

CHESAPEAKE BAY FERRY SYSTEM

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In 1941, the State Roads Commission purchased the Claiborne-Annapolis Ferry Company, which included everything used in connection with the operation of ferry service across Chesapeake Bay between Annapolis and Matapeake and across Eastern Bay between Romancoke and Claiborne. The name was changed to the Chesapeake Bay Ferry System, which is self-supporting, deriving its revenue from ferry tolls. In 1943, a new ferry terminal was constructed and opened for traffic at Sandy Point. Also, a new ferry slip was constructed at Claiborne.

The double-end ferryboat, the Motorship "Governor Herbert R. O'Connor" was completed and placed in service on February 22, 1947. With the addition of this vessel, the existing fleet numbers four vessels—the Motorship "John M. Dennis," the Motorship "Governor Harry W. Nice," and the Motorship "Governor Emerson C. Harrington, II."

During the year 1946, the ferries transported 1,410,135 passengers and 1,560,248 passengers during the year 1947.

Income and Traffic Transactions:

Income from tolls:

June 1, 1946 to May 31, 1947.....	\$1,047,242.98
June 1, 1947 to February 29, 1948.....	931,933.90

Disbursements:

June 1, 1946 to May 31, 1947:	
Operation	\$ 758,186.22
Debt Service	94,350.00
June 1, 1947 to February 29, 1948:	
Operations	\$ 689,671.28
Debt Service	6,707.50

Traffic Transactions (including passengers):

June 1, 1946 to May 31, 1947.....	1,465,877
June 1, 1947 to February 29, 1948.....	1,273,682

Publications: *Chesapeake Bay Ferry System, Monthly Financial Report.*

Report of Transportation Study, Baltimore Metropolitan Area, 1946 (4 vols.).

Operating and Financial Report, 1945-46.

Appropriations:	1948	1949
Special Funds:		
Motor Vehicle Fund.....	\$21,910,830*	\$22,460,723*
Federal Funds	4,791,532	4,200,000
Total	\$26,712,362	\$26,660,723
Staff: 2,000.		

* Appropriation includes salary and operating expenses for Traffic Safety Commission and salaries of Chesapeake Bay Ferry System.