

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

PH 0683 558

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RECEIVED AUG 21 1978

DATE ENTERED

DEC 21 1978

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Priscilla Dailey

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

Bridgeport Harbor, just south of Stratford Avenue Bridge

CITY, TOWN

Bridgeport

\_\_ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

4th-Stewart B. McKinney

STATE

Connecticut

\_\_ VICINITY OF

CODE

09

COUNTY

Fairfield

CODE

001**3 CLASSIFICATION****CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE  
 COMMERCIAL  
 EDUCATIONAL  
 ENTERTAINMENT  
 GOVERNMENT  
 INDUSTRIAL  
 MILITARY  
 MUSEUM  
 PARK  
 PRIVATE RESIDENCE  
 RELIGIOUS  
 SCIENTIFIC  
 TRANSPORTATION  
 OTHER:

**4 OWNER OF PROPERTY**

NAME

George W. Koenig

STREET &amp; NUMBER

221 Anton Drive

CITY, TOWN

Bridgeport

\_\_ VICINITY OF

STATE

CT**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Officer in Charge, Marine Inspection  
U.S. Coast Guard

STREET &amp; NUMBER

Battery Park Building

CITY, TOWN

New York

STATE

NY**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Connecticut Statewide Inventory of Historic Resources

DATE

1975

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Connecticut Historical Commission

CITY, TOWN

Hartford

STATE

CT

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Priscilla Dailey (U.S. Registry #170368) is a wooden unpowered canal boat now sunk in Bridgeport Harbor near the Stratford Avenue Bridge. About a third of its hull is visible at neap tide. It is 111' long by 24' beam by 11.8' depth of hold and had a net (and gross) capacity of 311 tons. Formerly named Elizabeth E. Newell, it was built in 1929 at Whitehall, New York, for Anthony O'Boyle by master carpenter William J. Ryan.

The hull is nearly rectangular in profile, section and plan, with squared-off stern and bluntly rounded bow. Low bulwarks with scuppers rise slightly to a peak where they join the prominently projecting stem. There are several raised strakes in the bow. The superstructure consists mainly of a single low coaming which extends nearly the length of the vessel. The coaming was covered by a series of convex hatch covers which appear to have floated away. Aft of the cargo opening is a small cabin, no wider or higher than the coaming. The cabin has little ports on the sides and a companionway in the rear. A small squarish hood over the companionway has been washed away.

The full damage done to the vessel by its sinking and by several years under water cannot be fully assessed until the boat is raised. The hatch covers and companion hood, while detached, may be nearby and recoverable. Even if they are not, however, the hull is intact and it is the form, material and construction of the hull which embodies the Priscilla Dailey's historical significance.

# 8. SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1929 - built

BUILDER/ARCHITECT William J. Ryan,  
Master Carpenter

## STATEMENT OF SIGNIFICANCE

The Priscilla Dailey is significant because it is one of a few surviving wooden canal boats. Although its dimensions betray its early twentieth-century origin, its form closely resembles that of the smaller nineteenth-century canal boats. The bluntly rounded bow, the raised strakes to minimize collision damage to the hull, the single long coaming, the low cabin in the stern and the simple, rectangular hull shape are all characteristic of the Priscilla Dailey's ancestors. As a rare and representative artifact of canal transportation, the Priscilla Dailey is a valuable historic resource, despite its being less than 50 years old.

Canals played an important role in American history. The building of the Erie and Champlain Canals was the nation's first (1817) large-scale canal project, an ambitious undertaking with important economic, technological and social effects. By linking the Midwest and Upstate New York with New York City, the Canals began the transportation revolution which created a national economy. They helped create widespread interest in internal improvements and provided a model for a rash of other projects. The New York canal system was a training ground for a generation of engineers. Finally, the building, upgrading and operating of the canals created a demand for unskilled labor which was filled in part by large numbers of Irish immigrants, thereby increasing the ethnic diversity of the nation's people. Despite the historical importance of the New York Canals, there are now few physical remains of the original system, and only two known wooden canal boats.

The Priscilla Dailey was built at Whitehall, New York, on the Champlain Canal, in 1929. The Champlain Canal was the first part (1905) of the system to be rebuilt to the dimensions of the New York State Barge Canal: 44.5' by 300' locks, with a 12' minimum depth. Boatmen were slow to take advantage of the improvements, however, and Barge Canal proponents bemoaned the lack of appropriate vessels. The Priscilla Dailey is an example of the builders' and operators' conservatism: somewhat larger than 19th-century boats, it is a far cry from the 2000-ton steel barges which were anticipated, even though it was built 24 years after the Champlain enlargement.

In 1941 the Elizabeth E. Newell, as it was then known, was purchased by Stewart Dailey, a former driver on the Erie Canal who operated a lighterage business in and around New York Harbor. There the vessel joined a number of other former canal boats in transporting bulk materials along the New York, New Jersey and Connecticut coasts. Plans are still being formulated to raise the Priscilla Dailey and move it to a permanent setting.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Interview with Elmer S. Dailey, Bridgeport, February 15, 1978.

McKelvey, William. "Canal Boat Remains," American Canals, no.18, August, 1976, 7.

U.S. Coast Guard, Officer in Charge, Marine Inspection. General Index or Abstract of Title, MS, New York.

U.S. Treasury Department. Merchant Vessels of the United States, 1943. Washington: Government Printing Office, 1943.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Not applicable *less than 1-*

UTM REFERENCES

A 1,8 65,205,0 45,590,70  
ZONE EASTING NORTHING

B           
ZONE EASTING NORTHING

C         

D         

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

## 11 FORM PREPARED BY

NAME / TITLE

Bruce Clouette, Consultant

ORGANIZATION

Connecticut Historical Commission

DATE

23 February 1978

STREET & NUMBER

59 South Prospect Street

TELEPHONE

(203) 566-3005

CITY OR TOWN

Hartford

STATE

CT

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Connecticut Historical Commission

DATE August 23, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE 12/21/78

KEEPER OF THE NATIONAL REGISTER

ATTEST

DATE 12/21/78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED	AUG 30 1978
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CONTINUATION SHEET	ITEM NUMBER	PAGE
<u>Priscilla Dailey</u> Bridgeport, CT	nine	one

Whitford, Noble E. History of the Barge Canal of New York State. Albany: N.Y.  
State Engineer and Surveyor, 1922.