequate for study. It was reported to us—and we deem it worthy of note—that up to this, the seventh year of the School, but one death has resulted from sickness among the scholars.

The quality of the provisions, the cooking and messing arrangements, were also very satisfactory.

The Examination in Navigation developed a proficiency, especially among the graduates, which was alike creditable to scholars and instructors, and in some cases, theoretically at least, compared favorably with that of the average Master. There appeared to be, however, a lack of suitable nautical instruments for

obtaining altitudes; and the advantage to be derived from practice in their use and knowledge of how to adjust them, is obvious.

In practical seamanship evidence of skill was furnished in the specimens of work submitted, embracing samples of worming, parceling, seizing, splicing, strapping, knotting, pointing, etc., and was supported by tests of their ability as to hitching, bending, knotting, long, short and eye splicing, grommet making and cringle working, and the use of the palm and needle.

They were found generally to possess a knowledge of marking log and lead lines, of the rules relative to signal lights and fog signals, as to compasses, sails and their handling, reeving running rigging, and the ordinary duties of seamen.

Their practical performance of all hands making sail, clewing up royals and topgallant sails, clewing down, reefing and setting topsails, reefing fore sails, turning out reefs, making, taking in and furling all sail, was quickly accomplished, in view of the limited deck room, owing to the presence of so many guests, and the lightness of the boys, the weight of the ship's rig and the character of the blocks in use. In this connection we would suggest that if patent blocks and lighter running gear were substituted in many places for those now in use, a better opportunity would be afforded to teach the merchant service method of handling large vessels with few hands; and the *reason why* for each operation involved, and for the order of procedure adopted in the maneuvering of the vessel, and the handling of the canvas, could thus be better furnished by teaching and example combined.

The call to Fire Quarters was responded to with a readiness and precision of action indicating careful training, as did also the ability they displayed as oarsmen. This last feature was very gratifying, for, notwithstanding its importance, it is a matter in

which sailors are frequently deficient, and we regard the opportunity afforded by this School to acquire this and similar knowledge of great value.

The instruction of the boys as to the construction of a vessel we think might be made much more effective did the School possess a model, made in sections, to show the manner of building; and this might with advantage be supplemented by an occasional visit to some yard where work upon a vessel was being carried on; and thus the elements of a knowledge indispensable to the Master, in order that he may understand what is requisite in case of extensive repairs to his vessel, would be afforded.

In our judgment, the Examination throughout gave proof of faithful teaching, and the School is manifestly accomplishing its design; for, not only does it furnish at this time to the merchant service its forty-seven graduates fitted for ordinary seamen, but many of them, with a little experience, would be competent as officers.

The Commander, Capt. ERBEN, and his officers, need no commendation from us; their work speaks for itself. Yet we desire to congratulate you and others interested in the success of the School upon the fitness of these gentlemen to discharge the important duties devolving upon them; and our own interest must furnish the excuse for our alluding still further to the advantages of this School.

The fact that our vessels are at the present time so largely officered and manned by foreigners, is of itself sufficient reason why some effort should be made to encourage our youth to seize the opportunities for a livelihood which rightfully belong to them, and to manifest under their own flag an intelligence that shall restore our pride in the American sailor. To such an ex-

tent does this employment of foreigners exist, that it would almost appear as if, instead of flying the stars and stripes, our vessels had flung out the signal—"No Americans need apply." But there is little encouragement, to a boy with any ambition, in the prospect afforded by the view of a life in which success depends upon a knowledge which, without special help, it takes many years to acquire, and these years to be conspicuous for their privations and lack of pecuniary compensation. For, while there is a great difference in the manner in which boys are put forward in different vessels, they are frequently kept for years at slushing, tarring, and light work aloft, varied by sweeping, swabbing, and light work about decks.

Oftentimes boys are never permitted to take the wheel at all, and are seldom put at any but the simplest jobs and the most inferior duties. It is a common but mistaken notion, that to hand reef and steer alone make a sailor; for, while an ordinary seaman should be competent to this extent, that which distinctly makes the able seaman is the ability he manifests at rigging work; and this working upon rigging is about the last thing to which a lad brought up at sea is put, and a knowledge of navigation is seldom gained or even sought after until they have become officers.

