

ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL
TRAINING SCHOOL.

JANUARY 1, 1900.

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Commonwealth of Massachusetts.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled.

The Commissioners of the Massachusetts Nautical Training School have the honor to submit their report of the operations of the school for the year 1899.

NEEDED REPAIRS TO THE "ENTERPRISE."

The work of the school during the past year has been very satisfactory to the commissioners. The institution has carried on its rolls a larger average of cadets than at any previous time, and the cadets have made good progress, but it has been more difficult than usual to keep up the efficiency of the school, because of the necessity of making needed repairs, which took considerable time, and therefore interfered with the regular work of instruction.

Under the act of Congress authorizing the establishment of public marine schools, provision was made for the detachment of naval vessels for the use of these schools. The U. S. S. "Enterprise" was thus assigned to the Commonwealth of Massachusetts, with the understanding that the ship should be kept in proper repair.

In 1897 her engines and boilers were found to be in such condition as required that the engines should be thoroughly repaired and the boilers replaced. For that work the Commonwealth made an appropriation of \$15,000, to cover the expense of installing the boilers, which were furnished by the United States government, and for repairing the engines. The time has now come when thorough repairs on the hull are necessary; and the commissioners trust that the Legislat-

ure will continue to show its interest by making such further special appropriation as may prove necessary for that work.

In March, 1899, before making arrangements for the summer cruise, the commissioners thought it advisable to ascertain the condition of the ship, and requested from the government an official survey upon the vessel. In compliance with this request, Naval Constructor Joseph Feaster, U. S. Navy, reported that both upper works and bottom required repair; and it was decided that the repairs upon the bottom of the ship were absolutely necessary before sending the vessel upon her cruise, and that repairs upon her upper works would be necessary before the usual summer cruise across the Atlantic could be undertaken. There was neither time nor sufficient funds at the disposal of the commission for the whole of these repairs; but after thorough personal inspection by the Board of Commissioners, aided by the advice of experts, it was decided to strip off the copper from the ship's bottom, and carefully examine the condition of her planking. As was hoped, most of the wood was found to be sound, so that, by replacing certain planking and making some repairs to the stern, the bottom was made ready for a new metal sheathing, which was forthwith put on. This work cost \$5,188.36.

Unwilling to incur expenses requiring a deficiency appropriation, the commissioners made a special effort to meet this outlay from the regular annual appropriation of \$50,000 for the current expenses of 1899. This diminution of the entire annual income by more than ten per cent. made necessary a very rigid economy throughout the last nine months of the year, and it became necessary, in order to prevent a deficit, to lay off for a month without pay a number of petty officers. By these necessary but undesirable economies the commission has brought its financial year to a close with a small credit balance.

Estimates for Repairs.

In view of the opinion of U. S. Naval Constructor Feaster, the commissioners cannot make plans for the foreign cruise next summer, which in past years has been so useful a part of the work of the school, until the upper works have been properly repaired. It is absolutely neces-

sary to renew the wales or planking of the "Enterprise," from the copper line up to the spar deck.

The official estimate of Naval Constructor Baxter, U. S. Navy, for the repair of the upper works, is \$16,400. In addition to this there are other necessary repairs not included in his estimate. The commissioners have also invited bids from three responsible firms, contingent on a sufficient appropriation being made by the Legislature, and have thus obtained assurances that the whole work can be brought within the naval constructor's estimate for the upper works alone. We therefore respectfully ask for a special appropriation of \$15,000, to be devoted exclusively to such repairs, including a new smokestack and new bilge and donkey engine feed pipes.

It is the opinion of Naval Constructor Joseph Feaster, U. S. Navy, that with these repairs the ship will be practically as good as new, and ought to last for twenty years without much further expense. No repairs to the hull of the ship, other than those specified, have been made since the "Enterprise" was put into commission by the State as a nautical training school.

As the applications for admissions to this school are constantly increasing, it is the intention of the commissioners to also add additional accommodations, so that an increased number of cadets may be provided for on board the "Enterprise."

