

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name International Ship Building Company

other names/site number U.S. Veterans Board Vocational School, International Shipbuilding Company Employee Housing Historic District

2. Location

street & number Roughly bounded by Columbus Drive; Yazoo Lake; Garfield, Lafayette, Monroe and General Lee Streets; and Wright, Lafayette and McKinley Avenues. N/A ☐ not for publication

city or town Pascagoula N/A ☐ vicinity

state Mississippi code MS county Jackson code 059 zip code 39567


3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local


Signature of certifying official/Title

9-19-11
Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other, (explain:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property (Check as many boxes as apply.)

- ☒ private
☐ public - Local
☐ public - State
☐ public - Federal

Category of Property (Check only one box.)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
91	3	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
91	3	total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- Domestic: Single Dwelling
Domestic: Multiple Dwelling
Domestic: Hotel
Education: Education Related

Current Functions

(Enter categories from instructions.)

- Domestic: Single Dwelling
Domestic: Multiple Dwelling

7. Description

Architectural Classification

(Enter categories from instructions.)

- Late 19th and Early 20th Century American Movements

Materials

(Enter categories from instructions.)

foundation:	Brick
walls:	Wood
	Vinyl
roof:	Asphalt
other:	Wood
	Vinyl

Summary

The International Shipbuilding Company Employee Housing Historic District is an intact historic neighborhood in Pascagoula that was originally part of a workers' housing enclave constructed circa 1918 by International Shipbuilding, which consisted of an irregularly shaped area adjacent to the shipyard containing two large clusters of buildings. The majority of buildings were constructed circa 1918, although one was built circa 1850 and several others were built later. Some of the houses from this period have been substantially altered, but most retain a high degree of physical integrity. The scale and placement of these houses as well as their relationship to each other and to the street is unchanged from the time of their original construction. The majority of the historic houses in this district are examples of five standardized house forms that are distributed irregularly throughout the district. They are side-gable cottages with partially recessed front porches, front-gable cottages with partially recessed front porches, broad front-gable cottages with fully projecting front porches, side-gable Bungalows with recessed full-width porches and two-story houses with projecting front wings and undercut front porches. In addition to these standardized houses, there are 20 houses with unique designs and four of recent construction. Early photographs show unpaved streets and few trees within the district during the period of significance. The streets are now all paved and numerous mature deciduous trees have grown up to provide shade. Early photographs also show most of the houses surrounded by picket fences. There are no surviving picket fences in the district. There are no sidewalks.

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Narrative Description

The proposed International Shipbuilding Company Employee Housing Historic District contains 95 houses, of which 91 are contributing and four are non-contributing. Of the contributing buildings, 87 were part of the employee housing area in 1918, including 86 residences constructed for shipyard employees and one c.1850 residence converted to employee housing. In addition, there are three contributing houses built c.1923, when the area was being used as a vocational training center by the U.S. Veterans Bureau, and two contributing c.1925 houses, one of which replaced an earlier two-story building. The history of the area's development indicates that the appropriate period of significance is from 1918 to 1925. Although some of the houses from this period have been substantially altered, most retain a high degree of physical integrity. They retain their original scale, placement and relationship to each other and to the street. There are only three non-contributing houses dated after 1925.

The housing enclave for International Shipbuilding originally consisted of an irregularly shaped area adjacent to the shipyard containing two large clusters of buildings separated by Sarrazin Street. The cluster to the north of Sarrazin was largely built in 1917 and the cluster to the south in 1918.¹ A narrow "neck" of property at the intersection of Sarrazin and Canty Street linked the two.² The shipyard itself was located along the western edge of the housing enclave on the banks of the Pascagoula River. The Jackson County Land Records Office recorded the entire housing area owned by International Shipbuilding in 1922 as the International Shipbuilding Company Subdivision. The Office platted it as 27 blocks, lettered A through Z plus B-2. Blocks A through G were north of Sarrazin Street and Blocks H through Z and B-2 were south of Sarrazin. Most of the houses in the northern cluster no longer stand, although a row of original houses still exists on Block A on the north side of Henry Street and a very few other scattered buildings may also survive in altered form. The boundaries of the proposed district exclude the northern cluster of housing.

As mentioned previously, International Shipbuilding built the southern cluster of the enclave primarily in 1918. According to the 1924 Sanborn, the western part of the platted area consisted of Blocks H, I, K and part of L. It sat closest to the shipyard and did not contain houses. The 1950 Sanborn shows expanded shipyard facilities there. The proposed historic district consists of parts of Blocks N, O, S, W and Y and all of Blocks P, Q, R, U and V in the southern cluster of the housing area, where there is a high proportion of original houses extant. Within the proposed boundaries, there were 106 houses on the 1924 Sanborn, of which 98 were extant in 1950. The 1924 Sanborn also shows a boarding house on Block R and an apartment building on Block T, neither of which were extant by 1950. Eleven buildings were lost between 1950 and 2009, leaving 87 of the original 106 houses still standing today. In addition, historic photographs document four houses built c.1923 that the map omitted.³ Three of the four houses still survive, totaling 90 extant houses out of 110 in the district in 1925, a survival rate of 81.8%. Street names have changed several times:

Area north of Sarrazin Avenue

<u>Name in 2011</u>	<u>1918 Sanborn</u>	<u>1920 Census</u>	<u>1924 Sanborn</u>	<u>1950 Sanborn</u>
Ford Street	Belfast Avenue	Belfast Avenue	Belfast Avenue	W. Ford
Canty Street	Canty & Terra Place	Canty Street	Washington Avenue	Canty
Henry Avenue	Wausau Place	Henry Avenue	Henry Avenue	W. Henry Avenue
Kraslow Street	---	---	Kraslow	S. Kraslow
Little Street	Stella Place	Short Street	Little	S. Little

Area south of Sarrazin Avenue

<u>Name in 2011</u>	<u>1918 Sanborn</u>	<u>1920 Census</u>	<u>1924 Sanborn</u>	<u>1950 Sanborn</u>
Columbus Drive	---	Yazoo	Columbus Drive	W. Columbus Drive
Desoto Street	---	Lake View	Columbus Drive	S. Columbus Drive
Garfield Street*	---	Earl	Garfield Avenue	Garfield (Avenue)
General Lee Street	---	Harry	General Lee	General Lee
General Logan Street	---	---	General Logan	W. Logan Avenue
General Patton Street	---	---	General Grant	General Grant
Ingalls Avenue	Lada	Lada	Lincoln Avenue	W. Lincoln Avenue
Lafayette Avenue	---	Foote (w. of Rosell) General Foch** (e. of Rosell)	Lafayette Avenue	Lafayette Avenue
Madison Avenue	---	not named	Oak Avenue	W. Madison Avenue
McKinley Avenue	---	Dickman	McKinley Avenue	McKinley Avenue
Monroe Street	---	John Henry	John Henry Avenue	S. Monroe
Roosevelt Street	---	Rosell	Roosevelt Avenue	S. Roosevelt Avenue
Wright Avenue	---	Factory Street	Factory	W. Wright Avenue

* The lakefront houses have addresses on Garfield, but they were on Lake View in the 1920 census. On the 1924 Sanborn, they were on Columbus. On the 1950 Sanborn, they were on S. Columbus. The northern part of Garfield did not exist until after 1950.

** General Foch (Marshal Foch) was the commander of French military forces during World War I.

¹ These two clusters appear separately on the Sanborn maps of Pascagoula. Sheet 8 of the February 1918 map and sheet 9 of the 1924 and 1950 maps show the northern cluster. Sheets 8 and 9 of the 1924 and 1950 maps show the southern cluster. International Shipbuilding had not developed the southern cluster at the time of the 1918 survey.

² On the 1918 Sanborn, the southern extension of Canty Street turns into Terra Place south of Belfast Avenue (sheet 8). On the 1924 map, the entire stretch is called Washington Avenue (sheets 8 and 9), but it is now identified as part of Canty Street. Several blocks away there is a separate and unrelated Washington Avenue that had that name in 1924 and retains it today.

³ These four houses stand on the site of the boarding house that formerly stood in Block R on the east side of Roosevelt Street.

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The majority of the historic houses in this district (73 out of 92) are examples of five standardized house forms that are distributed irregularly throughout the district.

Type 1 is a side-gable cottage with a partially recessed front porch that has two variants. **Type 1-A** has a shed-roof porch and **Type 1-B** has a front-gable porch. There are 19 houses that either currently represent or appear to have originally been **Type 1-A**. There is only one house of **Type 1-B**.

Type 2-A is a front-gable cottage with a partially recessed, partially projecting front porch. There are 27 houses that either currently represent or appear to have originally been **Type 2-A**. Houses of **Type 2-B** have the same plan, but have hipped main roofs instead of front-gable roofs and front-gable porches. There are three houses of **Type 2-B** in the district. There are also two houses of **Type 2-C** that have a hipped main roof and a hipped roof over the porch.

Type 3 is a broad front-gable cottage with a fully projecting front porch. There are four of these houses in the district. **Type 4** is a distinctive side-gable Bungalow with a recessed porch or gallery extending across the entire facade. *Homes for Workmen*, a book on industrial workers' housing published by the Southern Pine Association, featured a house of this type from the International Shipbuilding community in 1919. There are three of these house types and several others of somewhat similar form in the district.

Type 5 is a distinctive two-story house that has a projecting front wing with an undercut front porch. This type has two variations, one gable roof and the other hip roof. There are 14 extant houses of this type in the district, including three circa 1923 ones on Roosevelt Street located where a large boarding house once sat. The General Manager's Residence, which no longer stands, was also of this type. *Homes for Workmen* featured two houses of this type from this community, including the General Manager's Residence, in 1919.

In addition to these standardized houses, there are 19 houses built about 1918 that have individual designs. There is also the Hilaire Krebs House at 606 Columbus Drive, built circa 1850, which later became part of the workers' housing community. Of the three non-contributing houses built after 1925, one is a small, wood-frame, front-gable building built sometime after 1950, the second is an elevated wood-frame house built about 2006-07 and the third is a small, narrow "Mississippi Cottage" that was placed at its present location about 2007-08.

The arrangement and location of streets within the district is unchanged from the 1924 Sanborn, with two minor exceptions. The portion of Columbus Drive that originally curved north at the southern end of the district to extend along the waterfront beside Lake Yazoo has been closed off in recent years. The southernmost of the four houses facing Lake Yazoo retains a Columbus Street address (606 Columbus Drive), but the other three houses now have addresses on Garfield Street, which is the street that runs directly behind those houses. In addition, Garfield originally extended only from Roosevelt Street northwest to McKinley Avenue. The City extended it one block to Lafayette Avenue in recent years, bisecting Block O. This stretch of Garfield forms part of the western boundary of the district.

The streets in the district mostly retain the same names as those shown on the 1924 Sanborn, except John Henry Street is now Monroe Street; Factory Street, which forms part of the northern boundary of the district, is now Wright Avenue; and General Grant Street, which is at the eastern edge of the district, is now General Patton Street.⁴ However, the 1924 and 1950 Sanborn maps show that the street address numbers were changed. Early photographs show unpaved streets within the district during the period of significance, although they are all now paved. There are no sidewalks.

Historic photographs show a very different landscape in the district from today. During the period from 1918 to 1925, there were few trees visible around the buildings. This is likely due to crews who cleared the land in preparation for the construction of workers' housing. Since then, numerous mature deciduous trees have grown up to provide shade. The photographs show most of the houses surrounded by picket fences. There are no surviving picket fences in the district.

