

CITY OF NORFOLK - CHESAPEAKE BAY STEAM PACKET

Official Number	208414
Steel Screw	
Length	298 Feet
Beam	46.5 Feet
Draft	16.2 Feet
Built	1911, Maryland Steel Co., Baltimore
Power	2,750 h.p. Steam Engine with Coal for fuel

Her hull was steel and her superstructure wood.

The Chesapeake Steamship Company had sister steel-hulled steamboats, the City of Norfolk and the City of Baltimore, built for \$375,000 each, in its competition with the Baltimore Steam Packet Company--Old Bay Line. Both had four decks, one more than the company's earlier steamboats and than those of the Old Bay Line of that time. Passengers dining could look out on Chesapeake Bay from the gallery deck, two above the main or freight deck, instead of from dining saloons in the holds. The boats steamed between Baltimore, Old Point Comfort, and Norfolk at about 17 miles an hour.

In 1919 the City of Norfolk helped in rescue of passengers and

crew of the steamboat Virginia, which caught fire off Smith Point, at the mouth of the Potomac River. In the August 23, 1933, hurricane, one of the worst in history on the Bay, the City of Norfolk went hard aground near Watt Island but luckily suffered no loss of life and only minor damage.

The City of Norfolk became an Old Bay Line craft in 1941 through merger of the two companies, and was one of only three the company could operate because of war-time requisitions of three others. In 1964 a New Jersey marina operator tried to buy her for a floating motel and restaurant on Toms River. Eventually she was sold to North American Smelting Company for \$6,883 for scrap, but soon after break-up started at Fieldsboro, N.J., lightning set her afire August 17, 1966, to leave only the steel hull and metal fittings.

For detail see:

Brown, Alexander Crosby, Steam Packets on the Chesapeake; 1961; Centreville, Md., Tidewater Publishers.

Burgess, Robert H., and Wood, H. Graham, Steamboats Out of Baltimore; 1968; Centreville, Md., Tidewater Publishers.