It is very certain, by the terms of the contract by which the "Enterprise" was obtained, that, if the school is to be continued, and the commissioners believe that its usefulness has been conclusively proved in the past, the ship loaned to the State by the United States government must be kept in a sea-worthy condition. It is to be noted that, of the three schoolships loaned by the general government to the States of New York, Pennsylvania and Massachusetts, our Commonwealth has the only steamship, and is thus enabled to provide its cadets with instruction in practical marine and steam engineering, as well as seamanship. As a result, the engineering cadets of this school are always in demand by the great steamship lines of the country, and over two hundred of our graduates and cadets are already to be found as mates, quartermasters and assistant engineers, doing excel-

lent work in these positions; and, as an evidence of the broad scope of this school, one graduate, after serving in the American line of steamers, has lately been appointed first officer in the imperial Chinese revenue service, which may lead to the employment of other graduates of this school abroad. Two others are just entering as officers in the new United States Army transport service.

During the Spanish war this school furnished about seventy-five of its graduates to the naval service, in various positions of responsibility, and excellent reports were received from these young men.

SUMMER TERM.

The summer cruise of 1899 was confined to our northern coast, including a visit to Fortress Monroe, where the extensive plant of the Newport News Shipbuilding and Dry Dock Company was thoroughly inspected by the cadets. The Naval Academy at Annapolis was also visited, and the courtesies of the institution were extended to the cadets by the commandant, Rear Admiral Fred'k V. McNair, U. S. Navy. New York was the next port visited, and from there the "Enterprise" passed into Long Island Sound, where at Gardiner's Bay the ship remained several days for boat exercise and drill.

Continuing the cruise, Halifax, N. S., was the next port visited, where the ship met with a very hearty welcome. Thence she sailed for Bar Harbor, and later touched at Bath, where the famous ship-building works of the Bath Iron Works were inspected by the cadets, with great interest and to their unquestioned advantage. After a short visit to Portland, the "Enterprise" sailed for Gloucester, and finished her summer cruise of four months at Boston, Sept. 26, 1899.

WINTER TERM.

The ship is now moored at a wharf numbered 529 Commercial Street, Boston, where she will remain during the winter term. Instruction is being given on board to one hundred and eight cadets, which is about the total number that the ship will now accommodate.

Should any members of the Legislature desire to obtain further knowledge of the operations of the school by per-

sonal observation, the commissioners and the superintendent would be gratified to have them visit the "Enterprise" at the above-mentioned wharf on any day excepting Saturday or Sunday, when the cadets are absent on leave.

STATISTICS OF CADETS.

Cadets admitted during 1899.

Number in school Jan. 1, 1899:—			
Seamanship class,		42	
Engineer class,		63	
Total,			105
Applications received, 1899,			139
Failing to appear for examination,	14		
Awaiting examination,	11		
Unsatisfactory recommendations,	1		
Applicants examined,	113		
	139		
Examined,			113
Failed to pass mental examination,	48		
Failed to pass physical examination,	6		
Passed examinations,	59		
	113		
Passed examinations,	59		
Re-examined mentally, and passed,	21		
Readmitted,	1		
Post graduate,	1		
		82	
Unable to qualify after passing,		3	
Total number added to school during 1899,			79
Total number connected with school during 1899,			184

Cadets withdrawn during 1899.

Total number regularly graduated,			24
Seamanship class,	11		
Engineer class,	13		
	24		
Number granted an honorable discharge,			41
Seamanship class,	24		
Engineer class,	17		
	41		
Total graduated and honorably discharged,			65
Deserted,	7		
Dismissed,	3		
Dropped from roll,	1		
Total dismissed, etc.,			11
Total withdrawals, 1899,			76
Number in school Jan. 1, 1900:—			
Seamanship class,		38	
Engineer class,		70	
Total,			108

CHANGES IN PERSONNEL.