Inventory of Resources (C – Contributing; NC – Non-Contributing)

- | | | | | |
|----|----------|--|---------------|--------------------------------------|
| 1. | C | Hilaire Krebs House, 606 Columbus Drive | c.1850 | Vernacular Center Hall |
| | | This is a 1.5-story, frame, vernacular Center Hall residence with a side-gable roof, a wraparound porch and a brick and concrete block pier foundation. It has clapboard siding, 4/4 and 6/6 wooden double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, Doric columns, a multiple-light transom above the entry door, three chimneys and a seven-bay shed dormer. A bay window with stick-work and a covered half-story deck with turned balustrade are located on the left side. A right wing was added in 1973 and a front-gable ramp was added in 1989. Although it was built many years earlier, this house served as International Shipbuilding employee housing. It was also a component property (#2) of the U.S. Veterans Board Vocational School c.1921-25. | | |
| 2. | C | 709 Columbus Drive | 1918 | Craftsman Bungalow/Side Gable |
| | | This is a 1.5-story, frame, Craftsman Bungalow with a side-gable roof, a screened, full-width inset porch and a brick pier foundation. It has Hardy Plank siding, 1/1 vinyl double-hung windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include exposed rafters, decorative beams, tapered columns, lattice in between the piers, a chimney and a four-bay shed-roof dormer. | | |
| 3. | C | Superintendent's House, 715 Columbus Drive | 1918 | Craftsman Bungalow/Side Gable |
| | | This is a 1.5-story, frame, Craftsman Bungalow with a side-gable roof, an enclosed, full-width, hip-roof porch and a brick pier foundation. The porch was enclosed after 1950. It has clapboard and board and batten siding, 6/6 double-hung windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include latticed vents in the gable ends, exposed rafters, decorative beams and a two-bay shed-roof dormer. A shed-roof addition is located on the left side with a second, larger, shed-roof addition is located in the rear. Both were constructed after 1950. | | |

⁴ The City renamed the street to avoid confusion with Grant Avenue – named for local sea captain John Grant – which is located nearby.

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4. **C** **717 Columbus Drive** **1918** **Vernacular Bungalow/Side Gable**
This is an elevated, 1.5-story, frame, vernacular Bungalow with a side-gable roof and a brick and concrete block pier foundation. The porch was enclosed after 1950. It has vinyl siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and a pressed metal roof. Some of the windows are paired. Architectural details include a two-bay shed-roof dormer. A gable addition, built between 1924 and 1950, is located in the rear. A shed-roof addition is located on the left side and a front-gable carport, which faces Roosevelt Street, is located in the rear. Both were constructed after 1950.
5. **C** **803 Columbus Drive** **c.1918** **Craftsman Bungalow/Side Gable**
This is a 1.5-story, frame, Craftsman Bungalow with a side-gable roof, an enclosed, full-width inset porch and a brick pier foundation. The porch was enclosed after 1950. It has asbestos and composite wood siding, 1/1 vinyl double hung windows with 6/6 faux muntins and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include exposed rafters, decorative beams, tapered columns and a two-bay shed-roof dormer. A gable-roof addition and a carport are located in the rear. Both were constructed after 1950.
6. **C** **807 Columbus Drive** **c.1918** **Craftsman Bungalow/Cross Gable**
This is a one-story, frame, Craftsman Bungalow with a cross-gable roof, a screened, full-width inset porch and a brick pier foundation. It has Hardy Plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Some of the windows are paired. Architectural details include exposed rafters, decorative beams, tapered columns, a chimney and a latticed vent in the front-gable.
7. **C** **809 Columbus Drive** **c.1918** **Vernacular Bungalow/Gable on Hip**
This is a one-story, frame, vernacular Bungalow with a gable-on-hip roof, an enclosed, full-width inset porch and a brick pier foundation. The porch was enclosed after 1950. It has asbestos and composite wood siding, single-pane windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include exposed rafters. A shed-roof addition is constructed after 1950 is located in the rear.
8. **C** **811 Columbus Drive** **c.1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hipped-roof, a full-width, inset porch and a brick pier foundation. It has composite wood siding, 1/1 vinyl double-hung windows with 2/2 faux muntins and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include tapered columns and shutters. A gable-roof addition built between 1918 and 1924 and a carport built after 1950 are located in the rear.
9. **C** **815 Columbus Drive** **c.1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset, gable-roof porch with a side shed roof addition and a pier foundation. It has composite wood siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Some of the windows are paired. Architectural details include decorative beams, exposed rafters and chamfered posts. A gable-roof addition built after 1950 is located in the rear.
10. **C** **817 Columbus Drive** **c.1918** **Craftsman Bungalow/Side Gable**
This is a 1.5-story, frame, Craftsman Bungalow with a side-gable roof, an enclosed, full-width, inset porch with a front gable addition and a pier foundation. The porch was enclosed after 1950. It has asbestos and composite wood siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Some of the windows are paired. Architectural details include a three bay shed-roof dormer, exposed rafters, decorative beams and latticed vents in the gable ends. A shed-roof addition built after 1950 is located in the rear.
11. **C** **819 Columbus Drive** **c.1918** **Vernacular Bungalow/Gable on Hip**
This is a two-story, frame, vernacular Bungalow with a gable-on-hip roof, a screened wraparound porch and a brick pier foundation. It has asbestos and composite wood siding, three entry doors and an asphalt architectural shingle roof. It also has 6/6 wood double-hung windows, 1/1 vinyl double-hung windows with faux 6/6 and 9/6 muntins and eight vertical single-light windows on the second-story façade. Some of the windows are paired. Architectural details include a stained glass window, exposed rafters and decorative beams. This was originally a one-story dwelling with a half-width gable-roof porch. The second story, shed-roof porch addition and two-story shed-roof rear addition were built after 1950.
12. **C** **903 Columbus Drive** **c.1918** **Vernacular Bungalow/Side Gable**
This is a 1.5-story, frame, vernacular Bungalow with a side-gable roof, an enclosed, full-width, inset porch and a brick pier foundation. The porch was enclosed after 1950. It has Hardy Plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Some of the windows are paired. Architectural details include a two-bay shed-roof dormer, latticed vents in the gable ends, shutters and cloth awnings. Shed-roof and gable-roof additions are located on the left side and a large gable-roof addition is located on the right side. All of the additions were built after 1950.
13. **C** **911 Columbus Drive** **c.1925** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a full-width, inset porch and a pier foundation. It has asbestos and clapboard siding, 6/6 wood double-hung windows, 1/1 vinyl double-hung windows with 9/6 faux muntins and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include latticed vents in the gable ends, exposed rafters and decorative beams. A gable-roof addition built after 1950 is located in the rear.
14. **C** **703 Garfield Street** **c.1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof with intersecting gable, a wraparound porch and a brick pier foundation. The porch was enlarged after 1950. It has clapboard siding, 6/6 wood double-hung windows, 1/1 vinyl double-hung windows and an asphalt

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shingle roof. Some of the windows are paired. Architectural details include a multi-light stained glass window, exposed rafters, decorative beams, lattice in the front gable, double-entry doors and bay windows.

15. **C** **707 Garfield Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a screened, partial-inset porch and a brick pier foundation. It has composite wood siding, 6/6 wood double-hung windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include exposed rafters, decorative beams and lattice in the gable ends.
16. **C** **1311 Garfield Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a concrete block pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof.
17. **C** **1317 Garfield Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with an intersecting gable and hip roof, an enclosed partial-inset porch and a pier foundation. It has Hardy plank, board and batten and plywood siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. The original open second-story deck with balustrade, characteristic of this house type, has been removed. A new bay window replaced a former half-width shed-roof porch. A half-width gabled porch is located on the front façade, which faces Lake Yazoo. The additions were built after 1950. The FEMA survey team did not have Right-of-Entry, preventing access to the front façade. As a result, the rear-side of the residence was surveyed and photographed. This appears to be the "8-Room House" of which floor plans are pictured in the article about International Shipbuilding that appeared in *Homes for Workmen*.
18. **C** **1321 Garfield Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable stepped roof, an enclosed partial-inset, gable-roof porch in the rear and a brick pier foundation. It has brick and stucco cladding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and lattice in the gable ends. The home was constructed to face a waterway. The FEMA survey team did not have Right-of-Entry, preventing access to the front façade. As a result, the rear-side of the residence was surveyed and photographed. This appears to be the "Chief Engineer's Cottage" in the article about International Shipbuilding that appeared in *Homes for Workmen*.
19. **C** **1405 General Lee Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with a hipped roof, a projecting hipped-roof front wing, a full-width inset porch on the first floor and a half-width shed-roof porch on the second floor and an unknown pier foundation. It has vinyl siding, 6/6 aluminum double-hung windows and an asphalt shingle roof. Architectural details include decorative beams, a latticed vent in the front gable, shutters and square wood columns on brick plinths. There are two post-1950 gable-roof additions located in the rear.
20. **C** **1410 General Lee Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and a pressed-metal roof. Architectural details include turned posts, cloth awnings and a chimney. There are two shed-roof additions located on the left side. The larger of the two was built between 1924 and 1950. The smaller one has an unknown construction date.
21. **C** **1603 General Lee Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with a front-gable roof, a partial-inset/partial-shed porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and an asphalt architectural shingle roof. Architectural details include decorative beams, a new entry door with fanlight and sidelights, square posts on brick plinths, shutters and lattice in the gable front. The original open second-story deck with balustrade, characteristic of this house type, was replaced with a carport on the right side after 1950.
22. **C** **614 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 6/6 aluminum double-hung windows and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include tapered columns, two front entrances, wide boxed eaves and shutters. There is a rear addition that was built between 1924 and 1950. A historic garage is associated with the residence.
23. **C** **616 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset, shed-roof porch and a pier foundation. It has asbestos and clapboard siding, two entry-doors, 1/1 vinyl double-hung windows and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include chamfered posts, decorative beams and exposed rafters.
24. **C** **702 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and unknown foundation. It has asbestos siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include exposed rafters, decorative beams and a lattice vent in the front gable.
25. **C** **703 Lafayette Avenue** **1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hip roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 1/1 vinyl double-hung windows and an asphalt architectural shingle roof. Some of the windows are paired. Architectural details include

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square wood columns, wide boxed eaves and a lattice vent in the porch gable. There is a small rear addition that was built between 1918 and 1924.

26. **C** **705 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos siding, 1/1 vinyl double-hung windows and an asphalt shingle roof. Some of the windows are paired. Architectural details include two entry-doors, chamfered wood posts, shutters, exposed rafters and decorative beams.
27. **C** **707 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl, asbestos and clapboard siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and a lattice in the front gable.
28. **C** **709 Lafayette Avenue** **1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hip-roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 1/1 vinyl double-hung windows and an asphalt shingle roof. Architectural details include square wood posts and shutters. A post-1950 shed-roof carport is in the rear.
29. **C** **802 Lafayette Avenue** **1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hip roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include shutters, wide boxed eaves and square wood posts. A post-1950 hip-roof addition is located in the rear.
30. **C** **803 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 6/6 wood double-hung windows, 1/1 aluminum double-hung windows with faux 6/6 muntins, 4/4 vinyl double-hung windows and faux six-light sliding aluminum windows. Some of the windows are paired. The roof is clad in asphalt shingles. Architectural details include shutter, round columns on brick plinths and wide boxed eaves. There is a large addition located in the rear that was constructed between 1924 and 1950.
31. **C** **804 Lafayette Avenue** **1918** **Craftsman Bungalow/Front Gable**
This is a one-story, frame, Craftsman Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 3/1 wood double-hung windows, 1/1 and 2/2 aluminum double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, tapered columns, decorative beams and a latticed vent in the front gable. An addition is located in the rear.
32. **C** **805 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos siding, 1/1 aluminum double-hung windows with faux 6/6 muntins and an asphalt shingle roof. A rear addition is located on the left side.
33. **C** **806 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, one 6/6 wood double-hung window, 1/1 vinyl double-hung windows with faux 6/6 muntins and an asphalt shingle roof. Architectural details include new turned posts and balustrade on porch.
34. **C** **807 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with faux 6/6 and 12/12 muntins and a pressed-metal roof. Architectural details include a single iron porch column and brick skirting around the porch foundation. An addition is located in the rear.
35. **C** **808 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and a latticed vent in the main gable. A rear addition is located on the left side.
36. **C** **809 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, an enclosed partial-inset, gable-roof porch and a brick pier foundation. It has asbestos and novelty siding, 2/2 aluminum double-hung windows, a single-light aluminum sliding window and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and tapered columns.
37. **C** **810 Lafayette Avenue** **1918** **Vernacular/Side Gable**
This is a 1.5-story, frame, vernacular residence with a side-gable roof, a partial-inset, shed-roof porch and a brick pier foundation. It has vinyl siding, 2/2 aluminum double-hung windows and an asphalt shingle roof. Architectural details include brick skirting and a five-bay shed-roof dormer. Additions are located in the rear.
38. **Vacant lot** **811 Lafayette Avenue**
39. **C** **812 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**

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This is a one-story, frame, vernacular Bungalow with a front-gable roof, an enclosed partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 6/6 aluminum double-hung windows and an asphalt shingle roof. Architectural details include decorative beams, tapered columns and brick skirting.

