

DISTRICT OF COLUMBIA - CHESAPEAKE BAY STEAM PACKET

Official Number	224391
Steel Screw	
Length	298 Feet
Beam	51 Feet
Draft	16.3 Feet
Built	1925, Pusey & Jones Corp., Wilmington, Del.
Power	2,400 h.p. Steam Engine with Coal for fuel

Her hull was steel and her superstructure wood.

This steamboat sailed between Washington and Norfolk for 32 waning years of Chesapeake Bay service. Her first owner, the Norfolk & Washington Steamboat Company, met automobile competition by carrying cars--free with purchase of two passenger tickets. During the Great Depression of the 1930's the fare was \$3.50 one way, \$5 round trip, inside staterooms \$1, outside with twin beds and private bath \$5. With others of this line, she took regiments from Fort Monroe to Washington for presidential inaugural parades.

In 1948 the District of Columbia was badly damaged in a collision

in fog with the tanker Georgia, anchored in Hampton Roads. The Old Bay Line bought her in 1949 and kept her on the Potomac-Hampton Roads run until 1957. She was renamed Provincetown by a new owner, B. B. Wills, in 1962, for the Boston-Provincetown run. She was to be renamed again Chesapeake, by a newly organized Chesapeake Bay Line, Inc., for planned but never carried out cruises between Washington, Yorktown, and the James River. The Waterman Line owned her briefly, and she was sold to George Mauro of Brielle, N.J., for a restaurant, but sank in Curtis Bay of Baltimore harbor in 1973.

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.

Tilp, Frederick, This Was Potomac River; 1978; Alexandria; published by author.