Nov. 20, 1899, Prof. Albert Bushnell Hart, who has served as a commissioner since July 1, 1895, felt reluctantly compelled, through pressure of professional duties at Harvard University and his increasing literary work, to tender His Excellency the Governor his resignation as a commissioner of the Massachusetts Nautical Training School. The resignation was accepted by the Governor, who nominated to the Executive Council, as a successor to Commissioner Hart for his unexpired term, Hon. John Read of Cambridge. The nomination was confirmed, and Mr. Read entered upon his duties Dec. 7, 1899.

The changes in the officers and instructors of the school during the past year have been as follows:—

July 12, 1899, Mr. Norman G. Burton, instructor, resigned.

August 7, Lieut.-Com. Martin E. Hall, U. S. N., detached.

September 30, Lieut. J. R. P. Pringle, U. S. N., detached.

October 8, Lieut. Roger Welles, U. S. N., detached.

October 12, Lieut. Levi C. Bertolette, U. S. N., reported.

November 1, Lieut. Robert E. Coontz, U. S. N., reported.

November 15, Lieut. Geo. G. Mitchell, U. S. N., reported.

ACCIDENT TO WARD-ROOM STEWARD MITCHELL.

On Aug. 17, 1899, while the "Enterprise" was at Halifax, N. S., Commander Wise reported that Ward-room Steward Chas. E. Mitchell had met with a serious injury that morning. Mitchell was coming down to the Navy Yard landing in a grocer's wagon with two other persons, with some marketing for the ship. Along the line of the Navy Yard runs the Inter-Colonial Railroad, the crossing having a flagman. The crossing having been signaled clear, the wagon started across, and was struck by a freight car, which

was backing down without the locomotive. There were three people in the wagon, all of whom jumped, and Mitchell unfortunately fell on the track, the car wheel crushing his left foot so badly that, on reaching the Victoria hospital in the ambulance, which had promptly come on call, the surgeons of that institution found it necessary to make an amputation just above the ankle.

Mitchell was cared for at the hospital until the "Enterprise" sailed, when he was taken on board ship, where he remained until the "Enterprise" reached Boston. He was kept on pay until Nov. 15, 1899, when, as he expressed his inability to perform the duties of steward or cook, he was given, at his own request, a letter to the Governor, stating his case, that he might make an effort to obtain a position on shore.

APPROPRIATIONS.

For purposes stated in another part of this report, we respectfully request a special appropriation for repairs in 1900.

The estimates for 1900 are as follows:—

For special repairs,	\$15,000 00
For current expenses,	50,000 00
For office expenses,	5,000 00

The appropriations for the school for 1899, which are here accounted for, were:—

Current Expenses.

Appropriation,	\$50,000 00
Expended:—	
Pay roll,	\$24,695 76
Provisions,	12,493 55
Instruction,	783 63
Seamanship department,	1,519 88
Engineer department,	2,465 77
Miscellaneous,	7,896 79
Total amount expended,	49,855 38
Balance unexpended,	\$144 62

Office Expenses.

Appropriation,		\$5,000 00
Expended:—		
Salaries,	\$3,192 00	
Commissioners' expenses,	755 20	
Miscellaneous,	842 90	
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Total amount expended,		4,790 10
		<hr/>
Balance unexpended,		\$209 90

Respectfully submitted,

GEO. E. BELKNAP,

REAR ADMIRAL, U. S. N. (Retired), LL.D.,

Chairman,

ROBT. B. DIXON, M.D.,

HON. JOHN READ,

Board of Commissioners.

BOSTON, Jan. 2, 1900.

LEGAL AUTHORITY FOR THE SCHOOL.

AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, June 20, 1874.]

AN ACT TO ENCOURAGE THE ESTABLISHMENT OF PUBLIC MARINE SCHOOLS.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided, further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402.]

AN ACT TO ESTABLISH A NAUTICAL TRAINING SCHOOL.

Be it enacted, etc., as follows:

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECT. 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECT. 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners,

said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECT. 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECT. 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECT. 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECT. 7. This act shall take effect upon its passage.
[Approved June 11, 1891.]

VOTE OF EXECUTIVE COUNCIL UPON ACCEPTANCE BY THE COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on Military Affairs, to whom was referred the matter of the approval of the United States ship *Enterprise* for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and