40. **C** **814 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows, 1/1 vinyl double-hung windows with faux 4/4 muntins and an asphalt shingle roof. Architectural details include a fifteen-light entry door. A shed-roof addition is located in the rear.
41. **C** **815 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has clapboard siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and a latticed vent in the main gable. Shed-roof additions are located on the left side and in the rear.
42. **C** **816 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 6/6 wood double-hung windows and an asphalt shingle roof. An addition is located in the rear.
43. **C** **817 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos siding and an asphalt shingle roof. Architectural details include two entry-doors, exposed rafters and decorative beams. An addition is located in the rear.
44. **NC** **819 Lafayette Avenue** **1918** **Vernacular/Side Gable**
This is a two-story, frame, vernacular residence with a side-gable roof, a full-width shed porch and a concrete block pier foundation. It has vinyl siding and an asphalt shingle roof. Architectural details include turned posts on brick plinths. The original building form was a one-story Bungalow with a side-gable roof. The second-story was constructed between 1924 and 1950. According to the current homeowner, the home has all new materials except for the studs and porch foundation.
45. **C** **821 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a full-width, inset porch and a brick pier foundation. It has clapboard siding, 1/1 aluminum double-hung windows and a pressed-metal roof. Architectural details include exposed rafters, a shed-roof dormer and turned posts on brick plinths that support a side-gable porte-cochere.
46. **C** **823 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include new turned posts.
47. **C** **903 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with 6/6 and 9/6 faux muntins and an asphalt shingle roof. A shed-roof addition is located in the rear. According to the current owner, the home got five to six feet of water during Hurricane Katrina and consists of pre-dominantly new building materials.
48. **C** **907 Lafayette Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is an elevated, one-story, frame, vernacular Bungalow with a side-gable roof, a full-width, inset porch and a concrete block pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and a pressed-metal roof. A shed-roof addition is located in the rear.
49. **NC** **909 Lafayette Avenue** **c.2007** **Post-Katrina Architecture**
This is an elevated, one-story, Post-Katrina coastal residence with a hip roof, a partial-inset porch and a concrete block pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 6/6 faux mullion and a pressed-metal roof.
50. **C** **915 Lafayette Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows, 1/1 aluminum double-hung windows with 6/6 faux muntins, 1/1 vinyl double-hung windows with 4/4 faux muntins and an asphalt shingle roof. Architectural details include decorative beams, iron columns and a pressed-metal roof. An addition is located on the left side with another located in the rear.
51. **NC** **701 Madison Avenue** **c.2000** **No Style**
This is a one-story, front-gable residence with a full-width, inset porch and a concrete slab foundation. It has Hardy plank and vertical metal siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and a pressed-metal roof. A rear addition appears on NOAA Hurricane Katrina aerial photos, c.2006.
52. **C** **703 Madison Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a concrete block pier foundation. It has asbestos siding, 2/2 aluminum double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters and decorative beams. There is an addition located in the rear.

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53. **C** **707 Madison Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a full-width, inset porch and a brick pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 4/4, 6/6, and 9/6 faux muntins and an asphalt shingle roof. Architectural details include two doors with single-light transoms and decorative shingles in the front gable. The left and right side additions were constructed post-1950.
54. **C** **614 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has Hardy plank siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include square wood posts. The original exposed rafters have been enclosed and a carport has been added to the right side.
55. **C** **615 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a new partial-inset, gable-roof porch extending from the original, now enclosed, porch and a brick pier foundation. It has stucco cladding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. The original exposed rafters have been enclosed. A gable addition that was built after 1950 is located in the rear and rests on a concrete block pier foundation.
56. **C** **617 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include turned wood posts and balustrade and latticed vents in the gable ends. The original exposed rafters have been enclosed.
57. **C** **703 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has Hardy plank cladding, 1/1 vinyl double-hung windows with faux muntins and an asphalt shingle roof. Architectural details include a latticed vent in the front-gable. The decorative beams have been removed and the exposed rafters have been enclosed. There is a small post-1950 addition located in the rear.
58. **C** **704 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include two doors, exposed rafters and decorative beams.
59. **C** **705 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos and composite wood siding, 3/1 and 6/6 wood double-hung windows and a pressed-metal roof. Architectural details include decorative ironwork.
60. **C** **706 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, an enclosed partial-inset porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows with 4/4 faux muntins and 1/1 vinyl double-hung windows and an asphalt shingle roof. The exposed rafters have been enclosed and the original decorative beams have been removed.
61. **C** **707 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, an enclosed partial-inset, gable-roof porch and a brick pier foundation. It has board and batten siding, and an asphalt shingle roof. The exposed rafters have been enclosed and the original windows have been replaced with larger, paired 1/1 aluminum double-hung windows with 9/6 faux muntins and 1/1 vinyl double-hung windows with 6/6 faux muntins, compromising the integrity of the original design.
62. **C** **802 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has Hardy Plank and brick veneer cladding, 1/1 vinyl double-hung windows with 6/6 and 9/6 faux muntins and a pressed-metal roof. Architectural details include exposed rafters, decorative beams and a latticed vent in the main gable. A gable-roof addition is located in the rear.
63. **C** **803 McKinley Avenue** **1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hipped-roof, an enclosed partial-inset, hip-roof porch and a brick pier foundation. It has asbestos and Hardy Plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include exposed rafters. A shed-roof addition is located in the rear.
64. **C** **804 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof.
65. **C** **805 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl siding, 6/6 wood double-hung windows, 1/1 aluminum double-hung windows with 6/6 and 9/9 faux muntins and an asphalt shingle roof.
66. **C** **806 McKinley Avenue** **c.1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a screened partial-inset, gable-roof porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. A shed-roof addition is located in the rear.

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67. **C** **808 McKinley Avenue** **c.1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has composite wood siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and a pressed-metal roof. Architectural details include latticed vents in the gable ends.
68. **C** **810 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and a latticed vent in the main gable. A rear addition is located on the left side.
69. **C** **811 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has novelty and composite wood siding with board and batten in the gable ends, replacement 2/2 wood double-hung windows and an asphalt shingle roof. A side-gable carport has been added on the left side.
70. **C** **812 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a front-gable carport on the left side replacing the former porch and a brick pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters and decorative beams. A shed-roof addition is located in the rear.
71. **C** **814 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows, 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams, tapered columns and a latticed vent in the main gable. An addition is located in the rear.
72. **C** **815 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a pier foundation. It has brick veneer and vinyl cladding, a nine-light picture window that replaced the original fenestration and an asphalt shingle roof. Architectural details include wide boxed eaves and metal awnings. A shed-roof addition is located in the rear.
73. **C** **816 McKinley Avenue** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos siding, 1/1 aluminum double-hung windows with 6/6 faux muntins and an asphalt shingle roof. Architectural details include a thirty-two light picture window that replaced the original fenestration, exposed rafters, decorative beams and latticed vents in the gable ends. An addition is in the rear.
74. **C** **819 McKinley Avenue** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a pier foundation. It has vinyl siding, 1/1 aluminum double-hung windows and an asphalt shingle roof. An addition is located in the rear.
75. **C** **821 McKinley Avenue** **1918** **Vernacular Bungalow/Hip**
This is a one-story, frame, vernacular Bungalow with a hip-roof, a partial-inset, hip-roof porch and a brick pier foundation. It has asbestos siding, 6/6 aluminum double-hung windows and a pressed-metal roof. A shed-roof addition is located in the rear.
76. **C** **1708 Monroe Street** **1918** **Bungalow/Front Gable**
This is a one-story, frame, Bungalow with a front-gable roof, an enclosed partial-inset, gable-roof porch and a brick pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with faux muntins and an asphalt shingle roof. Architectural details include wide boxed eaves.
77. **C** **1712 Monroe Street** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has novelty siding, 6/6 wood double-hung windows and an asphalt shingle roof. Architectural details include chamfered wood columns, exposed rafters and decorative beams. There is an addition in the rear.
78. **C** **1802 Monroe Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has vinyl and board-and-batten siding, 1/1 vinyl double-hung windows with faux muntins and an asphalt shingle roof.
79. **C** **1305 Roosevelt Street** **c.1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams and tapered columns.
80. **C** **1307 Roosevelt Street** **c.1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 6/6 faux muntins and an asphalt shingle roof.

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1. **C** **1308 Roosevelt Street** **1918** **Craftsman Bungalow/Front Gable**
This is a one-story, frame, Craftsman Bungalow with a front-gable roof, a partial-gable/partial-shed porch and a brick pier foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 4/4 and 6/6 faux muntins and an asphalt shingle roof. Architectural details include decorative beams, tapered columns, a latticed vent in the primary front gable, a decorative truss in the projecting front gable and wide boxed eaves. This house was a component property (#20) of the U.S. Veterans Board Vocational School c.1921-25.
82. **C** **1309 Roosevelt Street** **c.1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front with an intersecting gable and hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has Hardy plank and board and batten siding, 6/6 wood double-hung windows and an asphalt shingle roof. Architectural details include a three-light transom above the front door, exposed rafters and decorative beams. The original open second-story deck with balustrade, characteristic of this house type, has been removed. This house was one of a pair (1309-1311 Roosevelt Street) linked together as a single building, which was a component property (#18) of the U.S. Veterans Board Vocational School c.1921-25.
83. **C** **1311 Roosevelt Street** **c.1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with an intersecting gable and hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows with 4/6 and 6/6 faux muntins and a pressed-metal roof. The original open second-story deck with balustrade, characteristic of this house type, is now enclosed. This house was one of a pair (1309-1311 Roosevelt Street) linked together as a single building, which was a component property (#18) of the U.S. Veterans Board Vocational School c.1921-25.
84. **C** **1312 Roosevelt Street** **c.1923** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with a hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows and 2/2 aluminum double-hung windows and an asphalt shingle roof. Architectural details include a pediment accenting the entry-door and exposed rafters. The original open second-story deck with balustrade, characteristic of this house type, has been removed and a side-gable porte-cochere supported by square wood columns on brick plinths is located on the right side. This house was built c.1923 on part of the site previously occupied by a large boarding house that was a component property (#10) of the U.S. Veterans Board Vocational School.
85. **C** **1402 Roosevelt Street** **c.1923** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front with an intersecting gable and hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has Hardy plank siding, 6/6 wood double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters and operational wood shutters. The original open second-story deck with balustrade, characteristic of this house type, has been removed. This house was built c.1923 on part of the site previously occupied by a large boarding house that was a component property (#10) of the U.S. Veterans Board Vocational School.
86. **C** **1403 Roosevelt Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-Front residence with an intersecting gable and hip roof, partial-inset and partial-shed porches and a pier foundation. It has novelty siding, 1/1 vinyl double-hung windows and an asphalt shingle roof. Architectural details include exposed rafters, decorative beams, lattice in the front-gable and the original front door with three-light transom. The original open second-story deck with balustrade, characteristic of this house type, has been removed. This house was a component property (#17) of the U.S. Veterans Board Vocational School c.1921-25.
87. **C** **1404 Roosevelt Street** **c.1923** **Vernacular L-Front**
This is a two-story, frame, vernacular, L-front with an intersecting gable and hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has Hardy plank siding, 2/2 aluminum double-hung windows, 1/1 vinyl double-hung windows with faux 6/6 muntins and an asphalt shingle roof. There is a one-story, shed addition. The original open second-story deck with balustrade, characteristic of this house type, has been removed.
88. **C** **1407 Roosevelt Street** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and unknown foundation. It has Hardy plank siding, 1/1 vinyl double-hung windows with 8/8 faux muntins and an asphalt shingle roof. Architectural details include lattice in the front gable. The original exposed rafters have been enclosed. The right-side addition was constructed between 1924 and 1950. The left-side carport addition was constructed post-1950.
89. **C** **1409 Roosevelt Street** **c.1930** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a concrete block pier foundation. It has vinyl siding, 1/1 vinyl double-hung windows and an asphalt shingle roof. A breezeway connects a single-unit apartment located behind the home. This house was either moved to its present location or constructed on site after 1924. Its site was previously occupied by a two-story house.
90. **C** **1503 Roosevelt Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with an intersecting gable and hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has asbestos, composite wood and clapboard siding and an asphalt shingle roof. Architectural details include paired colonnades on pedestals, exposed rafters and decorative beams. The original open second-story deck with balustrade, characteristic of this house type, is now enclosed. There are one-story shed additions on the north and south elevations and a gable addition in the rear. This house was a component property (#15) of the U.S. Veterans Board Vocational School c.1921-25.