Formerly, in the shipping of crews, considerable attention was paid to the matter of rating seamen, for the reason that, if a man was found wanting in capacity for the duty he had shipped to perform, it was thought to justify, on the part of the officers, frequent unpleasant reminders of the imposition practiced, and the step from ordinary to able seaman was often taken with some misgivings; and, from a tendency rather to underrate than overrate their abilities, progress was slowly made. Disheartening as all this was to a boy, the present condition is even worse, for

the work necessary upon the vessel or rigging is usually done in port, and by people from on shore, and the standard of seamanship has thus been so much lowered that the *craft* of American seamen has, in more than one sense, to a great extent disappeared; so that the chief characteristics in many a crew of to-day are their main strength and stupidity—while you may be certain they are all rated as able seamen. But the need of our merchant service is the intelligent boy's opportunity. Give to him the knowledge he can obtain in a two years' course at the New York Nautical School, and he not only possesses a foundation for the attainments of an accomplished master, but a skill which will render him at once available as a seaman, cause his services to be sought after, and insure his promotion.

Wishing the School every success,

We are yours very respectfully,

G. D. S. TRASK,  
B. W. WHEELER, } *Committee.*  
WM. B. OSTROM,

We, the undersigned, master mariners, also witnessed the Examination referred to in foregoing report, and concur with the Committee throughout in the views therein expressed.

SAMUEL HARDING,  
GEO. A. DEARBORN,  
O. P. MUMFORD,  
DANIEL QUIG,  
A. SPENCER,  
JOHN TRECARTIN,  
FRANCIS A. MARTIN,  
WM. A. ELLIS,  
JAMES PARKER,  
WILLIAM R. DICKINSON.

NEW YORK, October 22, 1881.

## REPORT OF SURGEON.

NEW YORK NAUTICAL SCHOOL SHIP ST. MARY'S, }  
NEW YORK CITY, 13th October, 1881.

SIR—During last March and April, four cases of cerebro-spinal meningitis occurred among the boys of this vessel. One resulted fatally in about sixty hours, two terminated in complete recovery, and one with loss of hearing in the right ear. They were all unusually violent in onset and course, each having been preceded by or complicated with acute articular rheumatism. The St. Mary's lay, during the whole winter and spring, alongside the wharf at the foot of East 23d street, almost in the heart of New York City, and the cases which appeared on board seem to have been part of a widespread epidemic of cerebro-spinal meningitis, which prevailed at the time throughout the whole city.

I am inclined to ascribe the origin largely to the prolonged severity of last winter, and the raw, rainy, backward spring which followed it, together with the wretched sanitary condition of our surroundings.

On the 3d of last June, our eighth day out from New London, bound for Lisbon, one of our boys was washed overboard from the dolphin striker, where he had gone unobserved, in disobedience to positive and repeated orders, and was drowned.

The above two deaths, one from epidemic disease, the other from accident, are all that have taken place on board the St.

Mary's during the eight years she has been engaged in her present important work, and should not detract from her well-earned reputation for health and luck.

I have the honor to be,

Very respectfully yours,

J. W. Ross,

*Surgeon U. S. Navy.*

Captain HENRY ERBEN, *U. S. Navy,*

*Commanding St. Mary's.*

## REPORT

OF THE

PRINCIPAL OF THE EVENING HIGH SCHOOL.

EVENING HIGH SCHOOL,  
NEW YORK, *April 5, 1881.* }

*To the Honorable the Board of Education :*

GENTLEMEN—I have the honor to present the following report of the work done in the Evening High School, during the fifteenth term, ending at the date of this report.

The examination, registration and classification of applicants for admission commenced on Monday evening, September 20th, and continued during the following two weeks. Sixteen hundred and eighty-eight students were admitted to membership; nearly as many more were rejected, being unable to pass the required examination. The work of these two weeks was done by the Principal and six assistants. On Monday evening, October 4th, the term proper commenced with an attendance of 1,577; all classification having been done during the preceding two weeks, we were prepared to commence instruction at once.

The average attendance for the term of 120 nights, exclusive of all holidays, was 946. This is 108 less than the average attendance for the term of 1879-80, and this decrease is undoubtedly attributable to two causes: First, to the unusually