

= Priscilla Dailey =

Priscilla Dailey , previously known as the Elizabeth E. Newell , is a wooden canal boat constructed in 1929 in Whitehall , New York . The barge was used to transport bulk cargo in New York , New Jersey , and Connecticut harbors . It sunk in 1974 along with the Elmer S. Dailey and the Berkshire No. 7 . The sunken boat has deteriorated to the point that a salvage operation could result in it breaking apart . It was added to the National Register of Historic Places on December 21 , 1978 .

= = Description = =

The barge measures 111 @. @ 1 feet (33 @. @ 9 m) long with a 24 feet (7 @. @ 3 m) beam . The depth of the hold is listed at 11 @. @ 8 feet (3 @. @ 6 m) and it had a listed capacity of 311 tons . Clouette describes the Priscilla Dailey as having a " nearly rectangular hull 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 " . Toward the stern is a small cabin that has the same width and height of the coaming . In 1978 , the National Register of Historic Places nomination noted that the convex hatch covers likely floated away and that the squarish hood over the companionway had washed away .

= = History = =

The wooden canal boat Priscilla Dailey was originally known as Elizabeth E. Newell until it was purchased by Stewart J. Dailey in 1941 . It was constructed in 1929 in Whitehall , New York , by William J. Ryan for Anthony O. Boyle . The ship was built 24 years after the Champlain Canal 's enlargement , but more closely resembles the specifications of the 19th @-@ century canal boats . It was used to transport materials in New York , New Jersey and Connecticut harbors between 1941 and 1972 , and afterward was moored in Bridgeport Harbor together with the Elmer S. Dailey and Berkshire No. 7 .

In the spring of 1974 , one of the barges began to take on water , dragging down the other two . At neap tide , one @-@ third of the hull of the Priscilla Dailey is visible above water . Priscilla Dailey is listed in the U.S. Registry as # 170368 .

= = Importance = =

The Priscilla Dailey is historically significant because it is one of the few surviving wooden canal boats and is " a rare and representative artifact of canal transportation " . Its design is characteristic of its 19th @-@ century predecessors despite being a 20th @-@ century vessel . It was added to the National Register of Historic Places on December 21 , 1978 . Its nomination and listing is unusual because it was not yet 50 years old at the time of its nomination , and it sunk in 1974 . It and the other two barges that sank with it are the only shipwrecks in Connecticut listed on the National Register of Historic Places .

In 1998 , the historic status of the barges was a concern for the Port Authority of Bridgeport Harbor , as the sunken ships interfered with a billion @-@ dollar redevelopment project . Over the years , the barges had deteriorated so that an operation to salvage them would likely result in them breaking apart . No action had been taken by 2003 , but a report noted that prior to any activity of the Priscilla Dailey , the Federal Transit Administration and / or the City of Bridgeport would document the barge with photos and a technical description . Specifics regarding the documentation based on the activity would be archived at the State Historic Preservation Office and the Mystic Seaport Museum .