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91. **C** **1505 Roosevelt Street** **1918** **Vernacular Bungalow/Side Gable**
This is a one-story, frame, vernacular Bungalow with a side-gable roof, a partial-inset porch and a brick pier foundation. It has asbestos siding, 6/6 wood double-hung windows and 1/1 aluminum double-hung windows and an asphalt shingle roof. Architectural details include two entry-doors, exposed rafters and decorative beams.
92. **C** **1603 Roosevelt Street** **1918** **L-Front**
This is a two-story, frame, L-Front residence with a main hip and projecting hip-roofed front wing with a partial-inset, a partial-shed porch and unknown foundation. It has a vinyl siding, 1/1 aluminum double-hung windows with faux muntins and an asphalt shingle roof. The original open second-story deck with balustrade, characteristic of this house type, is now enclosed. A one-story shed addition is located in the rear. This house was a component property (#14) of the U.S. Veterans Board Vocational School c.1921-25.
93. **C** **1605 Roosevelt Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with a hip and intersecting-gable roof, a projecting front gable wing, a partial-inset porch and a brick pier foundation. It has asbestos and vinyl siding, brick cladding and an asphalt shingle roof. Architectural details include paired iron columns, exposed rafters and decorative beams. The original open second-story deck with balustrade, characteristic of this house type, has been removed. A small one-story addition is located in the rear. This house was a component property (#13) of the U.S. Veterans Board Vocational School c.1921-25.
94. **C** **1607 Roosevelt Street** **1918** **Vernacular Bungalow/Front Gable**
This is a one-story, frame, vernacular Bungalow with a front-gable roof, a partial-inset, gable-roof porch and a brick pier foundation. It has novelty cladding and an asphalt shingle roof. Architectural details include turned posts and balustrade on porch, exposed rafters, decorative beams and a lattice vent in the front gable.
95. **C** **1609 Roosevelt Street** **1918** **Vernacular L-Front**
This is a two-story, frame, vernacular L-front residence with a multiple-hip roof, partial-inset and partial-shed porches and a brick pier foundation. It has vinyl siding, 6/6 wood double-hung windows and an asphalt shingle roof. Architectural details include paired wood columns supported by brick plinths, wide boxed eaves and a three-light transom above a 12-light over two-panel entry door. The original open second-story deck with balustrade, characteristic of this house type, is now enclosed. An attached carport is located in the rear. This house was a component property (#12) of the U.S. Veterans Board Vocational School c.1921-25.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Industry

Community Planning and Development

Period of Significance

1918-1925

Significant Dates

1918

1921

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

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Period of Significance (justification)

National Register guidelines normally recommend the period of significance encompass construction dates for all the contributing buildings, which is based on establishing significance through the architectural character of buildings within a district. Although the proposed district contains a circa 1850 building, its contextual significance is not from age or architectural character, but from its inclusion in the International Shipbuilding workers' housing area from 1918 to 1925.

Criteria Considerations (explanation, if necessary)

N/A

Summary Paragraph

The proposed International Shipbuilding Company Employee Housing Historic District is an intact historic neighborhood in Pascagoula that was originally part of a workers' housing enclave constructed circa 1918 by International Shipbuilding. It is eligible for listing on the National Register of Historic Places under **Criterion A**, under **Industry**, for its association with Pascagoula shipbuilding during World War I. It is also eligible under **Criterion A**, under **Community Planning and Development**, because it is the largest and most-intact example of an early twentieth century industrial housing enclave in Mississippi, illustrating the effort to provide housing for workers during the World War I era. The area's development history indicates the appropriate period of significance is 1918-1925.

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The proposed district is important in **Education**, for its association with vocational training of disabled veterans after World War I, though this is secondary and not a basis for eligibility. It is important in **Architecture**, as a notable assemblage of industrial housing from the World War I period. However, because many buildings have had varying degrees of integrity loss, and because there is not enough known about their design history and construction details, this is also not a basis for eligibility.

Narrative Statement of Significance

Shipbuilding during World War I:

The U.S. government responded to emergency conditions caused by its entry into World War I with an effort to control and coordinate America's commerce and industry for support.⁵ One of its goals was to create an enormous fleet of ships to transport American military forces and keep them supplied, as well as to transport much-needed supplies to Allied countries whose shipping was being devastated by German submarines. It undertook extraordinary measures to accomplish this. The government immediately requisitioned all ships under construction. It expanded existing shipyards and built new ones in all parts of the country of a capacity and magnitude unprecedented in the history of shipbuilding.⁶ The U.S. Shipping Board established the Emergency Fleet Corporation (EFC) on April 16, 1917, ten days after the declaration of war. On July 11, 1917, a Presidential Executive Order gave the EFC "all his wartime power and authority to acquire existing vessels and to construct and operate all vessels acquired or to be acquired by the United States."⁷ The EFC "let contracts for building ships in some two hundred shipyards during the war," some made of steel, some of wood and some, surprisingly, of concrete. Existing shipbuilding companies received many of these contracts, but there were new ones organized specifically to do wartime work.⁸

Shipbuilding in the Pascagoula-Moss Point area during World War I:

The Dantzer Shipbuilding & Dry Dock Company in Moss Point, the Hodge Ship Company, Inc. in Moss Point and the Dierks-Blodgett Shipbuilding Company in Pascagoula were established in 1917 for the specific purpose of building ships for the EFC. At the same time they were organizing, Italian investors established and financed International Shipbuilding in Pascagoula to build ships for transporting cargo to Italy. Remarkably, while every major shipyard in the U.S. was producing ships for the EFC, International Shipbuilding was able to operate entirely independently. This is presumably because the U.S. government recognized the benefit of promoting commerce with Italy as part of the war effort.

The End of World War I and its Aftermath:

The Armistice of November 11, 1918 brought an end to World War I, but it did not immediately halt construction of ships under contract. There was still a need for new ships, although that need was far less than anticipated during the war, when the U.S. government feared it might have to transport and support a much larger army for a longer time. The EFC cancelled contracts for further production and scaled back much of the work in progress, but it authorized the completion of many ships already under construction. One reason for this was concern over the consequences of sudden lay-offs of thousands of shipyard workers.⁹ Because of this more gradual cessation of wartime shipbuilding, Pascagoula area yards completed several ships already under construction in December 1918 and in the early months of 1919. Wooden cargo ships built for the EFC were, however, a product of wartime expediency rather than market demand, and were obsolete and essentially unmarketable after the war.¹⁰ The substantial reduction in the need for cargo ships, following the massive surge in ship construction during the war, resulted in a surplus of cargo vessels of all types, including steam-powered steel ships, which far exceeded the needs of maritime commerce.¹¹ This surplus made it unprofitable for any of the large wartime shipyards in Mississippi to stay in operation, and all had closed by the end of 1920.

Employee Housing at Shipyards in World War I:

The vast, sudden expansion of shipyards in World War I created a serious housing shortage for workers. The EFC addressed this problem, in part, by constructing housing where the shortage was most acute.¹² Passenger Transportation and Housing Division staff architects designed EFC housing. It generally consisted of single homes, duplexes, row houses and apartments in neighborhoods laid out by professional community planners and landscape architects in accordance with Garden City movement precepts. This housing was high quality and intended to appeal to experienced, skilled artisans with families. At the same time, another federally chartered organization, the U.S. Housing Corporation, was building very similar

⁵ Murray N. Rothbard, "War Collectivism in World War I," *LewRockwell.com*, accessed January 21, 2011, <http://www.lewrockwell.com/rothbard/rothbard91.html>. Originally published in Ronald Radosh and Murray N. Rothbard, eds., *A New History of Leviathan* (New York: E.P. Dutton & Co, 1972).

⁶ *Housing the Shipbuilders* (Philadelphia: U.S. Shipping Board, Emergency Fleet Corp., Passenger Transportation and Housing Division, 1920), 1.

⁷ "United States Shipping Board Merchant Fleet Corporation," *Wikipedia*, accessed January 27, 2011, http://en.wikipedia.org/wiki/United_States_Shipping_Board_Merchant_Fleet_Corporation.

⁸ Miles Lanier Colean, *Housing for Defense: a Review of Housing in Relation to America's Defense and a Program for Action* (Twentieth Century Fund, Housing Committee, 1940), 14, Google Books edition accessed January 27, 2011.

⁹ Edward N. Hurley, *The Bridge to France* (Philadelphia: J. B. Lippincott Company, 1927), Chapters XIV-XXX (not paginated), University of Pennsylvania On-Line Books edition, accessed February 8, 2011.

¹⁰ McKellar, "American Wooden Shipbuilding," 319-320.

¹¹ Nelson L. McKellar, "Steel Shipbuilding under the U.S. Shipping Board, 1917-1921," *The Belgian Shiplover* No. 87 (May/June 1962), 274, accessed February 7-8, 2011, <http://www.shipscribe.com/mckellar/index.html> and <http://www.shipscribe.com/mckellar/Introduction.pdf>.

¹² Colean, *Housing for Defense*, 14.

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housing projects.¹³ Worker housing enclaves constructed for shipbuilding companies in World War I still survive in various locations in the U.S. The National Register of Historic Places has listed at least three. Hilton Village in Newport News, Virginia, built for employees of Newport News Shipbuilding & Dry Dock Company, was listed in 1969; Dundalk Historic District in Dundalk, Maryland, built for employees of a shipyard operated by the Bethlehem Steel Corporation, was listed in 1983; and Harriman Historic District in Bristol, Pennsylvania, built for employees of Merchant Shipbuilding Corporation, was listed in 1987.¹⁴

The three companies in Pascagoula-Moss Point that were building ships for the EFC constructed employee housing of some type, though none of it was federally sponsored. While very little documentation pertaining to their employee housing exists, there is some, including a report in the *Moss Point Advertiser* from August 10, 1917 stating that

at the Dantzer plant a large force of workmen are busily engaged as they have been for the past several weeks erecting buildings, etc. This company is now erecting a two-story hotel, which will have fifty-two rooms. The building is of frame construction and is being built near the site of the plant. In addition to the hotel, these people are to construct about twenty-five dwelling houses [for] their employees...to be equipped with water works and electric lights and other conveniences. These too are being constructed near the plant.

