

CITY OF RICHMOND - CHESAPEAKE BAY STEAM PACKET

Official Number	211710
Steel Screw	
Length	262 Feet
Beam	53.1 Feet
Draft	14.1 Feet
Built	1913, Maryland Steel Co., Baltimore
Power	2,500 h.p. Steam Engine with Coal for fuel

Her hull was steel and her superstructure wood.

The City of Richmond was built by the Chesapeake Steamship Company for service between West Point, at the head of Virginia's York River, and Baltimore. Her York River running mate was the City of Annapolis, which however she rammed and sank in a collision in fog off Smith Point the night of February 27, 1927, with one passenger killed.

She became an Old Bay Line ship in the 1941 merger of Chesapeake into Chesapeake Steam Packet Company, and was one of the few Bay steamboats not drafted for service in the Second World War. In 1944, the City of Richmond, now 31 years old and due to be scrapped, was repaired, her venerable engine converted to oil,

and kept in service, and destined to be, after the war, the first Bay steamboat equipped with radar.

The City of Richmond on December 30, 1959, made the last northbound steamboat stop at the Army pier at Old Point Comfort. The aging pier was to be demolished. When the traditional call, "All ashore that's going ashore" was given, people still on the pier soon heard, for the last time, the faint tinkle of an engine telegraph for "Full ahead," and the departing signal of a steam whistle.

She was lost in hurricane seas off Georgetown, S.C., October 5, 1964, while being towed to Charlotte Amalie, V.I., to become a floating hotel and restaurant.

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.