International Shipbuilding undertook the largest employee-housing program of any of the World War I era shipbuilders in Pascagoula-Moss Point. International Shipbuilding's housing activity was not part of EFC or U.S. Housing Corporation initiatives, although it was contemporary and comparable in many respects, as it emphasized comfortable individual houses suitable for skilled artisans and their families.

Shipyard employees had at least two other options besides company housing. Some, particularly those who were local, resided in other areas of Pascagoula and Moss Point. A streetcar system in operation at the time linked the two areas. Dantzer also provided a bus that took employees to and from their homes.¹⁵ Other employees, including a number of executives and supervisors, lived in Biloxi or Gulfport and traveled into Pascagoula by means of a special commuter train operated by the Louisville and Nashville Railroad. The Railroad discontinued service in March 1919.¹⁶

History of the Site of the Proposed Historic District:

The land on which Pascagoula's Shipbuilders District sits was part of a U.S. government claim patented to Hilaire Krebs, Jr. (1819-1900) in 1847. The circa 1850 home he built still stands and is a contributing element of the proposed historic district. On January 13, 1898, he conveyed a 56-acre tract of the property to his daughter Malvina Krebs Sarrazin (1843-1911), who sold 39 acres to Marcellus M. Watkins for \$1600 on August 14, 1900.¹⁷ On August 23, 1905, Watkins conveyed the property to his wife, Clarissa Young Hughes Watkins, who forfeited the property to the State of Mississippi for failure to pay taxes in 1910. The State sold the land for \$40 in back taxes on July 12, 1916 to Hiram F. Russell (1858-1940), a merchant and real estate investor residing in Ocean Springs. On February 16, 1917, Russell sold the property for \$7500.00 to Henry Piaggio, founder of International Shipbuilding.¹⁸

The International Shipbuilding Company:

International Shipbuilding organized as a Mississippi corporation in 1917 under Henry Piaggio (1874-1921). He was a native of Italy who had immigrated to Pensacola, Florida in the early 1890s to work in the lumber exporting business owned by his father, Derio Piaggio of Genoa, Italy. In the early 1900s, he moved to Gulfport, Mississippi and opened a lumber exporting office, gradually expanding the business to include lumbering, sawmill operation and shipbuilding. By early 1915, it was apparent that Italy would be entering the war, and that there would be an acute demand for

¹³ Frederick Law Olmstead, "Lessons from Housing Developments of the United States Housing Corporation," *Monthly Labor Review* 8 (May 1919), 27-38, accessed January 21, 2011, <http://www.library.cornell.edu/Reps/DOCS/olm19.htm>.

¹⁴ "Hilton Village" and "Harriman Historic District," *Wikipedia*, accessed February 7, 2011, http://en.wikipedia.org/wiki/Hilton_Village and http://en.wikipedia.org/wiki/Harriman_Historic_District. "Dundalk, Maryland," *Dundalk: This is My Town*, accessed February 7, 2011, <http://www.dundalkusa.org/pub/Dundalk-History>.

¹⁵ A fatal accident involving this bus service was the subject of a lawsuit that eventually went to the Mississippi Supreme Court. This is noted in *American Law Reports, Annotated, Vol. IV* (Rochester: Lawyers Co-operative Publishing Company, 1919), 1487-1499, Google Books edition, accessed June 20, 2011.

¹⁶ Richard W. Bricker, *The Italian American Shipyard in Pascagoula* (self-published, circa 2001), 37; see also Anthony V. Ragusin, "Hope, Riches Fade with Fall of Lire; Graveyard of Dreams to be Sold on Block...", *New Orleans Item*, October 22, 1922. There is a typescript transcription of this article in the collections of the Pascagoula Public Library.

¹⁷ Though an 1875 courthouse fire destroyed the County's early records, the Jackson County Land Records Office recorded the patent in 1922 in Deed Book 51, Pages 628-629. The transfer to Malvina is in Jackson County Land Records, Deed Book 18, Pages 467-469. The sale to Marcellus Watkins is in Jackson County Land Records, Deed Book 21, Pages 551-552. Hilaire and Malvina's birth and death dates are from "Hugo Ernestus Krebs' Descendants," *RootsWeb*, accessed October 14, 2009, <http://archiver.rootsweb.ancestry.com/th/read/KREBS/2006-10/1162313287>. Hilaire's dates are also inscribed on his grave at Greenwood Cemetery in Pascagoula. Watkins was a resident of Moss Point.

¹⁸ Several deeds pertaining to International Shipbuilding identify the property as the Watkins Tract, including Jackson County Land Records, Deed Book 52, Pages 234-236, Deed Book 53, Pages 12-13 and Deed Book 53, Pages 167-168, as well as on a Company parcel map filed in Jackson County Land Records, Plat Book 1, Page 72A (now filed as Plat Map AA-46). The transfer to Clarissa is in Jackson County Land Records, Deed Book 30, Page 108 and her forfeiture is in Jackson County Land Records, Sectional Index, Book 28, Claim Section 6. The sale to Hiram is in Jackson County Land Records, Deed Book 43, Page 520. The latter two listings identify the property as "H. Krebs Old Home Place on Yazoo Lake and Pascagoula Street." The sale to Piaggio is in Jackson County Land Records, Deed Book 45, Pages 290-291. Hiram Russell's birth and death dates are from the Newbury, Dingley, Maxcy, Jackson Family Tree on *Ancestry.com*, accessed January 6, 2011, <http://trees.ancestry.com/tree/10238991/person/137104902?ssrc>. The Censuses of 1900, 1910 and 1920 list his occupation.

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maritime trade ships. In 1916, Piaggio began building wooden ships at the existing shipyard of Frederick Hostler (F.H.) Swails in Orange, Texas. He also constructed two ships at Beaumont, Texas. By 1917, Piaggio had organized International Shipbuilding, with offices in Gulfport, Orange and New York City and yards in Orange and Beaumont.¹⁹ The Company established the shipyard at Pascagoula, Mississippi in June 1917.

The major financial backer of Piaggio's enterprises was Italian financier Riccardo Gualino. In 1917, shortly after International Shipbuilding's organization, Gualino established a corporation in Turin, the Società di Navigazione Italo-Americana (SNIA), to import raw materials from the U.S. to Italy. The SNIA provided financing for the company and managed the ships built by International Shipbuilding.²⁰ The SNIA later became the Società Navigazione Industriale Allicazione Viscosa, a major producer of synthetic textiles.²¹ Bricker describes the circumstances:

Italian-born Henry Piaggio, a Gulfport, Mississippi, timber exporter, started a massive wooden shipbuilding program in 1916 because of the extreme shipping deficit caused by World War I. Most surprising was his decision to build sailing ships after sail had almost died out, but that was really his only option at the time. The United States Shipping Board dictated the construction and use of almost all shipping, except sail, starting in late 1916. Because Piaggio was working to the Italian war calendar (1915) he started two years ahead of other shipyards in America and, in fact, had ships [built in Texas] sailing before Americans reacted to the extreme shipping shortage caused by the war... Piaggio's purpose was to haul Gulf Coast pine timber to Italy where he had business ties. He also had connections with several wealthy entrepreneurs and investors along the Gulf Coast, including several in Texas. Lumber demands were high [in Europe] during the war for railroads, timber trestle bridges, field fortifications, and temporary structures. Because Europe did not have timber resources even approaching that of the southern United States, demands turned to this company as a prime supplier, especially the Gulf Coast, which had the additional advantage of easy shipping access.²²

At the time International Shipbuilding organized, Italy was already deeply involved in World War I. In August 1918, Piaggio and his business partners organized a lumber mill in the northern part of Greene County, Mississippi, naming it the Piave Mill Company in recognition of the Italian victory in the Battle of the Piave River two months earlier.²³ The Company also operated sawmills at Crotts and Ellisville Junction in Jones County. It "was incorporated as a subsidiary of International Shipbuilding to supply the shipyard at Pascagoula with lumber for ship construction," as well as for export and employee housing at the shipyard and mills.²⁴ Piaggio purchased the first tracts of land in the spring of 1917. The *Pascagoula Chronicle* from June 23, 1917 reported that, "Pascagoula is soon to have a big shipbuilding plant. Henry Piaggio of Gulfport, who has a large shipyard at Orange, Texas, has acquired from Mr. A.L. Staples of Mobile the A.D. Krebs property on the Pascagoula River and as soon as a plant can be erected will begin the building of five-mast schooners with auxiliary engines and tonnage of 3600 each." He purchased several more tracts in late 1917 and early 1918. On June 19, 1918, he conveyed all of it to International Shipbuilding.²⁵

International Shipbuilding "lost no time in getting to work, but started a large force...much of the machinery [was] already en route and some of the buildings going up" before Piaggio transferred the land.²⁶ In December 1917, Mayor George Foote of Gulfport visited, calling the shipyard and its housing "a veritable city." He observed that, "[a] fifty-room hotel is nearing completion, ten bungalows have been completed and 90 others will soon be under construction. These buildings will be supplied with electric illumination, water and steam heat."²⁷ Chidsey noted that,

¹⁹ Bricker, *The Italian American Shipyard*, 1-4; see also Regina Hines Ellison, "Pascagoula – Shipbuilding Center," a chapter in *History of Jackson County*, 25-26, as well as Weiss and Leonard, *America's Maritime Progress*, 441.

²⁰ Ellison, "Shipbuilding Center," 26; see also Weiss and Leonard, *America's Maritime Progress*, 441.

²¹ "SNIA" and "Riccardo Gualino," *Wikipedia Italiano*, translated into English through Google Translate, accessed February 3, 2011, <http://it.wikipedia.org/wiki/SNIA> and http://it.wikipedia.org/wiki/Riccardo_Gualino.

²² Bricker, *The Italian American Shipyard*, 3.

²³ "Battle of Caporetto," "Battle of the Piave River," "Battle of Vittorio Veneto" and "World War I," *Wikipedia*, accessed February 2, 2011, http://en.wikipedia.org/wiki/Battle_of_Caporetto, http://en.wikipedia.org/wiki/Battle_of_the_Piave_River, http://en.wikipedia.org/wiki/Battle_of_Vittorio_Veneto and http://en.wikipedia.org/wiki/World_War_I. Italy declared war on Austria-Hungary in May 1915. In October and November 1917, the Italian army suffered a devastating loss to Austro-Hungarian and German forces at the Battle of Caporetto, northeast of Venice. The retreating Italian forces fell back to a defensive line along the Piave River, which they defended successfully in the Second Battle of the Piave River (June 15-23, 1918). After reorganizing and recovering, Italian forces launched their final offensive, the Battle of Vittorio Veneto (October 24-November 3, 1918), defeating the Austro-Hungarian forces and effecting an armistice between Italy and Austria-Hungary on November 4, 1918.

²⁴ Bricker, *The Italian American Shipyard*, 3-4. A key reason for locating International Shipbuilding's shipyard at Pascagoula was its easy access to lumber from southern Mississippi forests and sawmills. The Piave Mill Company provided International Shipbuilding with its own direct source of lumber.

²⁵ Jackson County Land Records, Deed Book 45, Pages 575-578 and Sectional Index, Book 28, Claim Section 6, Pages 8-9. As previously noted, all of the area that now comprises the proposed Shipbuilders Historic District was known as the Watkins tract, which Piaggio purchased from H.F. Russell. A map filed with the Jackson County Chancery Clerk in Jackson County Land Records, Plat Book 1, Page 72A (now filed as Plat Map AA-46) on June 24, 1920 shows the various tracts.

²⁶ "Great Activity."

²⁷ Bricker, *The Italian American Shipyard*, 4. Foote is mistakenly identified as the Mayor of Pascagoula.

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[International Shipbuilding], realizing at the beginning that the housing problem would present itself, attacked it at once and solved it by erecting commodious cottages for its employees. The local manager, H.H. Roof, is an architect by profession, and the houses are built so that they not only insure the comfort of the occupants, but also stimulate pride in their surroundings.²⁸

Fred Swales [sic] of Orange, Texas was the initial construction supervisor for International Shipbuilding. This was F.H. Swails, who built ships in Pascagoula and Louisiana before establishing the shipyard in Orange acquired by Piaggio in 1916. Although Swails supervised construction of the shipyard in Pascagoula, he was probably not directly involved in construction of workers' housing. The shipyard in Orange did not have its own employee housing.²⁹ The December 8, 1917 *Pascagoula Chronicle* indicates that J.T. Rosell [sic] of Biloxi was supervising the construction of employee housing for Piaggio's shipyard in Pascagoula. This was Thomas Jefferson (T.J.) Rosell (1861-1923), who was a contractor and building supply manufacturing company owner in Biloxi, and had served as mayor in 1909-10.³⁰

The February 1918 Sanborn map of Pascagoula shows forty houses and a hotel in the northern section of the International Shipbuilding housing area, north of Sarrazin Street, but nothing in the southern section. By the end of 1918, International Shipbuilding had largely completed construction, including the southern section, where the proposed historic district is located. The 1924 Sanborn, however, shows numerous vacant lots in the area, and contemporary reports suggest the Company had planned more houses:

When the International Shipbuilding Company undertook emergency ship construction shortly after the entrance of the United States into the late war [World War I], labor housing facilities at the town of Pascagoula, Mississippi, where stands the company's plant, were found to be entirely inadequate to take care of the large force of workmen required for the plant... The company immediately undertook the construction of homes for its workmen, the plans providing for structures of from three to nine rooms each, and of attractive design. To provide sites for these homes about 300 acres of land were purchased in Pascagoula adjacent to the shipyards. This land was platted, and by the beginning of 1919, 285 homes had been completed. The general plan provides for the erection of approximately 400 houses, which will fully occupy the available ground owned by the company, as well as for a number of community buildings.³¹

The exact location of all 285 houses is not clearly documented. The July 1924 Sanborn shows only 215 houses on International Shipbuilding Company land.³²

By December 1917, the shipyard had three wooden ships under construction, the first of which was the *City of Pascagoula*, completed April 4, 1919. By July 1920, it had built five ships – the *City of Pascagoula*, the *City of Biloxi*, the *Mantova*, the *Marsala* and the *Molfetta*. These were all large, five-mast wooden sailing ships called a "barkentine." Though powered by sails, the majority of International Shipbuilding's barkentines had two diesel engines to provide supplemental power and maneuverability.³³ In addition to the barkentines, the Company built three steel-hulled steamships in 1919 and 1920. The first was the *Torino*, launched on Wednesday, October 29, 1919 and believed to be first ship of steel construction built in

²⁸ Chidsey, "Wonderful Growth." According to "World War I Draft Registration Cards 1917-1918" and "Social Security Death Index," *Ancestry.com*, accessed January 10, 2011, <http://search.ancestry.com/search/db.aspx?dbid=6482> and <http://search.ancestry.com/search/db.aspx?dbid=3693>. Hugh H. Roof was born September 5, 1878 and died in Miami, Dade County, Florida in January 1969. He was a native of Ohio, and moved to Biloxi around 1907, working there as an architect for about ten years before coming to work for International Shipbuilding. At the time he registered for the war, he was working as a "local manager" for International Shipbuilding. The Census of 1910 lists his occupation as "architect." The article implies that Roof designed the workers' houses, although this is not confirmed.

²⁹ "Big Shipbuilding Plant Locates at Pascagoula," *Pascagoula Chronicle*, June 23, 1917. Per "World War I Draft Registration Cards 1917-1918" *Ancestry.com*, accessed January 10-11, 2011, <http://search.ancestry.com/search/db.aspx?dbid=6482>. Swails was born in Michigan in 1876. The Census of 1900 lists him as a shipbuilder in Pascagoula. The Census of 1910 lists him as a shipbuilder in Lockport, Calcasieu Parish, Louisiana. See also Bricker, *The Italian American Shipyard*, 7, and *American Shipbuilders, 1919* (Detroit: Marine Publishing Bureau, 1919), Google Books edition, accessed January 12, 2011. The F.H. Swails shipyard is an employer on draft cards for persons in Orange, Texas, suggesting that by 1918 Swails had returned to Orange to operate a shipyard. This implies that he may have continued to operate under his own name and built ships for International Shipbuilding under lease or contract instead of outright ownership. However, Weiss and Leonard state that, "...there is now located in Orange the International Shipbuilding plant, which is the best equipped plant for the construction of wooden ships in the United States." A complete investigation is outside the scope of this project.

³⁰ T.J. Rosell's birth and death dates are in "Thomas Jefferson Rosell," *Find a Grave*, accessed September 27, 2010, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=41791517>; see also Ray L. Bellande, "Biloxi Mayors," *Biloxi Historical Society*, accessed January 11, 2011 <http://biloxihistoricalsociety.org/node/60> and *The Buildings of Biloxi: An Architectural Survey*, (Biloxi; City of Biloxi, 2000), 126. There is no J.T. Rosell listed in the Mississippi census records of 1900, 1910 or 1920.

³¹ *Homes for Workmen: A Presentation of Leading Examples of Industrial Community Development* (New Orleans: The Southern Pine Association, 1919).

³² Sanborn Map Company, Map of Pascagoula, Mississippi, dated July 1924, sheets 8 and 9. It was common for Sanborn maps to omit some developed areas within documented communities, particularly in fringe or sparsely settled areas, so there may have been areas of International Shipbuilding housing that were not included. (For example, the Company owned land on Dupont Avenue in an area developing as an African American neighborhood, suggesting it owned residences there for black workers, but the Sanborn maps did not cover the area, and no houses from this period survive.) Some houses may have been removed from the documented housing enclave by the 1924 map, as there are many vacant areas shown on the map.

³³ Bricker, *The Italian American Shipyard*, 13-14 and 30. Twelve of the barkentines built in Texas and three of the barkentines built in Pascagoula had supplemental diesel engines.

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Mississippi. The other two were the *Trento*, launched on March 19, 1920 along with the *Molfetta* (the last of the wooden ships), and the *Trieste*, launched on December 30, 1920.³⁴

In August 1919, Ivo Schiavon, an experienced naval architect and shipbuilder who had worked at several European shipyards, became the works manager for International Shipbuilding. He became general manager of the plant in January 1920, and by July 1920, had received full administrative authority over everything but disposition of real estate. In February 1920, as International Shipbuilding was approaching the launch of its last wooden vessel and shifting production to only steel-hulled ships, Henry Piaggio retired at the age of 45. Less than two years later, on December 19, 1921, he died at the age of 47 after several months of declining health.³⁵

International Shipbuilding had been a busy place in 1918, but after the Armistice in November 1918, the pace of work slowed. It eventually completed all of its wooden ships between April 1919 and June 1920, but begun no new ones. At the end of March 1919, it reduced its force and laid-off many of the men who had worked on the wooden ships.³⁶ The Company scaled back plans for the construction of numerous steel ships until, ultimately, only three were completed. The *Pascagoula Democrat-Star* reported on March 5, 1919 that International Shipbuilding planned to expand the shipyard and construct additional steel ships, but it never implemented these plans. The paper reported on October 29, 1919 that a labor dispute led to the shipyard's temporary closing, although it reopened soon after. In March 1920, there was another report of plans to enlarge the shipyard and construct four ships, but these also failed to materialize. After the *Trieste* launched on December 30, 1920, the plant closed permanently.³⁷

Despite the attention given by the press and the local populace to the launchings of International Shipbuilding's three steel ships, the shipyard had "unfinished hulls still [lying] on the ways while the hulls of the three steamers launched are tied up uncompleted at the company's docks."³⁸ There were two major reasons for the reduction in activity in 1919 and the eventual shipyard closing in 1920. The first was a sharp drop in demand for new ships after World War I, due to the surplus created by the surge in production during the war. This had the effect of making new ships less cost-effective than purchasing existing ones. The second, more-immediate reason was because "capital for the plant has come from Italy" and, due to a weakened Italian economy in the war's aftermath, "at no time could the transfer of money or credits from Italy to the United States be made except at heavy exchange rates, as heavy, in fact, as to be prohibitive."³⁹ The *Pascagoula Chronicle* also noted the struggle:

On account of the continued fall in value of exchange between the United States and Italy the management of the International Shipbuilding Company has been compelled to further curtail its working force. The number of men in the yard will be reduced to five hundred by April 1, and the office force reduced in proportion... General Manager Ivo Schiavon of the International Shipbuilding Company stated to a representative of the *Chronicle* that the decision to reduce the working force at the plant was made with the utmost reluctance and regret, and was solely due to the prohibitive rate of exchange. The discount on Italian exchange has risen to the point that \$3.48 in American values in Italy is required to purchase one dollar in the United States.⁴⁰

Ragusin stated that, "about the time when one of the steel steamers was about 90 per cent completed the Italian lire became so low in exchange that the plant was forced into liquidation and operations were suspended." However, he also noted that, "strikes, labor disorders and a jinx on working operations counted much to the closing of the yard." There were many production months lost trying to settle the strikes, but if things had turned out well, "the returns on the operations of the ships would have built up a banking account to keep the yard running until the lire picked up in value."⁴¹ All of these issues "made it almost impossible for the Italians to continue to do business in America."⁴²

In February 1921, International Shipbuilding, in order to put its property to productive use and earn income after ceasing operations, leased some of its buildings to the U.S. Government as a vocational training school for disabled veterans through the Federal Board for Vocational Education (and later the U.S. Veterans Bureau), which is discussed later in this document. The Company renewed the lease on July 1, 1921.⁴³ While the lease was in effect, International Shipbuilding sold most of its shipyard and housing property to a group of private investors.⁴⁴

³⁴ Bricker, *The Italian American Shipyard*, 27-41, (Bricker spells the name of the ship *Torinto*); see also "Steel Steamship Launched here. Steamship 'Torino', First Steel Ship Ever Erected in Mississippi, Put Over the Ways Wednesday," *Pascagoula Democrat-Star*, October 29, 1919, and "Double Ship Launching," *Pascagoula Democrat-Star*, March 18, 1920. The launching of a ship is not the same as the completion of its construction and fitting-out, which may take time after launching. The *Molfetta* launched in March 1920, but it was registered, which indicates completion, on July 1, 1920.

³⁵ Bricker, *The Italian American Shipyard*, 2 and 33-40. There are several possible reasons for his retirement, including his poor health. The Board of Directors sought to replace him with someone more experienced in steel ship production, and there were rumors of his involvement in financial irregularities. Failing health appears to have been the likeliest explanation.

³⁶ Bricker, *The Italian American Shipyard*, 36.

³⁷ Bricker, *The Italian American Shipyard*, 33-36 and 39; see also Ragusin, "Hope, Riches Fade." Ragusin states the shipyard ceased operations on July 30, 1920, but Bricker provides documentation showing it officially closed in December 1920.

³⁸ Ragusin, "Hope, Riches Fade."

³⁹ Weiss and Leonard, *America's Maritime Progress*, 441.

⁴⁰ "International Reduces Force," *Pascagoula Chronicle*, March 26, 1919.

⁴¹ Ragusin, "Hope, Riches Fade."

⁴² Bricker, *The Italian American Shipyard*, 42.

⁴³ "Vocational School Assured - International Site Accepted and Contract Closed by Government Officials," *Pascagoula Chronicle-Star*, February 11, 1921, 1; see also Jackson County Land Records, Deed Book 52, Pages 282-288.

⁴⁴ Bricker, *The Italian American Shipyard*, 39.

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In advance of the housing area sale, the Jackson County Land Records Office officially recorded the plat of the property on October 26, 1922 as the International Shipbuilding Company Subdivision.⁴⁵ The Company conveyed most of this property on November 6, 1922 to a partnership consisting initially of William M. Colmer, William F. Martin, T.B. Kell and H.F. Gautier. On May 8, 1923, T.B. Kell sold his interest to the other three. On August 9, 1923, William F. Martin sold his interest to the remaining two.⁴⁶ The Federal Board for Vocational Education was using part of the International Shipbuilding property as a vocational training school for disabled veterans at the time of the sale. The Board continued to use the buildings for at least one more year after the sale.

The Vocational School for Disabled Veterans:

Congress established the Federal Board for Vocational Education on February 23, 1917 under the Smith-Hughes Act (39 Stat. 929) in order to promote vocational education in agriculture, home economics and industry. The Vocational Rehabilitation Act of June 27, 1918 (40 Stat. 617) gave the agency the responsibility of providing vocational rehabilitation to disabled veterans. The Rehabilitation Division administered the program until Congress transferred it to the newly created Veterans Bureau⁴⁷ on August 9, 1921 (42 Stat. 147). The program was completed on June 30, 1928 upon the expiration of a two-year deadline set by the World War Veterans Act Amendments (44 Stat. 790), enacted on July 2, 1926.⁴⁸

The vocational program was very large. A contemporary report stated that, "[s]ome idea of the size of the task can be realized from the facts that on August 15, 1921, there were 89,250 men in training in about three thousand schools and colleges throughout the country and that there were over six thousand employees of the Federal Board in the Rehabilitation Division."⁴⁹ The Board implemented much of the program through existing schools and colleges, but it also established a few vocational schools, including the one in Pascagoula, specifically to provide in-residence training for disabled veterans.

The District 6 regional office of the Federal Board for Vocational Education, which had its offices in New Orleans, initially operated the vocational school at Pascagoula.⁵⁰ Administration of the school was transferred to the U.S. Veterans Bureau when the Rehabilitation Division, which managed the veterans training program, was assigned to that bureau in August 1921. Bricker writes that

[s]ometime after World War I, the deserted shipyard was converted to a rehabilitation center for ex-servicemen from Louisiana, Alabama and Mississippi. The little city that ISC had created for its workers came alive again when hundreds of men and their families came for training... Trades and subjects covered were woodworking, electricity, auto mechanics, business, agriculture, photography, drafting, tailoring, shoemaking, jewelry and watch repair. The ex-servicemen could live in a 32-room dormitory, or one of two large hotels, or they could rent "modern bungalows ranging from four to nine rooms." The largest hotel, the International, had 42 rooms and a large dining room. The site also had a 20-bed hospital and nearby shops and stores.⁵¹

The vocational school opened in February or March 1921, and operated until 1924 or early 1925. The Federal Board for Vocational Education leased selected buildings in the shipyard and its adjacent housing area in February 1921, when International Shipbuilding still owned the property.⁵² The *Pascagoula Chronicle-Star* reported that two hotels and twelve houses were already available for use, and that "several dozen students" and "15 or 20 teachers and officers" had already arrived.⁵³ It later reported that students were arriving daily, with transportation issued "for an additional one hundred and fifty." The Directors of the program were very pleased and stated that "at least 1,000 people are expected...by July 1st."⁵⁴ By May 1921, the school was in operation.⁵⁵ Some authors imply that the vocational school used the entire shipyard complex and housing area, but deed records indicate the Veterans Bureau leased only twenty-four specified buildings.⁵⁶ As noted previously, International Shipbuilding owned the property when

⁴⁵ Jackson County Land Records, Plat Book 1, Pages 73-75 (now filed as Plat Map AA-45). Hilaire Krebs Claim Section 6 lists land transactions made prior to the subdivision recording; International Shipbuilding Company Subdivision lists transactions made after October 26, 1922. Jackson County Land Records, Sectional Index, Book 28 indexes both sets of records.

⁴⁶ Jackson County Land Records, Deed Book 52, Pages 234-236, Deed Book 53, Pages 12-13 and Sectional Index, Book 28, Page 139.

⁴⁷ Congress renamed the Veterans Bureau the U.S. Veterans Bureau on August 24, 1921 (42 Stat. 202).

⁴⁸ "Records of the Rehabilitation Division of the Federal Board for Vocational Education, Veterans Bureau and U.S. Veterans Bureau," *National Archives Records of the Department of Veterans Affairs*, accessed May 14, 2009, <http://www.archives.gov/research/guide-fed-records/groups/015.html#15.5>.

⁴⁹ W. Stull Holt, *The Federal Board for Vocational Education: Its History, Activities and Organization* (Washington, DC: Institute for Government Research, 1922), 11.

⁵⁰ *Federal Board for Vocational Education Training Center, Pascagoula, Mississippi*, Brochure (Pascagoula, c.1924). There is a xerographic copy of it in the files of the Pascagoula Public Library.

⁵¹ Bricker, *The Italian American Shipyard*, 41. Bricker cites *History of Jackson County*, though the information is also in the brochure. There location of the hospital is unknown, and it does not appear on the Sanborn maps of 1918 or 1924.

⁵² "Vocational School Assured."

⁵³ "Vocational Training School," *Pascagoula Chronicle-Star*, February 25, 1921.

⁵⁴ "Vocational School," *Pascagoula Chronicle-Star*, March 25, 1921.

⁵⁵ "Trainees Show Steady Increase - Effects of Establishment of Vocational School Felt in Business and Social Channels," *Pascagoula Chronicle-Star*, May 20, 1921.

⁵⁶ Jackson County Land Records, Deed Book 52, Pages 282-288 and Deed Book 53, Pages 289-295. The deeds show the leased buildings with a map identifying their locations by street address numbers, which were later changed. The 1924 Sanborn identifies the buildings by the new street address numbers, making them easily identifiable today. The recorded leases, which date from July 1, 1922 to June 30, 1923 and July 1, 1923 to June 30, 1924, specified twenty-four buildings, twelve of which were within the proposed historic district area. Of these, nine are still extant. In

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the first lease was drawn up and signed, and it remained in effect after William Colmer and his associates acquired the property in November 1922. The second lease was executed during their ownership.

The Sanborn maps of 1924 and 1950, as well as a panoramic photograph of Roosevelt Street pictured on a circa 1924 brochure for the Federal Board for Vocational Education Training Center, show a circa 1918 hotel or boarding house at what was then 601-613 Roosevelt Avenue (now 1312-1408 Roosevelt Street). The building was documented in the recordation of property leases the vocational school in July 1923, but was replaced very soon afterwards by four two-story houses.⁵⁷ The construction of the houses apparently occurred after the Sanborn Company compiled its field documentation, but before it was published. They were consistent in design with other two-story houses in the immediate area, and they may have been moved from other locations in the enclave.⁵⁸

Exact dates for the closing of the vocational school are unknown, although county land records show that Colmer and Gautier sold most of the property at auction on May 2, 1925. This suggests that the Veterans Bureau did not sign another full year lease after the second one expired in June 1924. F.R. Holbrook purchased the majority of the land for \$60,000, and the terms of the deed excluded numerous lots.⁵⁹ There were Bureau properties among both excluded and included lots, indicating that its lease was no longer in effect by this time. Therefore, the vocational school closed sometime before May 1925, most likely at the end of the lease term on June 30, 1924, though possibly several months later.⁶⁰ On May 7, 1925, five days after he purchased the property, Holbrook "made a quick turnover on his investment when he transferred the town-site, including all houses and the baseball park, to the Coast Ozone Company, a Delaware corporation, for \$100,000. The deed was filed...last Saturday morning. The property sold is a model village of about 175 acres of land, 165 houses, water works, electric lights, and other improvements."⁶¹ By July 1925, Coast Ozone had begun selling off houses and lots to individual homeowners, and within a short time individual buyers or investors had purchased most of them.

Developmental History/Additional Historic Context Information

N/A

addition, the vocational school used four two-story houses that replaced a hotel on the east side of Roosevelt Street, three of which still stand. Thus, there are twelve surviving buildings within the boundaries associated with the vocational school.

⁵⁷ It appears the four houses were built or moved to the site while the U.S. Veterans Bureau lease was still in effect to provide replacement housing for the hotel, which was one of the buildings specified in the lease. One of the four is no longer extant.

⁵⁸ Seven two-story houses at other locations in the complex are on the 1924 Sanborn (sheets 8 and 9), but only three are at the same locations on the 1950 one, suggesting that four of the houses could have been relocated.

⁵⁹ Jackson County Land Records, Deed Book 55, Pages 176-179 and Deed Book 64, Page 462. William Colmer owned Lot 1 of Block N, an excluded lot, until he sold it in September 1931.

⁶⁰ The County has no record of any other leases to the Veteran's Bureau.

⁶¹ "Re-Sale of Shipyard Property Nets Owner a Huge Profit," *Pascagoula Chronicle-Star*, May 15, 1925. The baseball park, which had been the site of the auction on May 2, was located on the south side of Yazoo Street (now Columbus Avenue) in the area currently occupied by the Lureco Subdivision. The location of the water works has not been identified. The 1924 Sanborn shows neither the park nor the water works.

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36CFR67 has been requested)
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of Repository:

International Ship Building Company

Jackson County, MS

Historic Resources Survey Number (if assigned):

International Ship Building Company

Jackson County, MS

10. Geographical Data

Acreage of Property Approximately 24 acres
(Do not include previously listed resource acreage.)

UTM References

A	16	350 279	3358 895	E	16	350 471	3358 599
	Zone	Easting	Northing		Zone	Easting	Northing
B	16	350 279	3358 906	F	16	350 180	3358 429
	Zone	Easting	Northing		Zone	Easting	Northing
C	16	350 550	3358 801	G	16	350 051	3358 567
	Zone	Easting	Northing		Zone	Easting	Northing
D	16	350 554	3358 801	H	16	350 164	3358 763
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description

Columbus Drive forms the southeast boundary, beginning at the eastern lot line of the house at 906 Columbus Drive. International Shipbuilding built most of the houses on the north side of this street; the ones on the south side were all built later. The southwest boundary is Yazoo Lake, which has four houses facing it. International Shipbuilding built three of the houses for its supervisors and one is an older house, built circa 1850, that became part of the company housing. Just to the north of this row was the general manager's house, which no longer stands. The proposed district boundary excludes this site, but extends north from the rear of it on Garfield Street to Lafayette Street. It then jogs slightly east to continue north on Monroe Street for part of one block. Two excluded non-historic houses sit on the west side of Monroe and the northern end of this block contains several lots now used for boat storage. The boundary turns east and then south to encompass several contributing houses on the east side of Monroe, then turns east following the rear lot lines of several houses on Lafayette Street. The boundary then crosses Roosevelt Avenue and runs east for two blocks along Wright Avenue, which was originally the northern edge of the shipyard housing area, to General Patton Street. There the boundary turns south to Lafayette Avenue, then west on Lafayette Street to General Lee Street and south on General Lee to McKinley Avenue. The boundary turns east again at the north side of 1410 General Lee Street then south at its rear lot line and the eastern lot line of 911 Columbus Drive.

Boundary Justification

The district boundaries have been drawn to contain the contiguous concentration of surviving buildings associated with International Shipbuilding's employee housing area, while minimizing the number of non-contributing buildings. Parts of the boundaries follow the lines of streets that were the original borders of the housing area.

The proposed historic district consists of parts of Blocks N, O, W and Y, and all of Blocks P, Q, R, S, U and V of the International Shipbuilding Company Subdivision. It contains 86 buildings that International Shipbuilding constructed and one circa 1850 house it acquired for its shipyard employees in 1918. In addition, there are three stylistically compatible circa 1923 houses either built or moved into the district when the vocational training center was in operation and two others that appear to date from the same period. Although some of the houses from the period of significance have undergone substantial alterations, most retain a moderate to high degree of physical integrity. Their scale, placement and relationship to each other and to the street are unchanged from the time of their original construction. The proposed historic district, therefore, retains its spatial and architectural character from the period when it served as part of the employee housing enclave for International Shipbuilding from 1918 to 1920 and as the site of the veterans' vocational school from 1921 to 1924 or early 1925.

11. Form Prepared By

name/title Richard Cawthon

organization Federal Emergency Management Agency

date February 15 2011

street & number 220 Popps Ferry Road, Building A

telephone _____

International Ship Building Company

Jackson County, MS

city or town Biloxi state MS zip code 39351

e-mail

Additional text by Aileen de la Torre, MDAH Architectural Historian

Additional Documentation:

Submit the following items with the completed form:

- **Maps:**
 - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
 - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

1. International Shipbuilding Company Employee Housing Historic District
2. Pascagoula, Jackson County, MS
3. Photographer: Jennifer Baughn
4. August 25, 2011

The following photographs are the same for items 1-4:

5. 807 Columbus Drive, camera facing north
6. Photo 1 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0001)
5. View of Columbus Drive, camera facing east
6. Photo 2 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0002)
5. View of Columbus Drive, camera facing east
6. Photo 3 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0003)
5. 817 Columbus Drive, camera facing north
6. Photo 4 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0004)
5. 819 Columbus Drive, camera facing north
6. Photo 5 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0005)
5. 819 and 821 McKinley Avenue, camera facing north
6. Photo 6 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0006)
5. View of McKinley Avenue, camera facing west
6. Photo 7 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0007)
5. 804 McKinley Avenue, camera facing south
6. Photo 8 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0008)
5. 1503 Roosevelt Street, camera facing west
6. Photo 9 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0009)

International Ship Building Company

Jackson County, MS

- 5. View of Roosevelt Street, camera facing northwest
- 6. Photo 11 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0011)
- 5. 1309 and 1311 Roosevelt Street, camera facing west
- 6. Photo 12 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0012)
- 5. 1308 Roosevelt Street, camera facing east
- 6. Photo 13 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0013)
- 5. 707 Garfield Street, camera facing north
- 6. Photo 14 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0014)
- 5. 707 Madison Avenue, camera facing north
- 6. Photo 15 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0015)
- 5. View of Lafayette Avenue, camera facing west
- 6. Photo 16 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0016)
- 5. 814 Lafayette Avenue, camera facing south
- 6. Photo 17 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0017)
- 5. View of Roosevelt Street, camera facing north
- 6. Photo 18 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0018)
- 5. 702 Lafayette Avenue, camera facing southwest
- 6. Photo 19 of 19 (MS_JacksonCounty_InternationalShipBuildingCompanyEmployeeHousingHD_0019)

International Ship Building Company

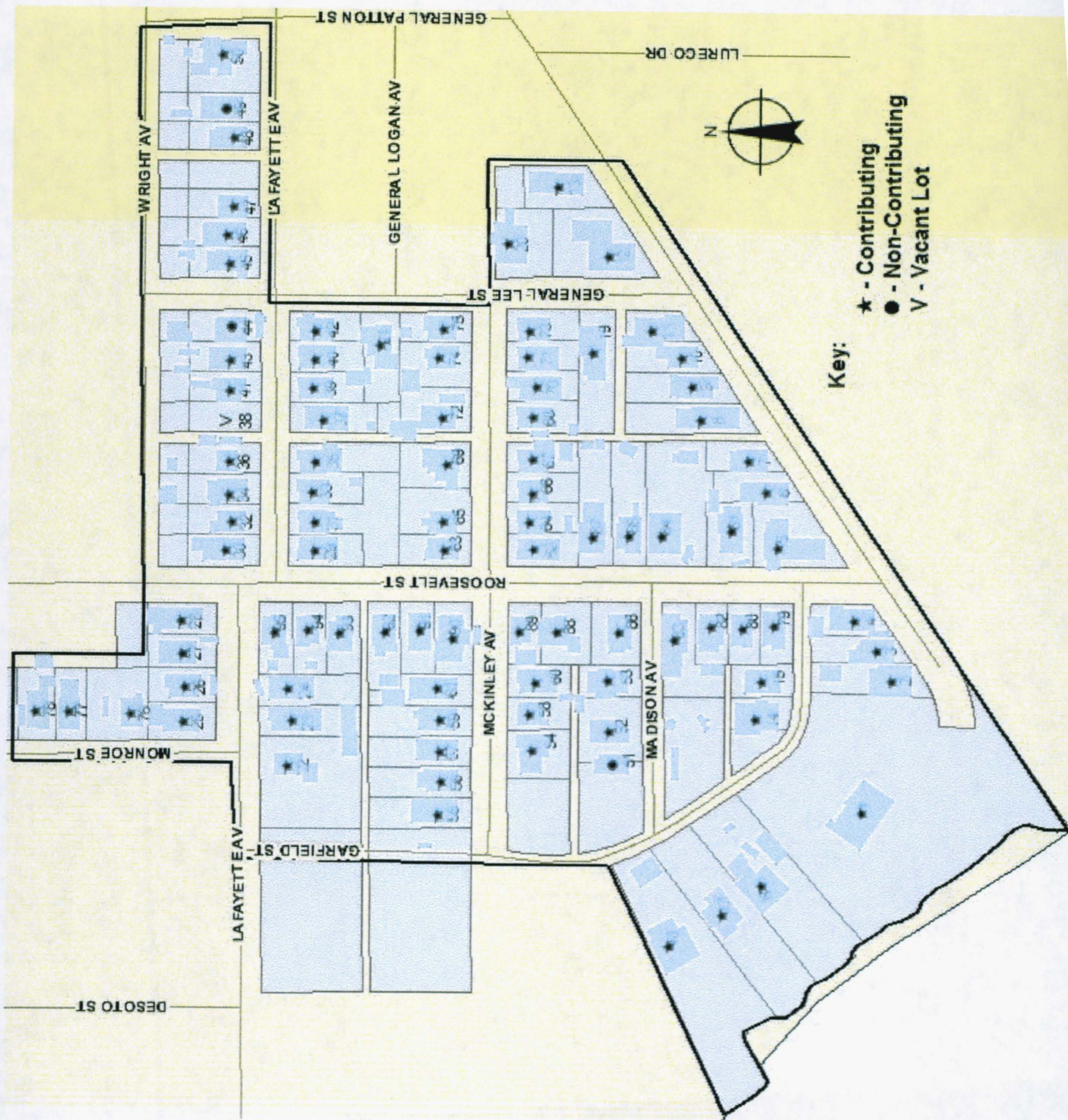
Jackson County, MS

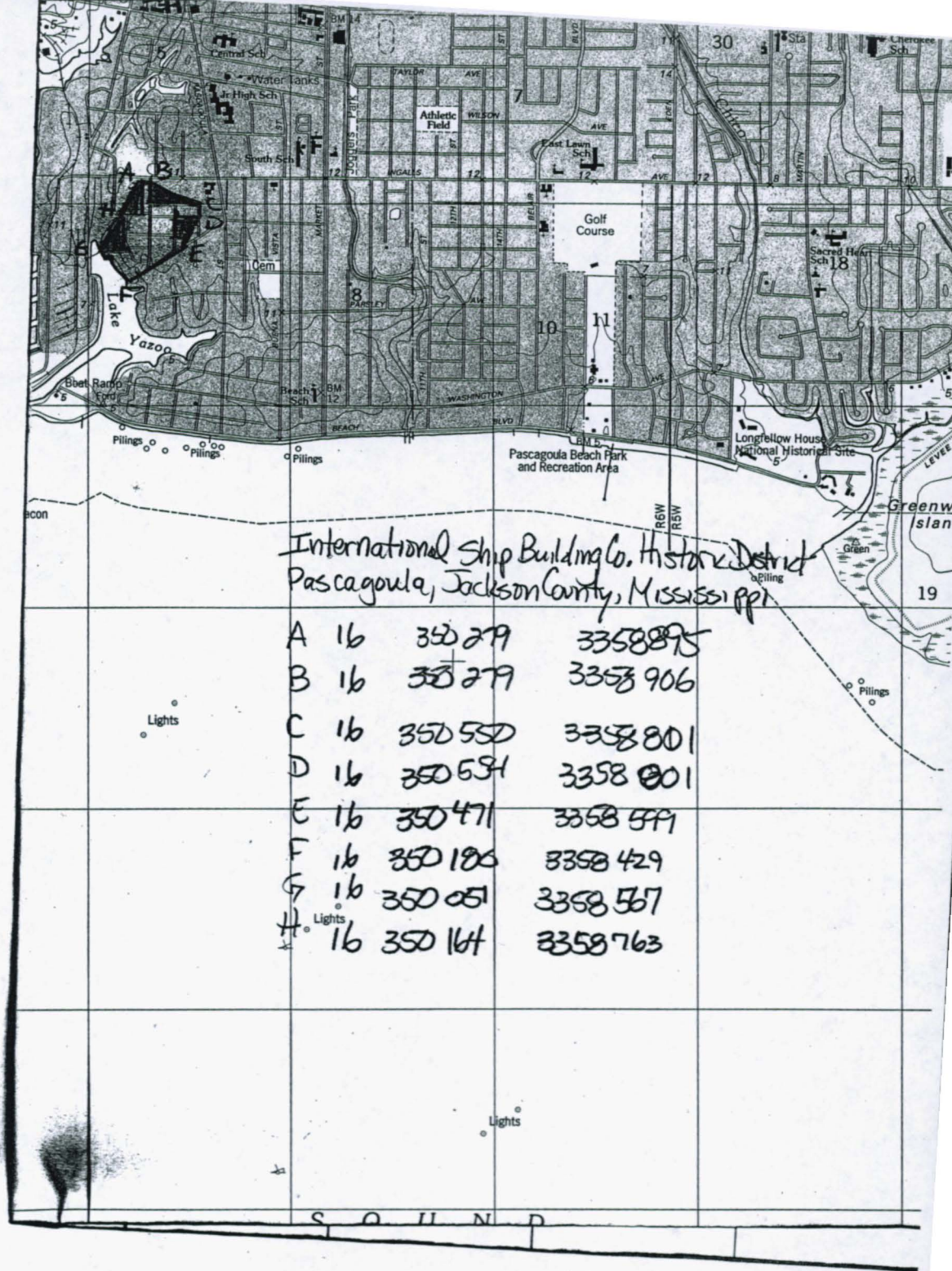
Property Owner: (Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C Street NW, Washington, DC.







M.S. - Jackson County - International Ship Building Company
Employee Housing HD - 0001



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0002



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0003



MS - Jackson County - International Ship Building Company

Employee Housing HD - 00004



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0005



MS - Jackson County - International Shipbuilding Company
Employee Housing HD - 0006



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0007



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0008



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0009



MS - Jackson County - International Shipbuilding Company
Employee Housing HD - 0010



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0010



MS - Jackson County - International Shipbuilding Company
Employee Housing - 0012



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0013



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0014



MS - Jackson County - International Ship Building Company

Employee Housing HD - 0015



MS - Jackson County - International Shipbuilding Company

Employee Housing HD - 0016



MS - Jackson County - International Ship Building Company

Employee Housing HD - 0017



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0018



MS - Jackson County - International Ship Building Company
Employee Housing HD - 0019